

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

February 06, 2012, 1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

-
- | | |
|--|------------------|
| 1. Introductions | 1:30 p.m. |
| 2. Minutes of December 12, 2011 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Transit Finance Working Group* | |
| Chair: Rob Thompson, WestCAT | |
| <i>The Transit Finance Working Group meets on February 1, 2012.</i> | |
| • Local Streets and Roads Working Group* | |
| Chair: Rick Marshall, County of Napa | |
| <i>The Local Streets and Roads Working Group met on January 12, 2012.</i> | |
| • Programming and Delivery Working Group* | |
| Chair: Sam Shelton, STA | |
| <i>The Programming and Delivery Working Group met on February 6, 2012.</i> | |

DISCUSSION ITEMS

1:40 p.m.

- | | |
|--|--|
| 4. Nomination and Election of the CY 2012 PTAC Vice-Chair (<i>Ben Tripousis, Chair</i>) | |
| 5. Legislative Report* (<i>Memo Only</i>) | |
| (<i>MTC staff has prepared an update on legislative actions.</i>) | |
| 6. 2013 TIP Development Update* (<i>Sri Srinivasan</i>) | |
| (<i>Staff will provide an update and timeline for the 2013 TIP development.</i>) | |
| 7. FY 2011-12 STP-CMAQ Program Delivery* (<i>Ross McKeown</i>) | |
| (<i>Staff will provide an update on FY 2011-12 STP-CMAQ program delivery</i>) | |
| 8. One Bay Area Grant Update* (<i>Craig Goldblatt</i>) | |
| (<i>Staff will provide a revised draft One Bay Area Grant proposal based on comments received.</i>) | |
| 9. Complete Streets Policy Update* (<i>Sean Co</i>) | |
| (<i>Staff will present presented revisions to the Complete Streets Policy</i>) | |
| 10. Plan Bay Area: | |
| (<i>Staff will present preliminary drafts for RTP/SCS work elements for review and input from this committee.</i>) | |
| a. Guidance for Applying Project Performance Assessment to the Investment Strategy* | |
| (<i>Lisa Klein</i>) | |

INFORMATION ITEMS / OTHER BUSINESS

3:10 p.m.

11. 2011 TIP Revision Update* (*Adam Crenshaw*)
(The current TIP and subsequent TIP Revisions are available online at:
<http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>).
12. Recommended Future Agenda Items (*All*)
13. Public Comment

Next meeting on:

Monday, March 19, 2012
1:30 p.m. - 3:30 p.m.
MetroCenter, 1st Floor, Auditorium
101-8th Street, Oakland 94607

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

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

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

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

December 12, 2011

Page 1 of 2

1. Introductions

2. Minutes of October 17, 2011 PTAC Meeting

The minutes for the October 17, 2011 PTAC meeting were accepted without comments.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *Rob Thompson, Chair* – The TFWG met on December 7, 2011. *Jeffery Ballou (Vice-Chair)* reported that the WG discussed the Plan Bay Area; Short Range Transit Plans funding for small operators, the Transit Capital Priorities authorization and process, the FY 2013 program to be considered in March 2012; the FTA grants status and clarification on categorical exemptions.

Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group (LSR/PDWG) – *Sam Shelton, Chair* – The LSR/PDWG met on December 12, 2011. *Marcella Aranda (MTC)* reported that Sam Shelton (STA) will assume the role of CY 2012 Chair for PDWG and Rick Marshall (Napa County) will assume the role of CY2012 Chair for LSRWG.

Discussion Items

4. Nominations and Election of the CY 2012 PTAC Vice-Chair

Bob Macaulay (STA) reported that the CMA Executive Directors will meet in January and nominate the CY2012 PTAC Vice-Chair. That nomination will be referred to PTAC in February for approval.

5. Legislative Update

Rebecca Long (MTC) provided a Legislative update and detailed the federal MAP 21 proposal. The two-year bill is limited to the Highway Program and requires that Congress finds an additional \$13B over the two years to make the bill real. The Transportation Mobility Program, replaces the current STP program, has been increased to up to \$10.4B. The bill would result in approximately 30% more revenue, but with more prescriptive requirements. Impacts are too early to determine. The Transportation Enhancement program would be dissolved and funding included as part of CMAQ.

6. New Quantitative PM Hot-Spot Analysis Requirements

Stefanie Hom (MTC) summarized the new Quantitative PM Hot-Spot Analysis requirement changes that take effect December 20, 2012. The analysis requirements are changing from qualitative to quantitative. MTC will be rolling out a module in FMS to provide assistance to sponsors to determine if a project is of air quality concern; however, project sponsors are required to screen all projects. MTC will be providing training on the new FMS module.

7. Cycle 3 Lifeline Guidelines Update

Kristen Mazur (MTC) provided an update on the Cycle 3 Lifeline program and outlined changes from Cycle 2 and previous presentations.

8. Plan Bay Area:

a) Draft Project Performance Assessment Results

Lisa Klein/ Dave Vautin (MTC) presented the draft project performance assessment results as presented to the Planning Committee. Staff noted that draft results will be re-released in January with refinements based on comments received by the various stakeholders and committees. Staff summarized the assessment process and results and provided next steps. Comments should be directed to Dave Vautin by Friday, December 16, 2011.

b) Draft Scenario Assessment Results

Dave Vautin (MTC)/ Ken Kirkey (ABAG) provided an overview of the scenario assessment process and detailed the draft scenario results along with the next steps.

Comments from PTAC members and attendees:

- *How would the results vary if the currently unconstrained Core Capacity Transit Network were to be financially constrained?*

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

December 12, 2011

Page 2 of 2

- *With the dissolution of the redevelopment agencies, how will the Plan support subsidized housing?*
- *Regarding Assessment 9A, car and van pools should be considered the same.*
- *Asked for clarification on how the Policy Initiatives percentages were determined.*

c) Transportation Investment Strategies/ Trade-Offs

Theresa Romell/ Glen Tepke/ Ashley Nguyen (MTC) summarized the Plan Bay Area (PBA) transportation investment strategies and trade-offs. Theresa Romell outlined the local street and roads needs while Glen Tepke summarized the Transit Capital needs. Ashley presented the draft SCS discretionary funding framework.

Comments from PTAC members and attendees:

- *How will the formerly known as Earmark funds be applied?*
 - *Staff response: Earmarks were not assumed in the formula; however, the standard growth rate for those earmarks have been applied to the formula.*
- *Can staff provide a progress report on where we are as a region in meeting performance targets versus actual?*

9. Draft FFY 2010-11 Annual Listing of Federally Obligated Projects

Marcella Aranda (MTC) distributed a draft listing of FFY 2010-11 Federally Obligated projects and requested that sponsors review the draft lists and provide comments to Marcella.

10. 2013 TIP Development Schedule

Sri Srinivasan (MTC) requested project sponsors to review the staff memo regarding 2013 TIP development and to adhere to schedule included. Questions should be directed to Sri Srinivasan or Adam Crenshaw.

11. Public Comment

There were no public comments.

Proposed Next Meeting:

Monday, February 6, 2012

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland, CA 94607



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, FEBRUARY 1, 2012, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 2 min |
| 2. Legislative Update* (<i>Rebecca Long</i>) | 5 min |
| 3. Plan Bay Area (SCS/RTP) Project Performance Assessment (<i>Dave Vautin</i>) | 5 min |
| 4. TSP Update*(<i>Kenneth Folan</i>) | 10 min |
| 5. OBAG Update*(<i>Craig Goldblatt</i>) | 10 min |
| 6. FY13 TCP Policy Update** (<i>Glen Tepke</i>) | 10 min |
| 7. FTA Grants Status Update* (<i>Glen Tepke</i>) | 10 min |
| 8. FTA Discretionary Program NOFAs* (<i>Glen Tepke</i>) | 10 min |
| 9. FTA FY 2012 Fuel Costs Program** (<i>Glen Tepke</i>) | 5 min |

Information Items / Other Items of Business:

- | | |
|---|--------|
| 10. 2011 TIP Update* (<i>Memo Only</i>) | 5 min |
| 11. 2013 TIP Development Update and Schedule* (<i>Sri Srinivasan</i>) | 5 min |
| 12. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Adam Crenshaw</i>) | 5 min |
| 13. FY 2012-13 Draft Fund Estimate** (<i>Adam Noelting</i>) | 10 min |
| 14. Caltrans Planning Grants FY 2012-13 Announcement* (<i>Dave Vautin</i>) | 5 min |
| 15. Caltrans Small Urbanized Area (UA) and Rural JARC and New Freedom Call for Projects* (<i>Kristin Mazur</i>) | 5 min |
| 16. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, March 7, 2012
10:00 a.m. – 12:00 p.m.
Fishbowl Conference Room, MTC Metro Center

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

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



METROPOLITAN
TRANSPORTATION
COMMISSION

PARTNERSHIP LOCAL STREETS AND ROADS
WORKING GROUP
101 - 8th St., 2nd Floor, Claremont
Thursday, January 12, 2012
9:30 a.m. – 11:30 a.m.

AGENDA

Topic	Estimated Time
1. Introductions (<i>Rick Marshall, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Local Streets and Roads/Programming and Delivery Working Group – December 5, 2011 (<i>Rick Marshall, Chair</i>)	
3. Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)** (<i>Marcella Aranda</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. DLA-OB 11-12 Raising the Federal Simplified Acquisition Threshold from \$100,000 to \$150,000* (<i>An Office Bulletin (DLA-OB 11-12 \$150,000 Simplified Acquisition Threshold) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
ii. DLA-OB 11-13 Administering Local Federal-Funded Projects on the State Highway System* (<i>DLA Office Bulletin DLA-OB 11-13 regarding the authorization of local federal funds for local agency-administered projects on the State Highway System through a cooperative agreement with Caltrans has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
iii. FHWA Revised Functional Classification Codes* (<i>FHWA has announced the new functional classification codes, which are independent of urban / rural areas. Additional information can be found online at: http://dot.ca.gov/hq/tsip/hseb/func_clas.html</i>)	
iv. Clarification of FHWA's Oversight Role in Accessibility* (<i>HCR-1, HIF-1- "Clarification of FHWA's Oversight Role in Accessibility" is available online at: http://www.fhwa.dot.gov/civilrights/memos/ada_memo_clarificationa.htm</i>)	
5. Discussion Items:	
A. One Bay Area Grant-Revised Update* (<i>Craig Goldblatt</i>)	60 min
B. TIP Update* (<i>Sri Srinivasan/Adam Crenshaw</i>)	10 min
i. 2013 TIP Update – Data Clean-Up	
ii. 2011 TIP Update (<i>The current TIP and subsequent TIP Revisions are available online at: http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</i>)	
6. Informational Items: (“Memo Only” unless otherwise noted)	
A. PMP Certification Status* (<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
7. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

The next LSRWG meeting:

Thursday, February 9, 2012

9:30 a.m. – 11:30 a.m.

MetroCenter, 2nd Floor, Claremont

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

PARTNERSHIP PROGRAMMING AND DELIVERY
WORKING GROUP MEETING
101 - 8th St., 2nd Floor, Claremont
Monday, February 6, 2012
10:30 a.m. – 12:30 p.m.

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Sam Shelton, Chair</i>)	3 min
2. Review of Working Group Minutes*	2 min
A. Joint Local Streets and Roads/Programming and Delivery Working Group – December 5, 2011 (<i>Sam Shelton, Chair</i>)	
3. Standing/ Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>)	10 min
▪ Federal Earmarks Status Update**	
C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>)	5 min
D. CTC/ Prop 1B/ 2012 STIP Process/ State Budget Update (<i>Kenneth Kao</i>)	10 min
▪ Legislative Update* (<i>Memo Only</i>)	
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. DLA-OB 11-12 Raising the Federal Simplified Acquisition Threshold from \$100,000 to \$150,000* (<i>An Office Bulletin (DLA-OB 11-12 \$150,000 Simplified Acquisition Threshold) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
ii. DLA-OB 11-13 Administering Local Federal-Funded Projects on the State Highway System* (<i>DLA Office Bulletin DLA-OB 11-13 regarding the authorization of local federal funds for local agency-administered projects on the State Highway System through a cooperative agreement with Caltrans has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
iii. FHWA Revised Functional Classification Codes* (<i>FHWA has announced the new functional classification codes, which are independent of urban / rural areas. Additional information can be found online at: http://dot.ca.gov/hq/tsip/hseb/func_clas.html</i>)	
iv. Clarification of FHWA's Oversight Role in Accessibility* (<i>HCR-1, HIF-1- "Clarification of FHWA's Oversight Role in Accessibility" is available online at: http://www.fhwa.dot.gov/civilrights/memos/ada_memo_clarificationa.htm</i>)	
v. COIN #12-01 - Poster Requirements on Federally-Funded Construction Projects* (<i>A Caltrans Oversight Information Notice (COIN) entitled "Poster Requirements on Federally Funded Construction Projects" has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm.</i>)	
5. Discussion Items:	
A. Nomination for the CY 2012 PTAC Vice-Chair (<i>Sam Shelton, Chair</i>)	5 min
B. TIP Update* (<i>Sri Srinivasan/Adam Crenshaw</i>)	10 min
i. 2013 TIP Update – Data Clean-Up	

ii. 2011 TIP Update

(The current TIP and subsequent TIP Revisions are available online at:

<http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>)

C. FY 2011-12 STP-CMAQ Program Delivery Update* *(Ross McKeown)* 10 min

D. Complete Streets Policy Update* *(Sean Co)* 15 min

E. One Bay Area Grant-Revised Update* *(Craig Goldblatt)* 30 min

(Staff will summarize comments received to date from the various advisory committees based on the draft One Bay Area Grant proposal dated January 2012.)

6. Informational Items: (“Memo Only” unless otherwise noted)

A. Caltrans Planning Grants FY2012-13 Guidance* *(Dave Vautin)* 5 min

B. PMP Certification Status*

(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

7. Recommended Agenda Items for Next Meeting: *(All)* 5 min

The next PDWG meeting:

Monday, March 19, 2012

10:30a – 12:30p

MetroCenter, 3rd Floor, Fishbowl

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
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COMMISSION

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Memorandum

TO: Legislation Committee
FR: Deputy Executive Director, Policy
RE: FY 2012-13 State Budget Proposal

DATE: January 13, 2012

W. I. 1131

Overview

The Governor's proposed budget for FY 2012-13 forecasts a \$9.2 billion shortfall, a sharp drop from the \$27 billion deficit the Legislature faced last year. Going forward, the budget forecasts a structural shortfall of \$5 billion, down from \$20 billion a year ago. After a "cuts only" approach last year, which reduced General Fund spending by \$16 billion (to its lowest level as a share of the state's economy since 1972-73, according to the budget summary), Governor Brown is now seeking new revenue to close the gap. Specifically, he plans to ask voters to approve a four-year 0.5 percent sales tax increase and tax increases on income taxes for single filers with incomes above \$250,000. Collectively, the taxes are estimated to generate approximately \$6.9 billion in FY 2012-13, though the Legislative Analyst's Office has pointed out that this estimate could be off by as much as \$5 billion, given the challenge of forecasting capital gains tax revenue. The budget also proposes \$5.4 billion in "trigger cuts" to take effect on January 1, 2013, if voters do not approve the Governor's tax initiative. Proposition 98 funding for schools and community colleges would bear the brunt of these trigger cuts: \$4.8 billion (90 percent) of the total.

Transportation Funding Held Steady, But Over \$1 Billion in Weight Fees Diverted

The proposed budget contains few changes to the transportation budget relative to the current year, but it does divert about \$1.4 billion from the State Highway Account to the General Fund to offset transportation bond debt service and provide a loan to the General Fund. This revenue comes from one of the few remaining sources of transportation funding that is not constitutionally protected — vehicle weight fees. Of the \$1.4 billion, approximately \$635 million is for anticipated debt service on transportation bonds (including future bond sales in FY 2012-13) and \$752 million is a loan (some of which was authorized in prior years). While significant, it's worth noting that this shift is consistent with the "comprehensive fix" MTC and others supported last year that reaffirmed the gas tax swap (preserving \$2.5 billion in gasoline excise tax funding for transportation), in exchange for allowing weight fees to be used for General Fund relief. These funds would otherwise be available for various purposes, including state highway rehabilitation, operational improvements to the highway system, as well as State Transportation Improvement Program (STIP) projects.

State Transit Assistance Funding Forecast to Grow Slightly

With regard to public transit, the budget forecasts a \$420 million State Transit Assistance (STA) program, a 5 percent increase from the current year (forecast to be \$399 million, \$17 million lower than estimated when the budget was enacted). Because the constitution now requires STA to be continuously appropriated on the basis of revenue generations, the final STA funding level for FY

will depend on actual receipts from the sales tax on diesel fuel. We estimate the Bay Area would receive approximately \$152 million in STA funding, including \$111 million in revenue-based funds and \$40 million in population-based funds. This represents roughly the same as what was forecast in the current year, though revenue has come in slightly below expectations due to lower diesel consumption. Attachment A shows a detailed breakdown of FY 2012-13 STA funding by operator.

Consolidation Proposal: A New Transportation Agency

The budget proposes a number of organizational changes, including the elimination of two state agencies, and 48 boards, commissions, programs, and departments. Specific to transportation, the budget proposes to consolidate a number of agencies under one “Transportation Agency.” This would include Caltrans, the Department of Motor Vehicles, the High-Speed Rail Authority (HSRA), the California Highway Patrol, the California Transportation Commission (CTC), and the Board of Pilot Commissioners. It is unclear how this restructuring would affect the role of the CTC and HSRA’s governing boards and staff.

Caltrans Named as a Candidate for Zero-Based Budgeting

The budget also highlights Caltrans as an agency for which a thorough review is planned to move towards a bottom-up budgeting approach, as provided for last December by Executive Order B 13 11. The review proposes to examine which “functions need to exist” and the appropriate level of resources needed to accomplish them. As such, the modest staffing changes in the budget, which reduce Caltrans staff by 2 percent, are only preliminary and are likely to change at the conclusion of this review. One notable change is a reduction in the department’s Mass Transportation division by almost 42 personnel years and \$3.7 million, which the budget states is a reflection of reduced workload as a result of reduced transit capital funding.

Support Costs for High Speed Rail Authority Proposed, a Punt on Capital Funding

The Administration affirms its support for continuation of the high-speed rail project in the budget summary and proposes \$16 million for staffing and contract activities to support legal analysis, environmental planning, procurement and other work related to the project. However, the budget does not yet include a request for any capital funding, stating that the Department of Finance is still reviewing the revised Business Plan (under the 90-day period granted by Proposition 1A) and will propose “a complete capital outlay and support funding plan in early 2012.”

Budget Proposes Using Greenhouse Gas Cap-and-Trade Auction Fees for Public Transit

The budget estimates that greenhouse gas emission allowances from the new “cap-and-trade” program will generate roughly \$1 billion in FY 2012-13. The Administration intends to propose trailer bill language for how to spend the funding, but the summary document indicates an interest in funding “low carbon transportation & sustainable infrastructure development.” Staff from the department of Finance indicated that the critical test for whether a project is eligible for this revenue will be demonstration of a nexus to greenhouse gas emissions by reducing them or mitigating their effects. The budget summary document also references “state of the art systems to move goods and freight, deploy advanced technology vehicles and vehicle infrastructure, advanced biofuels and low carbon and efficient public transportation.”

Amtrak Cost Increase

The budget proposes an increase of \$13.9 million for the Caltrans operation and maintenance agreement with Amtrak as a result of being charged an increased share of the cost of operating the Pacific Surfliner corridor in the Los Angeles to San Diego corridor. This is a reflection of a new federal requirement that ends any federal subsidy for the operating cost of Amtrak trains.

Budget Punts on Most Bond Funding

The budget states that estimated expenditures for Proposition 1B bond funding will be revised in the spring when project sponsors can provide a more accurate forecast of cash-flow needs. However, the budget does assume a significant increase in Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) expenditures for local transit projects, growing from \$420 million in the current year to \$830 million in FY 2012-13. No additional appropriation is needed to authorize this expenditure as the Legislature appropriated \$1.5 billion in FY 2010-11. The budget assumes future bond sales would be directed to this program to accommodate cash flow needs.

Budget Increases Bicycle Transportation Funding but Could it Go Further?

The budget proposes \$11.9 million in funding for bicycle-related projects, a \$2.5 million increase over the current year. While this is a welcome increase, it is unclear why the budget leaves a \$5.6 million balance in the Bicycle Transportation Account, a balance that accrued due to a \$6 million General Fund loan repayment in the current year. Across the state, bicycling is becoming an increasingly popular mode of travel. Moreover, there is no shortage of bicycle improvement projects that could easily make use of those funds. MTC staff will explore this question as the budget hearings commence over the next few months.

Ann Flemer

**GOVERNOR'S PROPOSED FY 2012-13 STATE BUDGET
S.F. BAY AREA STATE TRANSIT ASSISTANCE FUNDING, FY 2012-13**

STATEWIDE REVENUE	\$ 420,429,000
S.F. BAY AREA ESTIMATE	\$ 151,791,465
Apportionment Jurisdictions	
AC Transit	\$ 12,167,936
ACE	\$ 489,145
BART (Bay Area Rapid Transit)	\$ 26,762,260
Benicia	\$ 8,080
Caltrain	\$ 5,311,814
Central Contra Costa Transit Authority (County Connection)	\$ 612,890
Dixon	\$ 4,875
Eastern Contra Costa Transit Authority (TriDelta)	\$ 261,197
Fairfield	\$ 124,781
Golden Gate Bridge, Highway and Transit District	\$ 4,884,774
Healdsburg	\$ 3,913
Livermore-Amador Transit (LAVTA)	\$ 217,382
Napa Transit Services	\$ 41,313
Rio Vista	\$ 6,323
SamTrans	\$ 4,988,443
San Francisco MTA	\$ 40,003,735
Santa Rosa	\$ 110,817
Sonoma County Transit	\$ 155,449
Union City	\$ 40,082
Vallejo	\$ 558,544
Valley Transportation Authority (VTA)	\$ 14,363,473
Western Contra Costa Transit Authority (WestCAT)	\$ 290,548
REVENUE BASED AMOUNT	\$ 111,407,775
POPULATION BASED AMOUNT*	\$ 40,383,690
S.F. BAY AREA ESTIMATE	\$ 151,791,465

*See opposite side for population-based amount details

**GOVERNOR'S PROPOSED FY 2012-13 STATE BUDGET
S.F. BAY AREA STATE TRANSIT ASSISTANCE FUNDING, FY 2012-13**

	FY 2012-13 Governor's Budget Estimate
<i>Statewide STA Funding</i>	\$ 420,429,000
MTC POPULATION-BASED FUNDING	\$ 40,383,690
Apportionment Jurisdictions	
Northern Counties/Small Operators	
Marin	\$ 1,214,367
Napa	\$ 656,260
Solano	\$ 1,976,371
Sonoma	\$ 2,322,603
CCCTA	\$ 2,302,082
ECCTA	\$ 1,390,560
LAVTA	\$ 951,341
Union City	\$ 333,044
WestCAT	\$ 306,700
SUBTOTAL	\$ 11,453,328
Regional Paratransit	
Alameda	\$ 1,257,581
Contra Costa	\$ 890,220
Marin	\$ 171,764
Napa	\$ 139,299
San Francisco	\$ 997,789
San Mateo	\$ 491,958
Santa Clara	\$ 1,409,022
Solano	\$ 384,673
Sonoma	\$ 550,983
SUBTOTAL	\$ 6,293,290
Lifeline	
Alameda	\$ 2,681,260
Contra Costa	\$ 1,514,329
Marin	\$ 294,144
Napa	\$ 247,663
San Francisco	\$ 1,478,855
San Mateo	\$ 855,581
Santa Clara	\$ 2,678,036
Solano	\$ 656,136
Sonoma	\$ 884,638
MTC Means-Based Discount Project	\$ 500,000
SUBTOTAL	\$ 11,790,642
MTC Regional Coordination Program	\$ 10,846,430
POPULATION BASED GRAND TOTAL	\$ 40,383,690



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: February 6, 2012

FR: Sri Srinivasan

RE: 2013 TIP Update – Data Clean Up – Reconcile RTP-LRP funds and Other Local Funds

Background:

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

In order to make the TIP update process easier, we are looking to "clean up" the TIP in advance of the 2013 TIP update that will take place in FY 2012. This process will involve several steps; the first step is to archive projects from the TIP (**Deadline was December 30, 2011**). The next step is to ensure that for all the projects that remain in the TIP, the data contained is valid. In light of the fact that the TIP is data intensive, the data cleanup process is a series of steps, the first of which is to reconcile RTP-LRP (RTP Long Range Plan) funds and Other Local funds. RTP-LRP funds are added for informational purposes only and are included outside the TIP years to demonstrate full project funding (for the 2011 TIP the funds were programmed later than FY2013-14). These are committed funds for RTP purposes but are not available and committed funds for TIP purposes.

Of the approximately 1,331 active projects in the TIP, 151 projects have RTP-LRP funds programmed in the outer years (FY2014-15 through FY2024-25). With the 2013 TIP Update, the TIP years will change from FY 2010-11 through FY2013-14 to FY 2012-13 through FY2015-16. It is important to reconcile the RTP-LRP funds programmed in FY2014-15 and FY2015-16 to the appropriate committed fund sources that are expected to be spent on the project. There cannot be any RTP-LRP funds programmed in the 2013 TIP years (FY2012-13 through FY2015-16). Attachment 1 is a list of active projects in the TIP with RTP-LRP funds.

Of all the active projects in the TIP, 211 projects have Other Local funds greater than \$2 million programmed in the years FY2010-11 through FY2015-16. Sponsors are requested to review these funds and provide MTC staff with a justification of the funding or change the fund source to the appropriate committed fund source. This justification has to be consistent with board approved plans, programs etc. The justification could be a copy of the board approved resolution, or a letter on the Jurisdiction’s letterhead with a detailed explanation of the source of funds.

It is critical to ensure that MTC has the justification for the Other Local funding so we can ensure that the TIP is fiscally constrained and the TIP accounts for all the revenues. Attachment 2 is a list of active projects in the TIP with Other Local funds greater than two million in the years FY2010-11 through FY2015-16.

The second part of the memo identifies the steps to reconcile the RTP-LRP and Other Local funds.

Review Steps:

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

1. Log into FMS and go to the Project Search Page
2. Select the project
3. Review the RTP-LRP and Other Local fund lines on the funding page
4. For RTP-LRP funds:
 - a. If you plan to change the fund source: Select the actual fund source of the funds (If you plan to use “Other Local” funds, please read the section for “Other Local Funds” below). A list of fund codes is posted at the following link:
http://www.mtc.ca.gov/funding/tip/2011/A-26_Fund_Code_Description.pdf.

For the reason for revision field on the General Information page - Please use “Fund Source Change: Change \$_____in RTP-LRP funds to_____ funds”. Please fill in the blanks with the exact amount and fund code you are using. The same change reason can be used for the description of change.

- b. If you plan to update the program year and delay the project, please update the project delivery milestones in the Delivery Milestones page of Universal Application.

For the reason for revision field on the General Information page - Please use “Update project schedule and change the funding year for the RTP-LRP Funds from FY___ to FY_____.” Please fill in the blanks with the exact years.

Please identify any projects (via email to ssrinivasan@mtc.ca.gov or acrenshaw@mtc.ca.gov) that will be delayed beyond the AQ analysis year of FY 2014-15. This is critical from an air quality conformity perspective.

5. For Other Local funds:
 - a. If you plan to change the fund source: Select the actual fund source of the funds. A list of fund codes is posted at the following link:
http://www.mtc.ca.gov/funding/tip/2011/A-26_Fund_Code_Description.pdf.

For the reason for revision field on the General Information page - Please use “Fund Source Change: Change \$_____in Other Local funds to_____ funds”. Please fill in the blanks with the exact amount and fund code you are using. The same change reason can be used for the description of change. If you plan to use “Other Local” funds, please provide adequate justification of the actual source of funds you expect to get and use.).
 - b. If you plan to continue to use “Other Local” funds, please send MTC Staff an email with the TIP ID, Project Name, and Justification. The justification could be a copy of the board approved resolution, or a letter on the Jurisdiction’s letterhead with a detailed explanation of

the source of funds. Please send the justification by **February 10, 2012**. This justification has to be consistent with board approved plans, programs etc.

- c. If you plan to update the program year and delay the project, please update the project delivery milestones in the Delivery Milestones page of Universal Application.

For the reason for revision field on the General Information page - Please use “Update project schedule and change the funding year for the Other Local funds from FY___ to FY_____.” Please fill in the blanks with the exact years.

Please identify any projects (via email to ssrinivasan@mtc.ca.gov or acrenshaw@mtc.ca.gov) that will be delayed beyond the AQ analysis year of FY 2014-15. This is critical from an air quality conformity perspective.

Please do not change the years for funds that serve as match to federal funding. Matching funds should be programmed in the same phase and fiscal year as that of the federal funds.

6. Review all other information, and make the required changes and submit any revisions by **February 10, 2012**.
7. During the MTC review process - Any projects with RTP-LRP funding remaining in the period from FY2013-14 through FY2015-16 will be removed from the 2013 TIP. Also, any projects with Other Local funds greater than \$2 million that do not have justification, will be changed to RTP-LRP funds and moved outside the 2013 TIP period.

Thank you for your continued efforts with the TIP. If you have any questions, please contact Adam Crenshaw at (510)817-5794 or acrenshaw@mtc.ca.gov or Sri Srinivasan at (510)817-5793 or ssrinivasan@mtc.ca.gov.

Attachment 1: List of all the active projects with RTP-LRP funds in the TIP

Attachment 2: List of active projects in the TIP with Other Local funds greater than \$2 million in the years FY2010-11 through FY2015-16.

Attachment 1: List of Active Projects in the TIP with RTP-LRP Funds

*RTP-LRP funds should not be programmed in the 2013 TIP Period. Committed fund source must be identified or funds must be moved out of the 2013 TIP period

County	Sponsor	TIP ID	Project Name	RTP-LRP Funds Programmed (in Millions)											Total	
				2015*	2016*	2017	2018	2019	2020	2021	2022	2023	2024	2025		
ALA	Alameda Cou	ALA010003	Crow Canyon Safety Improvements	\$4												\$4
ALA	Caltrans	ALA010006	SR 84 WB HOV Lane Extension	\$29												\$29
ALA	Livermore	ALA050012	North Canyons Parkway Widening	\$9												\$9
ALA	BART	ALA050015	BART - Warm Springs Extension		\$69											\$69
ALA	AC Transit	ALA050017	Enhanced Bus - Telegraph/Intl/East 14th	\$75												\$75
ALA	Berkeley	ALA050079	I-80 Gilman Interchange Reconfiguration	\$4												\$4
ALA	ACTIA	ALA070009	I-880/Broadway-Jackson Interchange	\$25												\$25
ALA	Oakland	ALA070039	Oakland Waterfront Bay Trail	\$52												\$52
ALA	ACCMA	ALA070045	I-880/Maritime Street Ramp Modification	\$4												\$4
ALA	AC Transit	ALA070046	Zero Emission Bus Advanced Demonstration	\$22												\$22
ALA	ACCMA	ALA090003	I-580/I-680 Improvements	\$391												\$391
ALA	ACCMA	ALA090005	I-580/I-680 Interchange HOV direct connectors	\$14												\$14
ALA	Livermore	ALA090007	I-580/First Street Interchange Improvements	\$35												\$35
ALA	Livermore	ALA090008	I-580/Greenville Road Interchange Improvements	\$39												\$39
ALA	Pleasanton	ALA090010	I-680/Bernal Avenue interchange improvements	\$14												\$14
ALA	AC Transit	ALA090011	I-680 Express Bus Service		\$8											\$8
ALA	Emeryville	ALA090014	I-80 Eastbound Off-ramp Widening at Powell Street	\$1												\$1
ALA	Hayward	ALA090016	Rt 92/Clawiter/Whitesell Interchange Improvements		\$44											\$44
ALA	ACCMA	ALA090018	Truck Parking Facilities in North County (Phase I)	\$3												\$3
ALA	Alameda Cou	ALA090022	Estuary Bridges Seismic Retrofit and Repairs	\$1												\$1
ALA	Alameda Cou	ALA090023	Fruitvale Avenue Roadway Bridge Seismic Retrofit	\$3												\$3
ALA	WETA	ALA110001	Central Bay Operations and Maintenance Facility	\$4												\$4
ALA	Alameda Cou	ALA991077	E. 14th St/Mission Blvd Streetscape Improvements	\$10												\$10
ALA	Oakland	ALA991081	42nd Ave. & High St. I-880 Access Improv.	\$11												\$11
ALA	LAVTA	ALA99SA09	Satellite Bus Operating Facility Expan. Ph. 1 & 2	\$20												\$20
SCL	VTA	BRT030001	BART - Berryessa to San Jose Extension				\$839	\$103	\$403	\$587	\$725	\$856	\$442	\$433		\$4,387
CC	CCTA	CC-010023	I-680 / SR 4 I/C Reconstruction - Phases 1-5	\$38		\$253										\$291
CC	Martinez	CC-030004	Martinez Intermodal Station Parking Expansion	\$7												\$7
CC	CCTA	CC-030005	I-680 Auxiliary Lanes	\$18												\$18
CC	BART	CC-050025	E-BART - East Contra Costa Rail Extension	\$48												\$48
CC	CC County	CC-050030	Contra Costa County Vasco Road Safety Improvements	\$15												\$15
CC	Antioch	CC-070004	Somersville Road Widening	\$9												\$9
CC	Antioch	CC-070008	Laurel Road Extension	\$5												\$5
CC	Brentwood	CC-070011	SR4/Brentwood Boulevard Widening - North (Phase I)	\$4												\$4
CC	CC County	CC-070018	Pacheco Blvd Widening and Realignment	\$10												\$10
CC	CCTA	CC-070022	I-680 NB HOV Gap Closure	\$37												\$37
CC	Concord	CC-070024	SR 242 / Clayton Road Interchange Improvements			\$24										\$24
CC	Concord	CC-070025	SR4/Willow Pass Interchange Improvements		\$2		\$28									\$30
CC	Concord	CC-070027	Waterworld Parkway Bridge	\$9												\$9
CC	Concord	CC-070028	Panoramic Drive Extension		\$7											\$7
CC	San Pablo	CC-070035	I-80/San Pablo Dam Rd I/C Modifications	\$98												\$98
CC	San Ramon	CC-070036	I-680/Norris Canyon Road Direct HOV Ramps	\$86												\$86
CC	Pittsburg	CC-070041	California Avenue Widening	\$10												\$10
CC	Pittsburg	CC-070043	West Leland Extension, Phase II	\$9												\$9
CC	Pittsburg	CC-070044	Pittsburg-Antioch Highway Widening	\$9												\$9
CC	Pittsburg	CC-070045	James Donlon Extension (Buchanan Rd Bypass)	\$27												\$27
CC	St. Rte. 4 BA	CC-070048	SR4 Bypass: Sand Creek to Balfour Rd	\$19												\$19
CC	St. Rte. 4 BA	CC-070049	SR4 Bypass: Laurel Rd to Sand Creek Ph I	\$13												\$13
CC	Hercules	CC-070051	SR4/Willow Avenue Ramps	\$13												\$13
CC	St. Rte. 4 BA	CC-070053	SR4 Bypass: Balfour Interchange	\$15	\$31											\$46
CC	St. Rte. 4 BA	CC-070054	SR4 /SR160 Interchange and Connectors	\$49												\$49
CC	St. Rte. 4 BA	CC-070057	SR4 Bypass: Sand Creek Interchange (Phase 1)	\$32												\$32
CC	WETA	CC-070062	Richmond Ferry Service	\$21												\$21

Attachment 1: List of Active Projects in the TIP with RTP-LRP Funds

*RTP-LRP funds should not be programmed in the 2013 TIP Period. Committed fund source must be identified or funds must be moved out of the 2013 TIP period

County	Sponsor	TIP ID	Project Name	RTP-LRP Funds Programmed (in Millions)											Total
				2015*	2016*	2017	2018	2019	2020	2021	2022	2023	2024	2025	
CC	WETA	CC-070064	Hercules Ferry Service	\$30											\$30
CC	Oakley	CC-070065	SR4 Realignment in Oakley	\$7											\$7
CC	St. Rte. 4 BA	CC-070067	Mokelumne Trail Bike/Ped Overcrossing	\$5											\$5
CC	CC County	CC-090003	N. Richmond Truck Route	\$19											\$19
CC	Hercules	CC-090008	Central Hercules Arterial Improvements	\$5											\$5
CC	Antioch	CC-090011	Fitzuren Road Widening & Realignment	\$7											\$7
CC	AC Transit	CC-090012	Procure New Express Buses for I-80 HOV	\$9											\$9
CC	Antioch	CC-090013	Construct new interchange at Route 4/Phillips Lane	\$47											\$47
CC	Oakley	CC-090015	Widen Main Street to 6 lanes from State Route 160	\$10											\$10
CC	Martinez	CC-090016	Construct Martinez Intermodal Station (Phase 3)	\$10											\$10
CC	San Ramon	CC-090019	Bollinger Canyon Road Widening (Alcosta to SRVB)	\$19											\$19
CC	San Ramon	CC-090020	Widen and extend Bollinger Canyon Road to 6 lanes	\$2											\$2
CC	Brentwood	CC-090021	Brentwood Boulevard North (Phases II & III)	\$12											\$12
CC	CC County	CC-090022	Camino Tassajara Safety Improvement Windemere Pkwy	\$5											\$5
CC	CC County	CC-090024	Widen Dougherty Road to 6 lanes from Red Willow	\$10	\$34										\$44
CC	Concord	CC-090026	Ygnacio Valley/Kirker Pass Roads Widening	\$6											\$6
MRN	TAM	MRN050001	US 101 / Greenbrae Interchange Corridor Impts.	\$72											\$72
MRN	GGBHTD	MRN050019	Golden Gate Bridge - Suicide Deterrent System			\$45									\$45
MRN	TAM	MRN050034	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	\$161											\$161
MRN	Various	MRN090007	Transit Priority Measures on Transit Corridors	\$18											\$18
MRN	Various	MRN090008	Major Roads Rehabilitation	\$22											\$22
NAP	American Ca	NAP110006	American Canyon PDA Development Plan	\$2											\$2
NAP	NCTPA	NAP110014	Napa Valley Vine Trail Design and Construction	\$2											\$2
REG	BART	REG050020	BART Car Exchange (Preventive Maintenance)	\$445											\$445
REG	BART	REG090037	BART: Railcar Replacement Program	\$266											\$266
SCL	VTA	SCL050034	US 101 / Capitol-Yerba Buena I/C Modifications	\$24											\$24
SCL	San Jose	SCL050039	Almaden Expressway Ped. Bridge	\$12											\$12
SCL	Milpitas	SCL050077	SR 237 - Calaveras Blvd Widening	\$2											\$2
SCL	San Jose	SCL050083	Coyote Creek Trail	\$6											\$6
SCL	VTA	SCL050085	US101/4th St overpass & 4th /Zanker/Skyport	\$1	\$5										\$6
SCL	Sunnyvale	SCL050089	Mary Avenue Extension	\$29											\$29
SCL	VTA	SCL070002	I-880/I-280/Stevens Creek I/C Improvements	\$95											\$95
SCL	VTA	SCL070003	SR 25/Santa Teresa Blvd/US 101 IC	\$12	\$209										\$221
SCL	San Jose	SCL070004	US 101 / Mabury New Interchange	\$18											\$18
SCL	Santa Clara C	SCL070049	Central Expressway Auxiliary Lanes	\$14											\$14
SCL	Santa Clara C	SCL090002	San Tomas Expressway Box Culvert Repair - Phase 1	\$15											\$15
SCL	San Jose	SCL090003	Charcot Avenue Extension over I-880		\$25										\$25
SCL	San Jose	SCL090006	Old Oakland Road Improvements	\$7											\$7
SCL	San Jose	SCL090007	North San Jose Intersection Improvements	\$58											\$58
SCL	San Jose	SCL090008	San Jose: Various Intersection Improvements	\$23											\$23
SCL	Santa Clara C	SCL090011	Realign existing curve on DeWitt Avenue	\$2											\$2
SCL	Santa Clara C	SCL090017	Widen Montague Expwy bet Trade Zone & Park Victori	\$13											\$13
SCL	VTA	SCL090019	San Jose International Airport People Mover			\$33	\$419								\$452
SCL	San Jose	SCL090025	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	\$26											\$26
SCL	Santa Clara C	SCL090027	US 101/Montague Expressway Interchange	\$10											\$10
SCL	VTA	SCL090030	SR 85 Express Lanes	\$50											\$50
SCL	VTA	SCL090040	LRT Extension to Vasona Junction	\$153											\$153
SCL	San Jose	SCL110001	San Jose: Alameda - A Plan for The Beautiful Way	\$0											\$0
SCL	VTA	SCL110002	US 101 Express Lanes	\$6	\$75										\$81
SCL	Santa Clara C	SCL110004	Page Mill Road/I-280 Interchange Reconfiguration	\$8											\$8
SCL	Santa Clara C	SCL110007	San Tomas Expressway Widening	\$10			\$11		\$46						\$67
SCL	VTA	SCL110008	SR 237 Express Lanes: I-880 to Mathilda Ave	\$2	\$12										\$13
SCL	Campbell	SCL110028	Campbell Avenue Portals Bike/Ped Facilities	\$2											\$2

Attachment 1: List of Active Projects in the TIP with RTP-LRP Funds

*RTP-LRP funds should not be programmed in the 2013 TIP Period. Committed fund source must be identified or funds must be moved out of the 2013 TIP period

County	Sponsor	TIP ID	Project Name	RTP-LRP Funds Programmed (in Millions)											
				2015*	2016*	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
SCL	San Jose	SCL110029	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	\$3											\$3
SCL	Sunnyvale	SCL110038	Sunnyvale East Channel New Ped/Bike Corridor	\$1											\$1
SF	TBJPA	SF-010015	Transbay Term/Caltrain Downtown Ext - Ph.1	\$428											\$428
SF	Caltrain	SF-010028	Caltrain Electrification	\$460											\$460
SF	SFMTA	SF-010037	SF Muni Third St LRT Phase 2 - New Central Subway	\$1,101											\$1,101
SF	SF County TA	SF-070004	Geary Bus Rapid Transit	\$53	\$137										\$190
SF	SFMTA	SF-070006	Mission Bay Trolley Coach Extension	\$10											\$10
SF	Port of SF	SF-070009	Embarcadero Corridor Transportation Improvements	\$4											\$4
SF	Port of SF	SF-070010	San Francisco Downtown Ferry Terminal	\$16											\$16
SF	Port of SF	SF-070011	Cargo Way Bay Trail Improvements	\$6											\$6
SF	Port of SF	SF-070012	Fishermans Wharf Ferry Terminal Improvements	\$6											\$6
SF	Port of SF	SF-070013	Freight Rail Tunnel Modifications	\$6											\$6
SF	Port of SF	SF-090001	Illinois St Bicycle Improvements	\$6											\$6
SF	SFMTA	SF-090003	Traffic Signals and Management Center	\$44											\$44
SF	SFMTA	SF-090005	Palou Transit Preferential Streets Corridor	\$14											\$14
SF	SF DPW	SF-090008	Illinois St. Bridge over Islais Creek - Turn Lane												
SF	SF County TA	SF-090011	Oakdale Caltrain Station	\$56											\$56
SF	SFMTA	SF-090012	Additional Light Rail Vehicles to Expand Muni Rai	\$43											\$43
SF	SFMTA	SF-090017	Express/Ltd Bus Service into Hunters Point (north)	\$4	\$15										\$19
SF	SFMTA	SF-090019	Extended Trolleybus Service into Hunters Point	\$48											\$48
SF	SFMTA	SF-090020	Geneva-Harney BRT to Hunters Point - Geneva Extn	\$29											\$29
SF	SF City/Coun	SF-110001	I-280 and Mariposa Ramp Improvements	\$5											\$5
SF	SF City/Coun	SF-110002	UCSF at Mission Bay Transportation Improvements	\$20											\$20
SF	SF City/Coun	SF-110003	Mission Bay Biotech Cluster East Improvements	\$25											\$25
SF	SF City/Coun	SF-110004	Mission Bay Residential Improvements Ph. II & III	\$41											\$41
SF	SF DPW	SF-110005	Great Highway Restoration	\$9											\$9
SM	SMCTA	SM-010002	SR 92 Shoulder Widening & Curve Correction	\$5											\$5
SM	SMCTA	SM-050002	Dumbarton Rail Service (PE and ROW only)	\$75											\$75
SM	Millbrae	SM-050053	US 101 Millbrae Ave Bike/Ped Bridge	\$11											\$11
SM	Caltrain	SM-070008	Caltrain Express: Phase 2	\$168											\$168
SM	Brisbane	SM-090004	US 101/Candlestick Interchange		\$12										\$12
SM	Redwood Cit	SM-090007	Blomquist Street Extension	\$4											\$4
SM	SMCTA	SM-090010	I-280/Route 1 interchange safety improvements	\$78											\$78
SM	SMCTA	SM-090013	Improve Rte 92 from SM Bridge to I-280	\$59											\$59
SM	SMCTA	SM-090014	Improve US 101 operations near Rte 92	\$6	\$17										\$23
SM	SMCTA	SM-090015	Route 1 improvements in Half Moon Bay	\$6											\$6
SM	SSF	SM-110003	Utah Avenue (Produce Avenue) Overcrossing			\$14									\$14
SM	Caltrans	SM-990003	SR 92 Slow Vehicle Lane Improvements		\$10										\$10
SOL	Vacaville	SOL070029	Ulatis Creek Bike Path - Allison to I-80	\$0	\$1										\$1
SOL	Vacaville	SOL110009	Vacaville Intermodal Station - Phase 2	\$8											\$8
SOL	Vallejo	SOL990018	I-80 / American Canyon Rd overpass Improvements	\$5											\$5
SON	Son Co TA	SON010024	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	\$23											\$23
SON	Son Co TA	SON070004	US 101 Marin/Sonoma Narrows (Sonoma)	\$244											\$244
SON	Santa Rosa	SON090004	Farmers Lane Extension	\$18											\$18
SON	Son Co TA	SON090005	Airport OC/IC- US 101	\$23											\$23
Grand Total				\$6,327	\$712	\$369	\$1,297	\$103	\$449	\$587	\$725	\$856	\$442	\$433	\$12,299

Attachment 2: List of active projects in the TIP with Other Local funds greater than two million in the years FY2010-11 through FY2015-16.

Projects with "Other Local funds" greater than \$2 million must demonstrate a Committed Fund Source

County	Sponsor	TIP ID	Project Name	Other Local Funds Programmed in the TIP						Grand Total
				2011	2012	2013	2014	2015	2016	
ALA	AC Transit	ALA050017	Enhanced Bus - Telegraph/Intl/East 14th				\$17,500,000			\$17,500,000
ALA	AC Transit	ALA070046	Zero Emission Bus Advanced Demonstration	\$2,000,000						\$2,000,000
ALA	AC Transit	ALA090011	I-680 Express Bus Service				\$2,000,000			\$2,000,000
ALA	AC Transit	ALA090070	Procure (68) 40' Low Floor Urban Transit Buses		\$3,900,000	\$3,665,000				\$7,565,000
ALA	AC Transit	ALA990076	AC Transit: ADA Paratransit Assistance	\$2,540,762	\$990,288					\$3,531,050
ALA	AC Transit	ALA991070	AC Transit: Preventive Maintenance Program	\$8,625,000	\$5,547,995					\$14,172,995
ALA	ACCMA	ALA030026	AB3090 Replacement Project 880/Mission Landscape				\$4,620,000			\$4,620,000
ALA	ACCMA	ALA070041	I-80 Integrated Corridor Mobility Project	\$4,000,000						\$4,000,000
ALA	ACCMA	ALA090004	I-580 HOT Corridor Project	\$8,500,000	\$15,500,000					\$24,000,000
ALA	ACCMA	ALA090018	Truck Parking Facilities in North County (Phase I)	\$0	\$2,000,000					\$2,000,000
ALA	ACCMA	ALA090019	Corridor Mobility Program & Adaptive Ramp Metering	\$5,100,000	\$5,000,000	\$5,000,000	\$17,066,000			\$32,166,000
ALA	ACCMA	ALA110002	I-880/Industrial Parkway West Interchange	\$12,000,000		\$3,000,000	\$26,000,000			\$41,000,000
ALA	Alameda	ALA090017	Fruitvale Avenue Rail Bridge Seismic Retrofit	\$800,000	\$200,000	\$1,000,000				\$2,000,000
ALA	Alameda County	ALA030002	Alameda: Vasco Road Safety Improvements			\$2,000,000				\$2,000,000
ALA	Alameda County	ALA090022	Estuary Bridges Seismic Retrofit and Repairs	\$2,000,000						\$2,000,000
ALA	Alameda County	ALA991077	E. 14th St/Mission Blvd Streetscape Improvements	\$2,000,000						\$2,000,000
ALA	BART	ALA050015	BART - Warm Springs Extension	\$6,000,000	\$1,000,000				\$64,875,000	\$71,875,000
ALA	BART	ALA110003	Hayward Shop and Yard Expansion	\$37,900,000						\$37,900,000
ALA	BART	BRT990002	BART Oakland Airport Connector	\$145,270,000	\$0					\$145,270,000
ALA	Berkeley	ALA050079	I-80 Gilman Interchange Reconfiguration		\$1,000,000		\$1,000,000			\$2,000,000
ALA	Caltrans	ALA978027	I-880/SR 262 I/C and HOV lanes		\$53,784,000					\$53,784,000
ALA	EB Reg Park Dis	ALA110011	East Bay Green Transportation Initiative	\$1,250,000	\$6,360,000					\$7,610,000
ALA	Hayward	ALA090016	Rt 92/Clawiter/Whitesell Interchange Improvements	\$6,600,000	\$2,800,000					\$9,400,000
ALA	Hayward	ALA090020	I-880 Auxiliary lanes at Industrial Parkway	\$500,000	\$0	\$16,000,000				\$16,500,000
ALA	Hayward	ALA090021	I-880 NB and SB Auxiliary lanes		\$1,300,000	\$35,692,000				\$36,992,000
ALA	Hayward	ALA977007	Route 238 Corridor Improvement		\$13,000,000					\$13,000,000
ALA	Livermore	ALA050012	North Canyons Parkway Widening	\$1,000,000	\$1,000,000					\$2,000,000
ALA	Livermore	ALA090006	W. Jack London Blvd. Extension	\$13,650,000						\$13,650,000
ALA	Livermore	ALA090007	I-580/First Street Interchange Improvements	\$2,000,000						\$2,000,000
ALA	Livermore	ALA090008	I-580/Greenville Road Interchange Improvements		\$2,000,000					\$2,000,000
ALA	Oakland	ALA070039	Oakland Waterfront Bay Trail	\$2,000,000						\$2,000,000
ALA	Oakland	ALA110014	Oakland - MacArthur Blvd Streetscape	\$3,000,000						\$3,000,000
ALA	Oakland	ALA110046	Oakland Army Base Infrastructure Master Plan	\$3,770,000						\$3,770,000
ALA	Pleasanton	ALA090009	PSR: SR 84 Widening from Pigeon Pass to I-680	\$2,100,000						\$2,100,000
ALA	Pleasanton	ALA090013	I-580 / Foothill Road interchange improvements	\$3,550,000						\$3,550,000
ALA	Port of Oakland	ALA090026	Outer Harbor Intermodal Terminals (OHIT)	\$93,423,000						\$93,423,000
ALA	Port of Oakland	ALA090027	7th Street Grade Separation and Roadway Improvemen	\$75,778,000						\$75,778,000
ALA	Port of Oakland	ALA110010	Shore Power Initiative		\$10,243,000					\$10,243,000
ALA	San Leandro	ALA070014	I-880/SR 112 Overcrossing Replacement			\$9,000,000				\$9,000,000
ALA	San Leandro	ALA090012	I-880/Marina Blvd Interchange and Overcrossing Rep	\$2,000,000	\$0	\$24,400,000				\$26,400,000
ALA	Union City	ALA090015	Union City Intermodal Station Infrastructure	\$6,000,000			\$1,000,000	\$14,000,000		\$21,000,000
ALA	Union City	ALA110036	Union City BART East Plaza Enhancements	\$3,160,171						\$3,160,171
CC	AC Transit	CC-090027	Expand WCCC Transit Facilities				\$1,000,000	\$19,000,000		\$20,000,000
CC	AC Transit	CC-090030	Safety and Security Enhancements					\$4,200,000		\$4,200,000
CC	Antioch	CC-070002	Hillcrest Avenue Widening	\$2,450,000						\$2,450,000
CC	Antioch	CC-070005	Hillcrest Ave Extension	\$2,300,000						\$2,300,000
CC	Antioch	CC-070006	Sand Creek Road Extension	\$2,300,000						\$2,300,000
CC	Antioch	CC-070010	Wild Horse Road Extension	\$2,200,000						\$2,200,000
CC	Antioch	CC-090011	Fitzuren Road Widening & Realignment	\$1,000,000			\$1,700,000			\$2,700,000
CC	Antioch	CC-090013	Construct new interchange at Route 4/Phillips Lane	\$1,500,000	\$500,000		\$1,000,000			\$3,000,000
CC	BART	CC-050025	E-BART - East Contra Costa Rail Extension				\$6,000,000			\$6,000,000
CC	Brentwood	CC-070001	Sand Creek Road Widening - Phase II	\$2,150,000						\$2,150,000
CC	Brentwood	CC-070011	SR4/Brentwood Boulevard Widening - North (Phase I)	\$695,000	\$860,000		\$1,000,000			\$2,555,000
CC	Brentwood	CC-070012	SR4 (Brentwood Boulevard) Widening (South)				\$550,000	\$600,000	\$3,350,000	\$4,500,000
CC	Brentwood	CC-070013	Lone Tree Way Undercrossing	\$2,195,000				\$14,624,000		\$16,819,000

Attachment 2: List of active projects in the TIP with Other Local funds greater than two million in the years FY2010-11 through FY2015-16.

Projects with "Other Local funds" greater than \$2 million must demonstrate a Committed Fund Source

County	Sponsor	TIP ID	Project Name	Other Local Funds Programmed in the TIP						Grand Total
				2011	2012	2013	2014	2015	2016	
CC	Brentwood	CC-070014	Lone Tree Way Widening		\$1,555,000			\$13,810,000		\$15,365,000
CC	Brentwood	CC-070015	Central Blvd Widening			\$3,685,156				\$3,685,156
CC	Brentwood	CC-070077	John Muir Parkway Extension (Phase I)		\$4,169,000					\$4,169,000
CC	Brentwood	CC-070078	John Muir Parkway Extension: Ph. II			\$3,843,000				\$3,843,000
CC	Brentwood	CC-090021	Brentwood Boulevard North (Phases II & III)	\$2,695,000	\$0			\$2,080,000		\$4,775,000
CC	Caltrans	CC-090032	Richmond Rail Connector	\$4,750,000						\$4,750,000
CC	CC County	CC-070018	Pacheco Blvd Widening and Realignment	\$2,050,000		\$50,000				\$2,100,000
CC	CC County	CC-070019	SR 239 Construction	\$2,164,034			\$1,174,200			\$3,338,234
CC	CC County	CC-070020	Carquinez Scenic Drive, SF Bay Trail Segment	\$236,000		\$2,000,000				\$2,236,000
CC	CC County	CC-070075	Kirker Pass Road Truck Climbing Lanes	\$5,000,000	\$2,000,000			\$13,000,000		\$20,000,000
CC	CC County	CC-070079	Byron Hwy Extension	\$2,200,000					\$6,000,000	\$8,200,000
CC	CC County	CC-070081	Byron Highway - Vasco Road Connection				\$2,190,000			\$2,190,000
CC	CC County	CC-090003	N. Richmond Truck Route				\$600,000	\$5,000,000		\$5,600,000
CC	CC County	CC-090022	Camino Tassajara Safety Improvement Windemere Pkwy		\$1,700,000		\$1,400,000			\$3,100,000
CC	CC County	CC-090024	Widen Dougherty Road to 6 lanes from Red Willow	\$3,600,000						\$3,600,000
CC	CCTA	CC-030005	I-680 Auxilliary Lanes		\$3,500,000					\$3,500,000
CC	CCTA	CC-050028	I-680 SB HOV Lane Gap Closure		\$2,000,000					\$2,000,000
CC	Concord	CC-070024	SR 242 / Clayton Road Interchange Improvements	\$2,000,000					\$5,500,000	\$7,500,000
CC	Concord	CC-070025	SR4/Willow Pass Interchange Improvements	\$1,000,000					\$2,000,000	\$3,000,000
CC	Concord	CC-070027	Waterworld Parkway Bridge		\$2,000,000					\$2,000,000
CC	Concord	CC-070028	Panoramic Drive Extension				\$1,000,000	\$1,200,000		\$2,200,000
CC	Danville	CC-090001	Diablo Rd Improve, Green Valley to Avenida Neuva	\$3,960,000						\$3,960,000
CC	Danville	CC-090004	San Ramon Valley Bus Program	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000			\$8,000,000
CC	ECCTA	CC-070061	E. Leland Park and Ride Lot		\$2,000,000					\$2,000,000
CC	ECCTA	CC-070092	ECCTA: Transit Bus Replacements	\$3,897,866						\$3,897,866
CC	El Cerrito	CC-070046	Del Norte Area TOD	\$650,000	\$4,875,000					\$5,525,000
CC	Hercules	CC-030002	Hercules Intercity Rail Station	\$9,200,000						\$9,200,000
CC	Hercules	CC-070051	SR4/Willow Avenue Ramps	\$3,810,000			\$1,740,000			\$5,550,000
CC	Hercules	CC-070052	Develop Concept for W-BART		\$2,500,000					\$2,500,000
CC	Hercules	CC-090008	Central Hercules Arterial Improvements	\$1,400,000			\$1,336,000			\$2,736,000
CC	Hercules	CC-090009	Construct Phase 2 of Hercules Intermodal Station	\$200,000		\$12,000,000	\$1,200,000			\$13,400,000
CC	Hercules	CC-110015	Hercules New Town Center Complete Street	\$5,000	\$5,830,000					\$5,835,000
CC	Martinez	CC-090005	Court Street Overcrossing, Phase 1	\$1,455,000	\$970,000			\$7,275,000		\$9,700,000
CC	Martinez	CC-090016	Construct Martinez Intermodal Station (Phase 3)	\$4,200,000						\$4,200,000
CC	Oakley	CC-090015	Widen Main Street to 6 lanes from State Route 160	\$1,630,000			\$1,500,000			\$3,130,000
CC	Pittsburg	CC-070041	California Avenue Widening	\$1,500,000	\$300,000		\$500,000			\$2,300,000
CC	Pittsburg	CC-070043	West Leland Extension, Phase II	\$600,000	\$1,200,000		\$900,000			\$2,700,000
CC	Pittsburg	CC-070044	Pittsburg-Antioch Highway Widening	\$400,000	\$900,000	\$800,000	\$1,000,000			\$3,100,000
CC	Pittsburg	CC-070045	James Donlon Extension (Buchanan Rd Bypass)	\$4,900,000		\$500,000	\$1,000,000			\$6,400,000
CC	Pleasant Hill	CC-090002	Buskirk Avenue Widening	\$2,900,000	\$6,600,000					\$9,500,000
CC	Richmond	CC-050076	I-80/Central Ave Interchange Modification					\$10,000,000		\$10,000,000
CC	Richmond	CC-070047	Griffin Drive Railroad At-Grade Crossing	\$600,000			\$1,600,000			\$2,200,000
CC	Richmond	CC-090018	Marina Bay Parkway Grade Separation	\$8,631,000		\$9,319,000				\$17,950,000
CC	San Pablo	CC-070035	I-80/San Pablo Dam Rd I/C Modifications	\$4,300,000				\$7,100,000		\$11,400,000
CC	San Ramon	CC-090019	Bollinger Canyon Road Widening (Alcosta to SRVB)	\$1,000,000		\$900,000	\$1,000,000			\$2,900,000
CC	San Ramon	CC-090020	Widen and extend Bollinger Canyon Road to 6 lanes	\$670,000	\$1,000,000		\$1,000,000			\$2,670,000
CC	St. Rte. 4 BA	CC-070048	SR4 Bypass: Sand Creek to Balfour Rd		\$1,800,000	\$300,000	\$1,000,000			\$3,100,000
CC	St. Rte. 4 BA	CC-070049	SR4 Bypass: Laurel Rd to Sand Creek Ph I		\$1,000,000		\$1,000,000			\$2,000,000
CC	St. Rte. 4 BA	CC-070067	Mokelumne Trail Bike/Ped Overcrossing		\$1,600,000	\$500,000				\$2,100,000
CC	St. Rte. 4 BA	CC-070076	SR4 Bypass: Laurel Rd to Sand Creek Ph II			\$1,000,000	\$2,000,000			\$3,000,000
MRN	GGBHTD	MRN030010	GGBHTD: Fixed Guideway Connectors	\$3,663,000	\$250,000					\$3,913,000
MRN	GGBHTD	MRN050019	Golden Gate Bridge - Suicide Deterrent System	\$5,000,000						\$5,000,000
MRN	GGBHTD	MRN090024	GGBHTD: Replace 30 - 1998 40' Transit Buses	\$2,945,000						\$2,945,000
MRN	GGBHTD	MRN090025	GGBHTD: Replacement of Ferry Propulsion Systems	\$1,330,000	\$1,430,000					\$2,760,000
MRN	GGBHTD	MRN090034	GGBHTD: Replace 30 - 1997 45' MCI Buses	\$3,816,150						\$3,816,150

Attachment 2: List of active projects in the TIP with Other Local funds greater than two million in the years FY2010-11 through FY2015-16.

Projects with "Other Local funds" greater than \$2 million must demonstrate a Committed Fund Source

County	Sponsor	TIP ID	Project Name	Other Local Funds Programmed in the TIP						Grand Total
				2011	2012	2013	2014	2015	2016	
MRN	Marin County	MRN070019	Marin Parklands Visitor Access, Phase 2		\$3,410,000					\$3,410,000
MRN	MCTD	MRN090001	Expand Marin County local bus service	\$2,000,000						\$2,000,000
MRN	Mill Valley	MRN070002	Mill Valley - Miller Avenue Rehabilitation	\$3,400,000						\$3,400,000
MRN	Novato	MRN070006	Novato Boulevard Improvements, Diablo to Grant			\$6,394,713				\$6,394,713
MRN	Various	MRN090007	Transit Priority Measures on Transit Corridors	\$2,500,000	\$5,000,000					\$7,500,000
MRN	Various	MRN090008	Major Roads Rehabilitation	\$3,000,000						\$3,000,000
REG	BART	BRT030004	BART Train Control Renovation	\$3,250,000	\$2,000,000					\$5,250,000
REG	BART	BRT030005	BART: Traction Power System Renovation	\$3,250,000	\$2,000,000					\$5,250,000
REG	BART	BRT97100B	BART: Rail, Way and Structures Program		\$2,000,000					\$2,000,000
REG	BART	REG050020	BART Car Exchange (Preventive Maintenance)		\$5,994,898					\$5,994,898
REG	BART	REG090037	BART: Railcar Replacement Program	\$1,821,200	\$11,693,784			\$545,278,000		\$558,792,984
REG	Caltrain	REG090053	Caltrain: Preventive Maintenance	\$1,486,000	\$1,250,000					\$2,736,000
REG	Caltrain	SM-050041	Caltrain: Signal/Communication Rehab. & Upgrades	\$2,212,600						\$2,212,600
REG	MTC	REG090003	Freeway Performance Initiative (FPI)	\$38,000	\$40,300,000	\$123,417,050	\$220,000			\$163,975,050
REG	MTC	REG090043	Regional Transportation Marketing			\$2,710,946				\$2,710,946
REG	MTC	REG090045	Clipper Fare Collection System	\$5,620,000	\$7,778,000	\$18,411,838				\$31,809,838
REG	MTC-SAFE	REG090044	Incident Management Program		\$260,000	\$5,517,000				\$5,777,000
SCL	Gilroy	SCL110032	Gilroy New Ronan Channel and Lions Creek Trail	\$88,000				\$3,402,000		\$3,490,000
SCL	Milpitas	SCL050077	SR 237 - Calaveras Blvd Widening	\$500,000	\$2,000,000					\$2,500,000
SCL	Morgan Hill	SCL090018	Butterfield Boulevard Extension from Tennant Avenue	\$12,837,000						\$12,837,000
SCL	San Jose	SCL050081	Lower Guadalupe River Trail		\$5,655,000					\$5,655,000
SCL	San Jose	SCL050083	Coyote Creek Trail	\$4,764,020						\$4,764,020
SCL	San Jose	SCL090003	Charcot Avenue Extension over I-880			\$1,000,000	\$1,000,000			\$2,000,000
SCL	San Jose	SCL090004	Downtown Couplet Conversion Projects	\$2,000,000						\$2,000,000
SCL	San Jose	SCL090005	Coleman Avenue Widening from I-880 to Taylor Stree		\$2,000,000					\$2,000,000
SCL	San Jose	SCL090006	Old Oakland Road Improvements				\$2,000,000			\$2,000,000
SCL	San Jose	SCL090007	North San Jose Intersection Improvements				\$2,000,000			\$2,000,000
SCL	San Jose	SCL090008	San Jose: Various Intersection Improvements		\$1,000,000	\$1,000,000				\$2,000,000
SCL	San Jose	SCL110107	San Jose: Road Rehab and Ped. Facilities		\$2,590,000	\$12,410,000				\$15,000,000
SCL	Santa Clara Co	SCL070005	Almaden Expressway Improvements	\$2,107,000						\$2,107,000
SCL	Santa Clara Co	SCL090027	US 101/Montague Expressway Interchange			\$1,400,000	\$100,000	\$1,500,000		\$3,000,000
SCL	Santa Clara Co	SCL110003	Loyola Bridge Widening	\$425,000	\$2,524,200					\$2,949,200
SCL	Sunnyvale	SCL050089	Mary Avenue Extension					\$29,000,000		\$29,000,000
SCL	VTA	SCL050001	VTA - Standard & Small Bus Replacement	\$18,131,420	\$12,910,000	\$19,741,000				\$50,782,420
SCL	VTA	SCL050034	US 101 / Capitol-Yerba Buena I/C Modifications	\$4,356,000	\$1,000,000	\$6,100,000				\$11,456,000
SCL	VTA	SCL070002	I-880/I-280/Stevens Creek I/C Improvements	\$1,965,000	\$433,000					\$2,398,000
SCL	VTA	SCL070016	I-880 Widening - SR237 to US101	\$3,600,000						\$3,600,000
SCL	VTA	SCL090016	New SR152 Alignment Study		\$5,000,000					\$5,000,000
SCL	VTA	SCL090030	SR 85 Express Lanes		\$6,000,000					\$6,000,000
SCL	VTA	SCL090044	VTA: TP OCS Rehab & Replacement	\$1,524,563	\$552,426					\$2,076,989
SCL	VTA	SCL110002	US 101 Express Lanes		\$3,000,000					\$3,000,000
SF	Caltrain	SF-010028	Caltrain Electrification			\$180,000,000		\$27,800,000		\$207,800,000
SF	GGBHTD	SF-070037	Golden Gate Bridge - Moveable Median Barrier	\$3,620,800						\$3,620,800
SF	SF City/County	SF-110001	I-280 and Mariposa Ramp Improvements	\$1,300,000			\$700,000			\$2,000,000
SF	SF City/County	SF-110002	UCSF at Mission Bay Transportation Improvements	\$2,780,000						\$2,780,000
SF	SF City/County	SF-110003	Mission Bay Biotech Cluster East Improvements		\$5,700,000					\$5,700,000
SF	SF City/County	SF-110004	Mission Bay Residential Improvements Ph. II & III	\$4,600,000						\$4,600,000
SF	SF County TA	SF-070005	Van Ness Bus Rapid Transit					\$55,000,000		\$55,000,000
SF	SF County TA	SF-070027	Yerba Buena Island (YBI) Ramp Improvements	\$286,750	\$0	\$8,806,934				\$9,093,684
SF	SF County TA	SF-991030	US 101 Doyle Drive Replacement	\$81,942,339	\$4,200,000	\$4,200,000				\$90,342,339
SF	SF DPW	SF-010038	Bayview Transportation Improvements	\$9,000,000	\$2,400,000	\$131,515,000				\$142,915,000
SF	SF DPW	SF-050042	Citywide: San Francisco Street Improvements	\$396,976	\$1,989,000					\$2,385,976
SF	SF DPW	SF-090002	Arterial from Harney Way & Jamestown Ave. to Crisp		\$31,382,000					\$31,382,000
SF	SF DPW	SF-090004	Widen Harney Way	\$905,000	\$10,320,000					\$11,225,000
SF	SF DPW	SF-090006	BRT-Ped-Bike Bridge over Yosemite Slough	\$5,700,000	\$6,000,000	\$39,000,000				\$50,700,000

Attachment 2: List of active projects in the TIP with Other Local funds greater than two million in the years FY2010-11 through FY2015-16.

Projects with "Other Local funds" greater than \$2 million must demonstrate a Committed Fund Source

County	Sponsor	TIP ID	Project Name	Other Local Funds Programmed in the TIP						Grand Total
				2011	2012	2013	2014	2015	2016	
SF	SF DPW	SF-090009	Hunters Pt. Shipyard Ferry Terminal	\$17,000,000						\$17,000,000
SF	SF DPW	SF-090010	US 101 Aux Lanes Southbound from Silver to San Mat	\$3,300,000		\$43,700,000				\$47,000,000
SF	SF DPW	SF-110005	Great Highway Restoration	\$3,000,000	\$404,000	\$86,000	\$500,000			\$3,990,000
SF	SFMTA	SF-070045	SFMTA: Trolley Coach Replacement	\$8,750,000						\$8,750,000
SF	SFMTA	SF-090003	Traffic Signals and Management Center	\$2,000,000						\$2,000,000
SF	SFMTA	SF-090005	Palou Transit Preferential Streets Corridor		\$1,500,000		\$3,000,000			\$4,500,000
SF	SFMTA	SF-090013	Geneva/Harney Limited/Express Bus Service				\$1,000,000	\$27,000,000		\$28,000,000
SF	SFMTA	SF-090021	Geneva-Harney BRT to Hunters Point - Geneva Portio	\$800,000		\$1,000,000	\$1,200,000	\$42,000,000		\$45,000,000
SF	SFMTA	SF-090023	Geneva-Harney BRT to Hunters Point - Harney Way Po		\$32,300,000					\$32,300,000
SF	SFMTA	SF-090037	Phelan Loop Pedestrian and Street Beautification	\$200,000	\$1,980,000					\$2,180,000
SF	SFMTA	SF-970170	SFMTA: Trolley Overhead Recon. Program	\$13,960,000	\$1,697,500					\$15,657,500
SF	SFMTA	SF-990004	Islais Creek Motor Coach Facility	\$8,750,000						\$8,750,000
SF	TBJPA	SF-010015	Transbay Term/Caltrain Downtown Ext - Ph.1	\$2,150,000		\$16,026,000	\$23,881,000	\$11,985,000	\$2,377,000	\$56,419,000
SM	BART	SM-050005	BART: Preventive Maintenance	\$3,150,000						\$3,150,000
SM	Brisbane	SM-090004	US 101/Candlestick Interchange	\$500,000	\$1,500,000					\$2,000,000
SM	Caltrain	SM-030030	South SF Station Improvement Project					\$17,943,963		\$17,943,963
SM	Caltrans	SM-030001	US 101 Auxiliary Lanes - Marsh Road to SCL County	\$30,834,000	\$408,000					\$31,242,000
SM	Caltrans	SM-050028	US 101 / Broadway Interchange Improvement			\$2,000,000				\$2,000,000
SM	CCAG	SM-070037	San Mateo County Traffic Incident Management	\$3,040,000						\$3,040,000
SM	East Palo Alto	SM-070004	Bay Rd Improvement Phase II & III	\$554,000	\$1,822,000					\$2,376,000
SM	Foster City	SM-090006	State Route 92/Chess Drive - Ramp Widening Project	\$500,000	\$500,000	\$1,500,000				\$2,500,000
SM	Pacifica	SM-050001	SR 1 - Fassler to West Port Drive Widening			\$2,000,000				\$2,000,000
SM	SamTrans	SM-030023	SAMTRANS: Preventive Maintenance	\$2,576,859	\$1,721,720					\$4,298,579
SM	San Carlos	SM-090008	US101/Holly Interchange modification				\$2,500,000			\$2,500,000
SM	SMCTA	SM-050002	Dumbarton Rail Service (PE and ROW only)		\$28,000,000		\$46,309,000			\$74,309,000
SM	SMCTA	SM-050027	US 101 / Woodside Interchange Improvement				\$2,000,000			\$2,000,000
SM	SMCTA	SM-090003	Construct WB lane on Rte 92		\$1,300,000	\$21,000,000	\$35,200,000			\$57,500,000
SM	SMCTA	SM-090010	I-280/Route 1 interchange safety improvements	\$4,600,000			\$1,000,000			\$5,600,000
SM	SMCTA	SM-090011	Widen Woodside Rd from 4 to 6 lanes btw ECR and BW				\$2,000,000			\$2,000,000
SM	SMCTA	SM-090012	Replace San Pedro Creek Bridge over Hwy 1	\$500,000	\$1,000,000	\$1,200,000				\$2,700,000
SM	SMCTA	SM-090013	Improve Rte 92 from SM Bridge to I-280	\$4,200,000			\$16,800,000			\$21,000,000
SOL	Dixon	SOL050007	I-80 / Pedrick Road Interchange Modification	\$350,000	\$500,000			\$1,500,000		\$2,350,000
SOL	F-S Transit	SOL010006	Fairfield-Suisun Transit: Operating Assistance	\$2,811,723						\$2,811,723
SOL	MTC	SOL110001	I-80 Express Lanes (Vacaville)				\$10,000,000	\$180,600,000		\$190,600,000
SOL	MTC	SOL110002	I-80 HOV conversion to Express Lanes (Fairfield)				\$39,600,000			\$39,600,000
SOL	STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widening	\$824,000			\$1,304,000	\$10,673,000		\$12,801,000
SOL	STA	SOL110005	Jepson: Leisure Town Road from Vanden to Alamo	\$642,000			\$1,016,000	\$8,318,000		\$9,976,000
SOL	STA	SOL110006	Jepson: Leisure Town Road from Alamo to Orange		\$564,000		\$893,000	\$7,306,000		\$8,763,000
SOL	STA	SOL110024	West B. Street Bike/Pedestrian Undercrossing		\$120,000	\$5,271,000				\$5,391,000
SOL	Vallejo	SOL090011	Vallejo: Ferry Mid-Life Rehab	\$2,816,000						\$2,816,000
SON	Cotati	SON110015	City of Cotati Train Depot	\$20,000	\$2,654,891					\$2,674,891
SON	FWLS	SON110030	San Pablo Bay NWR Access Road in Petaluma	\$21,230,000						\$21,230,000
SON	Santa Rosa	SON090004	Farmers Lane Extension	\$10,000,000	\$9,000,000					\$19,000,000
SON	SantaRosa Bus	SON090023	Santa Rosa CityBus: Operating Assistance	\$2,636,170						\$2,636,170
SON	Son Co TA	SON090003	Improve U.S. 101/Old Redwood Highway interchange		\$13,760,000					\$13,760,000
SON	Son Co TA	SON090005	Airport OC/IC- US 101					\$9,658,000		\$9,658,000
Grand Total				\$916,767,403	\$467,238,702	\$792,061,637	\$246,986,200	\$936,768,963	\$290,999,000	\$3,650,821,905



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Memorandum

TO: Partnership Programming and Delivery Working Group;
Partnership Technical Advisory Committee
Partnership Local Streets and Roads Working Group

DATE: February 6, 2012

FR: Sri Srinivasan, Programming and Allocations Section

RE: 2013 TIP Development - Frequently Asked Questions

The purpose of this memo is to address some frequently asked questions from the project sponsors about the 2013 TIP development process.

Background:

The federally required Transportation Improvement Program or TIP is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2011 TIP was adopted by the Commission on October 27, 2010 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010. It is valid through December 13, 2014. MTC is required by the State to prepare and adopt an updated TIP every two years. Therefore, it is time to develop a new TIP. The 2013 TIP will cover the four-year period of FY 2012-13 through FY 2015-16.

Because it takes several months to prepare a new TIP, the 2011 Transportation Improvement Program (TIP) is set to go into a lockdown on Thursday, April 5, 2012. This is necessary to provide the time required to conduct the required Air Quality conformity analysis and determination, provide sufficient time for public participation, provide sufficient time for Caltrans, FHWA and FTA review and approval, and to ensure the data is consistent as we move from the current 2011 TIP to the new updated 2013 TIP.

Attached for your information is the tentative TIP Development schedule (Attachment 1). The first two steps in the process are

1. Archiving completed projects. Ideally, this process should have been completed by December 30, 2011. This will reduce the number of projects that you have to review.
2. Justifying the sources of funds programmed in the TIP with "Other local funds" in excess of two million dollars; and Ensuring that the RTP Long Range Plan funds (RTP-LRP) funds are not programmed within the four-year TIP period (FY2012-13 through FY15-16). The deadline for this process was February 10, 2012.

Frequently Asked Questions:

1. What does lock-down mean?

Access to MTC's Fund Management System (FMS) will be temporarily restricted to only the ability to do project searches. Project sponsors can not make any changes to the 2011 TIP as of Thursday, April 5, 2012.

The access will be restored on Friday, April 13, 2012, and project sponsors including Cities, Counties, Caltrans, transit operators and CMAs will be granted access to their projects for the 2013 TIP development. Any changes submitted after April 13, 2012 will only be reflected in the Draft 2013 TIP and not in the 2011 TIP. All 2011 TIP changes have to occur before Friday, March 30, 2012.

Access to FMS will once again be restricted after Thursday, May 10, 2012, until the adoption of the new 2012 TIP by Commission on Wednesday, September 26, 2012.

Once project sponsors have made the changes and MTC has reviewed the changes, the draft 2013 TIP and accompanying Air Quality Conformity analysis will be released for public review and comment.

The public review period is scheduled to begin on Friday June 29, 2012 with a public hearing on Wednesday July 11, 2012.

2. I can see projects in "Project Manager" as well "Universal Application". Which one should I modify?

To make the TIP development process simple, MTC has taken all projects in the 2011 TIP and moved them into the "In-Process Application" of the "Universal Application" module. All project sponsors need to do is to access their respective projects in "In-Process Applications" and continue to work from there for the 2013 TIP process. Sponsors are requested to complete submitting the projects by Thursday, May 10, 2012.

3. I want to archive a project or remove it from the TIP since it is complete. What should I do?

Go to "In-Process Application" and choose your project. On the first page, termed "General Description": The reason for revision already has the following language: "2013 TIP development...", please add "Archive Project" to the beginning of the language and make sure the box for "Is the Project Complete?" is set to "Yes", then "SUBMIT" the project.

4. I am unable to find the correct fund code, where can I find it?

Please click in the blue box to the right of the fund code; it will open a new window. For Prop-1B funds, select "PROP" and click the button for "Find Available Fund Codes". You should get a drop-down menu with available fund codes. The same applies to all fund

sources. If you are still unable to find codes, call or email Sri Srinivasan at (510) 817-5793 or Adam Crenshaw at (510) 817-5794.

5. I want to add a new project to the 2013 TIP that is currently NOT in the 2011 TIP. What do I do?

Please call or email Sri Srinivasan at (510) 817-5793, ssrinivasan@mtc.ca.gov at the earliest.

6. Why am I unable to submit a project?

Only CMA's, transit agencies and Caltrans, have submittal rights. Project sponsors are requested to coordinate with their CMA representatives to submit projects.

7. Why should I look at my projects now?

Your review and input helps MTC understand the status of the projects, and comply with federal regulations.

8. Is MTC using T-2035 for the Regional Transportation Plan information (RTP) - including project cost for the 2013 TIP? How will MTC incorporate the RTP project list /cost planned for approval in May 2013 into the TIP update?

For a project to be in the TIP it has to be in an approved RTP and the latest approved RTP is T-2035. All project costs and schedules have to be within the T-2035 costs and schedules. Once the new RTP (Plan Bay Area) is approved, we will be amending the 2013 TIP to include new projects, changes in project schedules and costs.

9. Can I get FMS training?

Absolutely, please send an email to Sri Srinivasan or Adam Crenshaw at ssrinivasan@mtc.ca.gov or acrenshaw@mtc.ca.gov. We are also working towards setting up a FMS training session shortly and will send out the details once finalized.

We appreciate your help in updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes and avoiding potential project delivery delays.

Attachment 1: Tentative TIP Development Schedule

J:\COMMITTEE\Partnership\Partnership TFWG\Transit Finance WG\2012\12 Memos\02_February\11_2013 TIP Development schedule.doc

ATTACHMENT 1: TENTATIVE 2013 TIP DEVELOPMENT SCHEDULE

Monday, November 28, 2011

Proposed Milestone Dates	Milestone
Friday, March 30, 2012	Last day to submit changes to current FTIP for Revision 11-23 (Administrative Modification) using FMS
Friday, March 30, 2012	Last day to submit new projects for current FTIP for the last FTIP Amendment
Thursday, April 05, 2012	FMS Locked Down - No more changes to 2011 FTIP - Start of 2013 FTIP Development
Friday, April 13, 2012	Start of review and update by project sponsors and CMAs
Thursday, April 26, 2012	Review of conformity approach by AQCTF for the 2013 FTIP
Wednesday, May 09, 2012	Final 2011 FTIP Amendment released for public comment
Thursday, May 10, 2012	Completion of project review by sponsors and CMAs
Wednesday, June 13, 2012	PAC Meeting - authorize public hearing and release Draft 2013 FTIP & AQ Conformity
Friday, June 29, 2012	Begin of Public Review Period for 2013 FTIP and Conformity Analysis
Wednesday, July 11, 2012	Public Hearing on Draft FTIP and AQ Conformity Analysis
Friday, August 03, 2012	End of Public Review Period for Draft FTIP and Conformity Analysis
Thursday, August 23, 2012	Review of Final Draft Conformity Analysis by AQCTF
Wednesday, September 12, 2012	PAC review of Final 2013 FTIP and Final Conformity analysis and referral to Commission
Wednesday, September 26, 2012	Final 2013 FTIP and Final Air Quality Conformity analysis approved by Commission
Friday, September 28, 2012	2013 FTIP submitted to Caltrans
Monday, October 01, 2012	Deadline for Final FTIP to Caltrans
Monday, October 08, 2012	Start of FSTIP Public Participation (Statewide Public Review Process)
Monday, October 29, 2012	End of FSTIP Public Participation (Statewide Public Review Process)
Thursday, November 15, 2012	FSTIP submitted to FHWA/FTA
Monday, December 17, 2012	Final FHWA/FTA Approval of 2013 TIP / AQ Conformity Analysis



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Memorandum

TO: Partnership Technical Advisory Committee;
Partnership Programming and Delivery Working Group;
Partnership Local Streets and Roads Working Group

DATE: February 6, 2012

FR: Ross McKeown

RE: Federal Fiscal Year 2011-12 STP/CMAQ Program Delivery Update

This memo recommends actions to address significant regional delivery challenges for the Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) Program.

Background

As a reminder, to ensure that the region meets federal and state funding deadlines, the region adopted a project delivery policy, MTC Resolution 3606. This resolution requires that STP/CMAQ funds must be obligated by April 30 in the year of federal apportionment, and in the year of OA availability. Funds that do not meet the regional deadlines are returned to MTC for reprogramming within the region. The policy does not allow for any extensions to the obligation deadline since OA is only available annually, and redistributed by FHWA to other states if not used by the end of each federal fiscal year. However, project substitutions are allowed to redirect the funds to projects that can use the funds within the prescribed deadlines.

Federal apportionments for the STP/CMAQ formula programs are available for obligation for 4 years. Funds not obligated (authorized in an E-76) by the deadline are lost to the state. Under state statute, STP/CMAQ funds must be obligated within 3 years of the apportionment. Funds not obligated by the deadline are returned to the state and lost to the region. Furthermore, Obligation Authority (OA) is assigned by FHWA to the STP/CMAQ apportionments on an annual basis. Regional OA not used by May 1 of each year is made available by the state 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.

FFY 2011-12 Funding and Delivery Challenges

The region is facing a few challenges in delivering the STP/CMAQ program for fiscal year 2011-12, which could result in the region losing federal apportionment and jeopardizing the funding available for the STP/CMAQ Cycles 1 and 2 Programs:

- **Large Number of Delivery Failures.** The region is experiencing a larger than usual number of delivery failures for STP/CMAQ projects programmed in the last year of the Cycle 1 program. This seems to be primarily due to three issues: the more challenging Cycle 1 projects were programmed in the final year of the program to allow more time for delivery; sponsors underestimated the long lead-times required for projects to go through

the lengthy environmental process and new right of way requirements; and several projects are held up due to federal eligibility issues. In addition, a handful of projects are not meeting deadlines due to poor project management and oversight, as demonstrated by several projects lacking Caltrans field reviews prior to the deadline to submit the Request for Authorization (RFA) to Caltrans. The regional delivery policy requires sponsors to submit a complete and accurate RFA to Caltrans District 4 by February 1 of the year the funds are to be delivered - in order to ensure obligation (federal authorization of the E-76) by the April 30 deadline. For Cycle 1, approved December 2009, there is a requirement that all Cycle 1 funds be obligated by April 30, 2012. Field reviews should have been conducted well in advance of the February 1, 2012 RFA submittal deadline.

- **Final Year of Cycle 1.** Fiscal Year 2011-12 is the last year of the Cycle 1 STP/CMAQ program, with adoption of the Cycle 2 program not expected until May 2012. Usually there is a much greater overlap with the Cycle programs that allow projects with delivery challenges to be substituted with projects advanced from the next cycle. Unfortunately, with a May 2012 program adoption of Cycle 2, it is not possible to substitute projects by the April 30 obligation deadline, and it will be extremely challenging to program projects and obligate the funds following the May 2012 program adoption, and prior Caltrans' July RFA submittal deadline. Depending upon the number of delivery failures, there may not be sufficient projects to advance in such little time to cover all of the delivery failures.
- **MAP 21 Rescission.** Language in the Senate's "Moving Ahead for Progress in the 21st Century", or MAP-21, includes a rescission of \$5.4 billion in unused federal apportionment nationwide. Rescissions are not new to the federal programs. SAFETEA had a similar rescission and there have been annual rescissions each year since SAFETEA. The region's STP/CMAQ program has been unaffected by these past rescissions because of the exceptional delivery rate, where the region delivered all of the apportionments subject to the rescissions. Last year, Congress rescinded \$2.5 billion in apportionment, with \$75.6 million in CMAQ funds rescinded from California. As a result of the region's stellar delivery record, no CMAQ funds were rescinded from the MTC region. However, should the MAP-21 rescission be implemented and be based on the formula distribution of the STP/CMAQ funds coming to the region, MTC's share would be roughly \$31 million. This would be a significant hit to the Cycles 1 & 2 programs.

Recommended Actions to Improve Project Delivery

Given the consequence of under-delivering this federal fiscal year, MTC staff propose to pursue several different courses of action, both short and long-term to remedy the poor delivery and keep funds from lapsing due to missing critical state and federal deadlines. The actions are listed below and organized by lead responsible agency.

MTC

- **Expedite Delivery of Cycle 2 Projects:** Identify and advance Cycle 2 projects for TIP programming and immediate delivery following approval of the Cycle 2 program in May. This will allow Cycle 2 projects to serve as substitutes for many of the Cycle 1 delivery failures. Given that the majority of the OneBayArea Grant (OBAG) funding will need to go through a call for projects, the substitutions will probably need to be the ongoing regional projects such as Clipper, 511, PTAP and Planning. Unfortunately it will not be known until the end of the fiscal year whether sufficient projects can be advanced from Cycle 2 to cover

all of the Cycle 1 unused apportionments. MTC may prioritize the advancement of Cycle 2 funds to address early-identified and on-going eligibility and deliverability issues beyond the control of the sponsors for a few climate initiative and TLC program projects.

- **Approve Program Framework Earlier to Allow More Time for Project Delivery:** The federal-aid process is particularly complex, with additional requirements continuously placed on project sponsors. This has lengthened the lead time needed to deliver federally-funding projects, even for the simplest of CEs. A more realistic lead-time from the point of program adoption to the obligation deadline would be between 36 and 48 months. MTC will seek to approve future STP/CMAQ cycles with this lead-time in mind.

CMA

- **Potential Loss of Funds - De-Programming:** Identify potential project failures and notify the project sponsors they may lose their funding if not delivered by the deadline. If projects are not delivered, and the funds rescinded, the project funding will need to be removed from the federal Transportation Improvement Program (TIP) due to federal fiscal constraint requirements. Any Cycle 1 STP/CMAQ funds not delivered by the April 30, 2012 obligation deadline may be subject to de-programming as part of the 2013 TIP Update if substitute projects cannot be delivered to secure the funds. Many of these projects may be able to re-compete in Cycle 2. As noted above, a few climate initiative and TLC program projects with early-identified and on-going eligibility and deliverability issues beyond the control of the sponsors may be prioritized for receipt of funds advanced from Cycle 2.
- **Regular Reporting on Project Status:** MTC staff distributes monthly STP/CMAQ obligation status reports and tracks obligations in the on-line Fund Management System (FMS). Sponsors are aware of their obligation status and are reminded of the delivery deadlines on a regular basis. Apparently this is insufficient for some agencies to meet the delivery requirements. Therefore it is suggested that in addition to the monthly MTC obligation status reports, the CMAs prepare and present quarterly delivery status reports displaying key milestones for discussion at the partnership working groups and the CMA TACs. The purpose of such reports is to track key milestones leading to obligation of all FHWA-administered funds by local project sponsors in each county.

Sponsors

- **Assign Single Point of Contact for all Project Sponsors.** To facilitate the monitoring of project delivery and improve communications between the CMAs, MTC, Caltrans and local project sponsors, each agency should assign a single point of contact to handle inquiries and communications for all projects funded with FHWA-administered funds. This contact would respond to inquiries from the CMAs, MTC and Caltrans, and receive and transmit communications regarding project delivery and updates with the federal-aid process within their agency. Assignment of a single point of contact would be required for receipt of future funding from MTC.

Joint

- **Consultations with Project Sponsors that Continue to be Delivery Challenged.** For project sponsors that continue to miss delivery deadlines, conduct a consultation meeting with the county CMA, MTC and Caltrans prior to approving future Cycle programming or including new funding in the federal TIP. The purpose of the consultation would be to ensure the local public agency has the resources and technical capacity to deliver federal

projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process.

Next Steps

MTC staff will work with the CMAs, Caltrans and project sponsors in the months ahead to identify the project failures, select potential substitute projects, and implement actions and efficiencies to ensure projects are delivered within required deadlines for all FHWA-administered funds within the region. The table below shows the STP/CMAQ obligation status as of December 31, 2011. Attached is the latest STP/CMAQ obligation status showing the projects that must receive an obligation by April 30 of this year, or be subject to de-programming.

STP/CMAQ Obligation Status for FFY 2011-12

As of December 31, 2011

Fund Source	FY 2011-12 STP/CMAQ Obligation Plan	Obligations through 12-31-2011	% Obligated	Balance Remaining	% Remaining
STP	\$84,459,820	\$133,000	0%	\$84,326,820	100%
CMAQ	\$78,560,745	\$662,000	1%	\$77,898,745	99%
Total	\$163,020,565	\$795,000		\$162,225,565	

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Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 11/12

January 20, 2012

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	
Alameda County																	
Alameda	Alameda	Alameda County: Rural Roads Pavement	CON	ALA090069	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	1,814,750		1,814,750				1,814,750
Alameda	Alameda	Alameda Co - Central Unincorporated	CON	ALA110026	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,071,000		1,071,000				1,071,000
Alameda	Albany	Albany - Buchanan Bicycle and	CON	ALA110030	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		1,702,000	1,702,000				1,702,000
Alameda	Berkeley	City of Berkeley Transportation Action	CON	ALA110007	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		10,000	10,000				10,000
Alameda	Dublin	Dublin Citywide Street Resurfacing	CON	ALA110024	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	547,000		547,000				547,000
Alameda	Dublin	West Dublin BART Golden Gate Drive	CON	ALA110034	ACTIVE	CMAQ-T4-1-TLC-REG			11/12	11/12		580,000	580,000				580,000
Alameda	Fremont	Fremont CBD/Midtown Streetscape	CON	ALA110012	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		1,006,684	1,006,684				1,006,684
Alameda	Hayward	South Hayward BART Area/Dixon Street	CON	ALA110035	ACTIVE	CMAQ-T4-1-TLC-REG			11/12	11/12		1,540,000	1,540,000				1,540,000
Alameda	Livermore	Iron Horse Trail Extension in Downtown	CON	ALA110013	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		1,566,000	1,566,000				1,566,000
Alameda	Livermore	Livermore Village Plaza & Infrastructure	CON	ALA110037	ACTIVE	STP-T4-1-TLC-REG			11/12	11/12	2,500,000		2,500,000				2,500,000
Alameda	Newark	Newark - Cedar Blvd and Jarvis Ave	CON	ALA110016	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	682,000		682,000				682,000
Alameda	Oakland	Various Streets Resurfacing and Bikeway	CON	ALA110006	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	3,057,000		3,057,000				3,057,000
Alameda	Oakland	Various Streets Resurfacing and Bikeway	CON	ALA110006	ACTIVE	STP-T4-1-RBP-CO			11/12	11/12	435,000		435,000				435,000
Alameda	Oakland	Oakland Foothill Blvd Streetscape	CON	ALA110029	ACTIVE	STP-T4-1-TLC-REG			11/12	11/12	2,200,000		2,200,000				2,200,000
Alameda	Pleasanton	Pleasanton - Foothill/I-580 IC Bike/Ped	CON	ALA110031	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		709,000	709,000				709,000
Alameda	Port of Oakland	Shore Power Initiative	CON	ALA110010	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		3,000,000	3,000,000				3,000,000
Alameda	San Leandro	San Leandro Downtown-BART Pedestrian	CON	ALA110027	ACTIVE	CMAQ-T4-1-TLC-REG			11/12	11/12		4,298,437	4,298,437				4,298,437
Alameda	Union City	Union City Blvd Corridor Bicycle Imp,	CON	ALA110028	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		860,000	860,000				860,000
Alameda County Totals											12,306,750	15,272,121	27,578,871	0	0	0	27,578,871

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 11/12

January 20, 2012

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	BART	Richmond Transit Village Transit & Ped	CON	CC-010021	ACTIVE	STP-T2-FY01-TLC-HIP	STPL	5137032	04/05	11/12	856,647		856,647				856,647	
Contra Costa	Brentwood	Brentwood 2012 Pavement Management	CON	CC-110009	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	823,000		823,000				823,000	
Contra Costa	Brentwood	Brentwood school area improvements	CON	CC-110052	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		402,000	402,000				402,000	
Contra Costa	Brentwood	Brentwood school area improvements	PE	CC-110052	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		30,000	30,000				30,000	
Contra Costa	CC County	Montalvin Manor Ped & Transit Access	CON	CC-070087	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		265,000	265,000				265,000	
Contra Costa	CC County	Kirker Pass Road Overlay	CON	CC-110044	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	1,611,000		1,611,000				1,611,000	
Contra Costa	Caltrans	Richmond Rail Connector	CON	CC-090032	ACTIVE	CMAQ-T4-1-RSI			11/12	11/12		2,490,000	2,490,000				2,490,000	
Contra Costa	Caltrans	Richmond Rail Connector	PE	CC-090032	ACTIVE	CMAQ-T4-1-RSI			11/12	11/12		2,950,000	2,950,000				2,950,000	
Contra Costa	Concord	Concord Monument Corridor Shared Use	CON	CC-110019	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		666,000	666,000				666,000	
Contra Costa	Danville	San Ramon Valley Street Smarts SR2S	CON	CC-110050	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		365,000	365,000				365,000	
Contra Costa	El Cerrito	El Cerrito Central Ave & Liberty St	CON	CC-110005	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		729,173	729,173				729,173	
Contra Costa	Lafayette	Lafayette Downtown Bike/Ped Imp &	CON	CC-110006	ACTIVE	CMAQ-T4-1-TLC-CO	CML	5404023	11/12	11/12		400,000	400,000	10/28/11	400,000	400,000		
Contra Costa	Orinda	Moraga Way Pedestrian Pathway	CON	CC-110048	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		166,000	166,000				166,000	
Contra Costa	Pittsburg	Pittsburg N. Parkside Dr. Bike Lanes and	CON	CC-110017	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		900,000	900,000				900,000	
Contra Costa	Pleasant Hill	Central-East County SR2S Program	CON	CC-110049	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		725,000	725,000				725,000	
Contra Costa	Pleasant Hill	Lisa Lane Sidewalk Project	CON	CC-110051	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		250,000	250,000				250,000	
Contra Costa	Richmond	Dornan Drive/Garrard Blvd Tunnel	CON	CC-030011	ACTIVE	STP-T4-1-LSR-CO	IBRL02	5137029	10/11	11/12	500,000		500,000				500,000	
Contra Costa	Richmond	Richmond Nevin Ave Bike/Ped Imp &	CON	CC-110007	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		500,000	500,000				500,000	
Contra Costa	Richmond	Richmond Nevin Ave Bike/Ped Imp &	CON	CC-110007	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		717,000	717,000				717,000	
Contra Costa	Richmond	Richmond Nevin Avenue Streetscape	CON	CC-110016	ACTIVE	STP-T4-1-TLC-REG			11/12	11/12	2,654,000		2,654,000				2,654,000	
Contra Costa	Richmond	Richmond Barrett Avenue Bicycle Lanes	CON	CC-110018	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		600,000	600,000				600,000	
Contra Costa	Richmond	SR2S - Nystrom, Coronado, Highland,	CON	CC-110031	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		264,000	264,000				264,000	
Contra Costa	San Ramon	San Ramon Alcosta Blvd Pavement	CON	CC-110008	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	825,000		825,000				825,000	
Contra Costa	Walnut Creek	Walnut Creek Various Arterials &	CON	CC-110013	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,660,000		1,660,000				1,660,000	
Contra Costa County Totals											8,929,647	12,419,173	21,348,820		0	400,000	400,000	20,948,820

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Marin County																		
Marin	Marin County	Marin County: Southern Marin Roads	CON	MRN090053	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,063,000		1,063,000				1,063,000	
Marin	Marin County	Marin County: Southern Marin Roads	PE	MRN090053	ACTIVE	STP-T4-1-LSR-CO	RSTPL	5927084	10/11	11/12	133,000		133,000	11/16/11	133,000		133,000	
Marin	Marin County	Strawberry Point School Pedestrian Imps	CON	MRN110006	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		420,000	420,000				420,000	
Marin	Marin County	Marinwood, Greenbrae, Strawberry &	CON	MRN110007	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		790,000	790,000				790,000	
Marin	Marin County	Novato Boulevard Resurfacing	CON	MRN110015	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	926,000		926,000				926,000	
Marin	Marin County	Novato Boulevard Resurfacing	PE	MRN110015	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	80,000		80,000				80,000	
Marin	Marin County	Venetia Valley School SR2S	CON	MRN110016	ACTIVE	CMAQ-T4-1-SR2S-REG			11/12	11/12		320,000	320,000				320,000	
Marin	Mill Valley	Mill Valley - Edgwood Avenue	CON	MRN110009	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	123,000		123,000				123,000	
Marin	San Rafael	San Rafael Citywide Street Resurfacing	CON	MRN110008	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,019,000		1,019,000				1,019,000	
Marin	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp	CON	MRN110010	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		173,000	173,000				173,000	
Marin County Totals											3,344,000	1,703,000	5,047,000		133,000	0	133,000	4,914,000

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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: Theresa Ave Sidewalk	CON	NAP110007	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		200,000	200,000				200,000	
Napa	American	West American Canyon Road Rehab	CON	NAP110010	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	195,000		195,000				195,000	
Napa	Napa	Napa (City): 2011 Cape Seal Pavement	CON	NAP110008	ACTIVE	STP-T4-1-LSR-CO			10/11	11/12	625,000		625,000				625,000	
Napa	Napa	Napa:Lincoln Ave Bike Lane - Jefferson	CON	NAP110011	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		100,000	100,000				100,000	
Napa	Napa	Napa:Lincoln Ave Bike Lane - Jefferson	PE	NAP110011	ACTIVE	CMAQ-T4-1-RBP-CO	CML	5042053	10/11	11/12		70,000	70,000	12/06/11		70,000	70,000	
Napa	Napa	Napa City North/South Bike Connection	CON	NAP110013	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		160,000	160,000				160,000	
Napa	Napa	Napa City North/South Bike Connection	PE	NAP110013	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		40,000	40,000				40,000	
Napa	Napa	Napa City - Linda Vista Pavement	CON	NAP110015	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	459,000		459,000				459,000	
Napa	Napa County	Napa County: Silverado Trail Paving	CON	NAP110009	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	526,000		526,000				526,000	
Napa	Napa County	Napa County: Silverado Trail Paving	CON	NAP110009	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	312,000		312,000				312,000	
Napa	Napa County	Napa County Road Rehab. Various	CON	NAP110019	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	1,114,000		1,114,000				1,114,000	
Napa County Totals											3,231,000	570,000	3,801,000		0	70,000	70,000	3,731,000

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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	CML	5933109	11/12	11/12		2,799,147	2,799,147				2,799,147	
Regional	BAAQMD	Regional Bicycle Sharing Pilot	CON	REG110010	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		4,246,000	4,246,000				4,246,000	
Regional	MTC	Freeway Performance Initiative (FPI)	ROW	REG090003	ACTIVE	CMAQ-T4-1-FPI			11/12	11/12		290,000	290,000				290,000	
Regional	MTC	Electric Vehicle Funding Strategies	CON	REG110011	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		2,376,000	2,376,000				2,376,000	
Regional	SF County TA	eFleet: Carsharing Electrified	CON	REG110012	ACTIVE	CMAQ-T4-1-CCI	CML	6272033	10/11	11/12		1,546,000	1,546,000				1,546,000	
Regional	SF County TA	eFleet: Carsharing Electrified	PE	REG110012	ACTIVE	CMAQ-T4-1-CCI	CML	6272033	10/11	11/12	12/28/11	154,000	154,000		154,000	154,000		
Regional	SFMTA	Electric Vehicle Taxis and Battery Switch	CON	REG110017	ACTIVE	CMAQ-T4-1-CCI	CML	6328043	11/12	11/12		6,168,000	6,168,000				6,168,000	
Regional	SFMTA	Electric Vehicle Taxis and Battery Switch	PE	REG110017	ACTIVE	CMAQ-T4-1-CCI	CML	6328043	10/11	11/12		650,000	650,000				650,000	
Regional	SFMTA	Electric Vehicle Taxis and Battery Switch	PE	REG110017	ACTIVE	CMAQ-T4-1-CCI	CML	6328043	11/12	11/12		170,000	170,000				170,000	
Regional	Son Co TA	Regional Dynamic Ridesharing Pilot	CON	REG110015	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		300,000	300,000				300,000	
Regional Counties Totals											0	18,699,147	18,699,147		0	154,000	154,000	18,545,147

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
San Francisco County																		
San Francisco	SF City/County	South of Market Alleyways	CON	SF-110012	ACTIVE	CMAQ-T4-1-TLC-REG			11/12	11/12		1,381,000	1,381,000				1,381,000	
San Francisco	SF DPW	San Francisco - Second Street	CON	SF-110008	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	3,885,000		3,885,000				3,885,000	
San Francisco	SF DPW	San Francisco - Second Street	CON	SF-110008	ACTIVE	STP-T4-1-RBP-CO			11/12	11/12	140,000		140,000				140,000	
San Francisco	SF DPW	San Francisco - Second Street	CON	SF-110008	ACTIVE	STP-T4-1-TLC-CO			11/12	11/12	681,000		681,000				681,000	
San Francisco	SF DPW	San Francisco - Broadway Streetscape	CON	SF-110009	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	350,000		350,000				350,000	
San Francisco	SF DPW	San Francisco - Broadway Streetscape	CON	SF-110009	ACTIVE	STP-T4-1-TLC-CO			11/12	11/12	980,000		980,000				980,000	
San Francisco	SF DPW	San Francisco - Marina Green Bicycle	CON	SF-110013	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		877,000	877,000				877,000	
San Francisco	SFMTA	SFGO-Corridor Management	CON	SF-070030	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		5,000,000	5,000,000				5,000,000	
San Francisco	SFMTA	Sunset and AP Giannini SR2S	CON	SF-110029	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		579,000	579,000				579,000	
San Francisco County Totals											6,036,000	7,837,000	13,873,000		0	0	0	13,873,000

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
San Mateo County																		
San Mateo	Burlingame	Burlingame Ave. and Broadway Districts	CON	SM-110008	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		301,000	301,000				301,000	
San Mateo	Daly City	Daly City - Citywide Accessibility	CON	SM-110009	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		420,000	420,000				420,000	
San Mateo	Half Moon Bay	Highway 1 Bicycle/Pedestrian Trail	CON	SM-110027	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		420,000	420,000				420,000	
San Mateo	Menlo Park	Menlo Park 2010/11 Resurfacing of	CON	SM-110014	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	385,000		385,000				385,000	
San Mateo	Redwood City	Bair Island Bay Trail Improvements	CON	SM-110025	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		337,000	337,000				337,000	
San Mateo	Redwood City	Skyway/Shoreway Bike Route	CON	SM-110026	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		218,000	218,000				218,000	
San Mateo	Redwood City	Skyway/Shoreway Bike Route	PE	SM-110026	ACTIVE	CMAQ-T4-1-RBP-CO	CML	5029028	11/12	11/12		38,000	38,000	10/18/11	38,000	38,000		
San Mateo	SSF	South San Francisco: Regional Gap	CON	SM-110023	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		261,000	261,000				261,000	
San Mateo	SamTrans	SAMTRANS: Preventive Maintenance	CON	SM-030023	ACTIVE	STP-T4-1-RSI			11/12	11/12	13,288,913		13,288,913				13,288,913	
San Mateo	San Bruno	San Bruno Street Medians and Grand	CON	SM-110011	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		654,000	654,000				654,000	
San Mateo	San Bruno	San Bruno Transit Corridor Ped	CON	SM-110012	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		263,000	263,000				263,000	
San Mateo	San Carlos	San Carlos Pavement Rehab Program	CON	SM-110019	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	319,000		319,000				319,000	
San Mateo	San Carlos	East Side Community Transit	CON	SM-110028	ACTIVE	CMAQ-T4-1-TLC-REG			11/12	11/12		1,795,304	1,795,304				1,795,304	
San Mateo	San Mateo	Delaware Street Bike Lane and	CON	SM-110007	ACTIVE	CMAQ-T4-1-TLC-REG	CML	5102038	11/12	11/12		545,000	545,000				545,000	
San Mateo	San Mateo	El Camino Real Phase I Improvement	CON	SM-110010	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		203,000	203,000				203,000	
San Mateo	San Mateo Co	CSRT South of Dam Conversion	CON	SM-110024	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		300,000	300,000				300,000	
San Mateo	San Mateo Co	Resurfacing of Pescadero Creek Road	CON	SM-110035	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	985,011		985,011				985,011	
San Mateo County Totals											14,977,924	5,755,304	20,733,228		0	38,000	38,000	20,695,228

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt	
Santa Clara County																	
Santa Clara	Campbell	Campbell Citywide Arterials and	CON	SCL110021	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	500,000		500,000				500,000
Santa Clara	Campbell	Campbell Winchester Blvd Streetscape	CON	SCL110039	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		1,500,000	1,500,000				1,500,000
Santa Clara	Cupertino	Cupertino Various Streets Rehabilitation	CON	SCL110022	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	500,000		500,000				500,000
Santa Clara	Los Gatos	Los Gatos University Avenue	CON	SCL110025	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	500,000		500,000				500,000
Santa Clara	Milpitas	Milpitas Abel Street Pedestrian	CON	SCL110036	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		788,000	788,000				788,000
Santa Clara	Mountain View	Mountain View Church Street	CON	SCL110018	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	530,000		530,000				530,000
Santa Clara	Palo Alto	Palo Alto 2011 Pavement Program	CON	SCL110019	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	549,000		549,000				549,000
Santa Clara	San Jose	San Jose: Alameda - A Plan for The	CON	SCL110001	ACTIVE	STP-T4-1-TLC-REG			11/12	11/12	3,132,000		3,132,000				3,132,000
Santa Clara	San Jose	Innovative Bicycle Detection System	CON	SCL110016	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		1,500,000	1,500,000				1,500,000
Santa Clara	San Jose	San Jose: Los Gatos Creek Reach 5	ROW	SCL110029	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		50,000	50,000				50,000
Santa Clara	San Jose	San Fernando Street Enhanced Bikeway &	CON	SCL110033	ACTIVE	STP-T4-1-TLC-REG			11/12	11/12	1,425,000		1,425,000				1,425,000
Santa Clara	San Jose	San Jose - San Carlos Street Streetscape	CON	SCL110034	ACTIVE	STP-T4-1-TLC-REG			11/12	11/12	2,024,000		2,024,000				2,024,000
Santa Clara	San Jose	San Jose 2012 Streets Resurfacing and	CON	SCL110035	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	7,588,000		7,588,000				7,588,000
Santa Clara	San Jose	San Jose Walk N Roll - Safe Access	CON	SCL110057	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		484,000	484,000				484,000
Santa Clara	Santa Clara	San Tomas Aquino Creek Reach 4 New	CON	SCL110030	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		1,258,000	1,258,000				1,258,000
Santa Clara	Santa Clara	San Tomas Aquino Creek Spur Trail Imps	CON	SCL110031	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		1,081,000	1,081,000				1,081,000
Santa Clara	Santa Clara Co	Santa Clara County: Santa Teresa/Hale	CON	SCL110012	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,006,499		1,006,499				1,006,499
Santa Clara	Santa Clara Co	Santa Clara County: Santa Teresa/Hale	CON	SCL110012	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	2,041,000		2,041,000				2,041,000
Santa Clara	Santa Clara Co	Santa Clara County: Expressways	CON	SCL110013	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	486,000		486,000				486,000
Santa Clara	Santa Clara Co	Almaden Expressway Bicycle Signal	CON	SCL110015	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		420,000	420,000				420,000
Santa Clara	Saratoga	Saratoga Village Ped Enhancement Phase	CON	SCL110017	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		1,027,000	1,027,000				1,027,000
Santa Clara	Sunnyvale	Sunnyvale Downtown Streetscape	CON	SCL090042	ACTIVE	CMAQ-T4-1-TLC-CO			10/11	11/12		594,000	594,000				594,000
Santa Clara	Sunnyvale	Hendy Ave Complete Street	CON	SCL110014	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,117,000		1,117,000				1,117,000
Santa Clara	Sunnyvale	Hendy Ave Complete Street	CON	SCL110014	ACTIVE	STP-T4-1-RBP-CO			11/12	11/12	437,000		437,000				437,000
Santa Clara	Sunnyvale	Hendy Ave Complete Street	CON	SCL110014	ACTIVE	STP-T4-1-TLC-CO			11/12	11/12	523,000		523,000				523,000
Santa Clara	Sunnyvale	Sunnyvale Ave/Old San Francisco Road	CON	SCL110024	ACTIVE	STP-T4-1-LSR-CO	STPL	5213043	11/12	11/12	638,000		638,000				638,000
Santa Clara County Totals											22,996,499	8,702,000	31,698,499	0	0	0	31,698,499

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Solano County																		
Solano	Fairfield	Fairfield: Various Streets Overlay (2011)	CON	SOL110010	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,370,000		1,370,000				1,370,000	
Solano	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	CON	SOL090035	ACTIVE	CMAQ-T4-1-CCI-SOL				11/12		467,000	467,000				467,000	
Solano	Solano County	Solano County: Overlay Various Streets	CON	SOL110017	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,689,000		1,689,000				1,689,000	
Solano	Suisun City	Grizzly Island Trail - Phase 1	CON	SOL110012	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		814,000	814,000				814,000	
Solano	Suisun City	Grizzly Island Trail - Phase 1	CON	SOL110012	ACTIVE	CMAQ-T4-1-SR2S-CO			11/12	11/12		300,000	300,000				300,000	
Solano	Vacaville	Ulatis Creek Bike Path - Ulatis to Leisure	CON	SOL070026	ACTIVE	CMAQ-T4-1-CCI-SOL			11/12	11/12		630,000	630,000				630,000	
Solano	Vacaville	Vacaville: Various Streets Pvt	CON	SOL110016	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,324,000		1,324,000				1,324,000	
Solano	Vallejo	Vallejo: Various Streets Overlay (2011)	CON	SOL110014	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	1,595,000		1,595,000				1,595,000	
Solano County Totals											5,978,000	2,211,000	8,189,000		0	0	0	8,189,000

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Sonoma County																		
Sonoma	Cotati	Downtown Specific Plan Area	CON	SON110007	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		1,100,000	1,100,000				1,100,000	
Sonoma	Cotati	City of Cotati Train Depot	CON	SON110015	ACTIVE	CMAQ-T4-1-TLC-REG			11/12	11/12		1,416,000	1,416,000				1,416,000	
Sonoma	Healdsburg	Healdsburg Foss Creek Bicycle/Ped	CON	SON050017	ACTIVE	STP-T4-1-RBP-CO			11/12	11/12	876,000		876,000				876,000	
Sonoma	Petaluma	Petaluma Boulevard South Road Diet	CON	SON110006	ACTIVE	CMAQ-T4-1-TLC-REG	CML	5022048	11/12	11/12		612,000	612,000				612,000	
Sonoma	Petaluma	Sonoma Mountain Parkway	CON	SON110014	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	956,000		956,000				956,000	
Sonoma	Rohnert Park	Arlen Drive and East Cotati Avenue	CON	SON110010	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	563,000		563,000				563,000	
Sonoma	Santa Rosa	Street Palettes	CON	SON110008	ACTIVE	CMAQ-T4-1-TLC-CO			11/12	11/12		200,000	200,000				200,000	
Sonoma	Santa Rosa	SMART Bicycle and Pedestrian Path	CON	SON110017	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		948,000	948,000				948,000	
Sonoma	Santa Rosa Bus	Automated Vehicle Location System	CON	SON090007	ACTIVE	CMAQ-T4-1-CCI			11/12	11/12		600,000	600,000				600,000	
Sonoma	Son Co Reg	SMART Trail-Hearn Avenue to Joe	CON	SON110013	ACTIVE	CMAQ-T4-1-RBP-CO			11/12	11/12		516,000	516,000				516,000	
Sonoma	Sonoma County	2011/12 Asphalt Overlay Program	CON	SON110028	ACTIVE	STP-T4-1-LSR-FAS			11/12	11/12	3,917,000		3,917,000				3,917,000	
Sonoma	Windsor	Hembree Lane Resurfacing	CON	SON110012	ACTIVE	STP-T4-1-LSR-CO			11/12	11/12	348,000		348,000				348,000	
Sonoma County Totals											6,660,000	5,392,000	12,052,000		0	0	0	12,052,000
Report totals:											84,459,820	78,560,745	163,020,565		133,000	662,000	795,000	162,225,565

Plan BayArea

TO: MTC Planning Committee /
ABAG Administrative Committee

DATE: 1/13/2012

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Background

The OneBayArea Grant (OBAG) represents a significant step toward integrating the region's federal transportation program and its land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations and produce housing with additional transportation dollars.
- Supporting the Sustainable Communities Strategy (SCS) for the Bay Area by promoting transportation investments in priority development areas (PDAs) and by initiating a pilot program in the North Bay Counties that will support open space preservation in priority conservation areas (PCAs).
- Increasing funding levels and eliminating program silos for greater local investment flexibility.

Staff presented the OneBayArea Grant proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. That initial proposal can be downloaded from the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>. Since then MTC has received numerous comment letters from stakeholders, transportation agencies and local jurisdictions. Staff has given presentations to the Bay Area Partnership working groups, Policy Advisory Council, ABAG Executive Board, ABAG Planning Committee, Regional Advisory Working Group, and the Regional Bicycle Working Group, as well as at various workshops in conjunction with the Plan Bay Area development.

Stakeholder Response to OBAG Proposal

Attachment A lists the comment letters received to date. The letters are available at the website referenced above with numbering consistent with the comment reference numbers in the attachment. Overall, the comments are supportive of several key elements of the program proposal, including greater program flexibility, increased funding subject to local priority-setting, and financial rewards for accepting Regional Housing Needs Allocation (RHNA) commitments.

Comments Requesting Material Changes to Initial OBAG Proposal:

1. Priority Development Areas: There is support for lowering the proposed requirement that 70% of funding to each county be used to fund projects in PDAs, and providing more flexibility with respect to the use of these funds, particularly for counties with relatively few existing PDAs. In contrast, several stakeholder groups and the MTC Policy Advisory Council support retaining the 70% requirement. Because many noted that project benefits to PDAs are not just from those

projects funded directly within the PDA limits, comment letters recommended allowing projects that support or provide benefit to PDAs count towards the PDA requirements. There were requests to exempt certain OBAG program eligibility categories from the PDA requirements, such as streets and roads rehabilitation, regional bicycle, and Safe Routes to School. A reason cited was that transportation needs do not always align geographically with PDAs.

2. Priority Conservation Areas: Some comments call for expanding the eligible use of PCA funding beyond planning purposes in order to fund capital projects such as farm-to-market and open space access needs. Additional comments call for expanding the regional pilot program eligibility beyond the four North Bay counties.
3. Low Income Housing and Protections for Communities of Concern: Comments recommend modifying the OBAG funding formula to reward jurisdictions that zone for or produce low income housing units. In addition, some stakeholders also cited the need for policies that will prevent displacement of low-income residents, which was noted as a potentially unintended outcome of new housing and transportation investments in PDAs.
4. Performance and Accountability: In the areas of performance and accountability, many comments asked for more flexibility, such as reasonable progress toward, instead of final approval of, required policy actions, in the first round of OBAG funding. The reason cited was limited time and staff resources to enact new policies in the timeframe proposed.
5. Regional Program: We received requests to continue funding the Safe Routes to School Program (SR2S) as a regional program within the Climate Initiatives Program since the implementation of SR2S at the county level is uneven throughout the region.

Recommended Program Revisions

As a result of the input received and continued regional agency dialogue, staff recommends that the Committee consider significant revisions to the July 8, 2011 proposal, as outlined in the presentation slides (Attachment B) and explained more fully below. Staff proposes to increase the OneBayArea Grant from the initial \$211 million funding level to \$250 million. The increase comprises \$39 million in federal funds, with \$3 million directed specifically to preserve the “hold harmless” provision for Marin, Napa and Solano Counties, after accounting for Cycle 1 planning and SR2S funds. The funding distribution is also revised to reflect the formula changes discussed below to reward jurisdictions for very-low and low-income housing units. Attachment C provides the revised funding levels and distribution amounts.

1. Priority Development Areas
 - **Increase PDA Flexibility**: Staff recommends reducing the requirement that at least 70% of investments be directed to the PDAs to 50% for the four North Bay counties (Marin, Napa, Solano, and Sonoma) as there are relatively fewer PDA opportunities in these counties. Further, staff recommends that for all counties a project outside of a PDA count towards the PDA minimum if it directly connects to or provides proximate access to a PDA. However, staff does not recommend exempting certain programs or using different formulas to address any single program investment as this would run counter to the flexibility of the OneBayArea grant.
 - **Strengthen Planning Integration**: While an entire county is rewarded financially if its individual jurisdictions accept housing to meet RHNA targets, there is a need to ensure that RHNA, PDAs, and supporting zoning policies are effectively aligned. Therefore, staff

recommends that all jurisdictions receiving OBAG funding be required to pass a non-binding resolution of intent to align these three elements. Staff also recommends that CMAs prepare and adopt a PDA development strategy to guide transportation investments that are supportive of PDAs. Specific requirements will be developed as part of the next round of planning agreements between MTC and the CMAs.

- **Clarify Eligibility for Programs:** Staff is proposing to clarify that both pedestrian and all bicycle facilities would be eligible for OBAG funding and CMA planning costs would partially count towards PDA targets (50% or 70%), in line with its PDA funding requirement.
2. Priority Conservation Areas (PCAs)
 - **Focus on North Bay through Competitive Pilot Program:** Staff recommends that the \$5 million pilot program continue to be limited to the North Bay Counties and be conducted as a regional competitive program. However, eligibility would be expanded from planning to land / easement acquisition, farm-to-market capital projects, and open space access projects.
 - **Leverage Additional Funding:** A priority for these funds should be to partner with state agencies and private foundations to leverage outside funds for these projects, particularly for land acquisition and open space access. ABAG and MTC would pursue these leveraging opportunities.
 3. Low-Income/Workforce Housing
 - **Reward counties for low-income/workforce housing production:** Staff recommends revising the funding formula to recognize the importance of planning for and producing very low and/or low-income housing by directing 25% in total, or 50% of the housing share; to very low and low-income housing production and RHNA share.
 4. Performance and Accountability
 - **Streamline Requirements:** Staff recommends streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements. Jurisdictions will need to be in compliance with the Complete Streets Act of 2008 by July 1, 2013 to be eligible for OBAG funds. Staff will work with jurisdictions to develop a strategy for meeting this timeline that considers individual jurisdiction's general plan update schedules. MTC will also revise its Complete Streets Policy to ensure that public review and input for projects occurs early enough to better inform CMA project selection.
 - **Retain Housing Element Requirement:** Staff recommends no change to the proposal that a jurisdiction be required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. Attachment D summarizes current compliance, with 72% of Bay Area jurisdictions already meeting this requirement.
 5. Regional Programs: Within the Climate Initiatives program, the SR2S Program would be continued as a regional program with \$10 million being distributed to the counties to be used only for that purpose. Staff proposes that the remaining \$10 million be used for electric vehicle infrastructure and other climate strategies. Staff is also proposing a new regional \$30 million pilot Transit Performance Initiative Program to implement transit supportive investments in major transit corridors. Finally, within the regional TLC Program, \$15 million would be directed to PDA planning grants with a special focus on selected PDAs with greater potential for residential displacement, and to develop and implement community risk reduction plans.

Next Steps

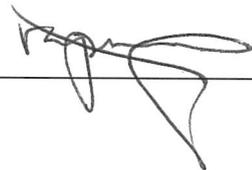
Based on the Committee’s direction at this meeting, staff will modify the proposal and return to the Committee in March 2012 to present the draft program policies. The Commission will then consider approval of the final OneBayArea Grant Program in May 2012. Throughout this process, staff will continue to seek further feedback from stakeholder and technical working groups. The OBAG development schedule will continue to be coordinated with the activities leading to approval of the Plan Bay Area preferred alternative which are italicized in the schedule below:

OBAG / Plan Bay Area Development Schedule

January 2012	<ul style="list-style-type: none"> ▪ <i>Outreach / Define preferred scenario</i> ▪ Joint Planning / ABAG Administrative Committee to review initial responses and potential revisions to address major comments for the One Bay Area Grant
February 2012	<ul style="list-style-type: none"> ▪ <i>Release guidance for applying project performance assessment results to the Plan Bay Area investment strategy</i>
March 2012	<ul style="list-style-type: none"> ▪ Release revised Draft Cycle2 One Bay Area Grant proposal ▪ <i>Release preliminary preferred scenario for Plan Bay Area (includes investment strategy)</i>
May 2012	<ul style="list-style-type: none"> ▪ Commission Approves Cycle 2 One Bay Area Grant ▪ <i>MTC / ABAG approves preferred scenario for Plan Bay Area</i>



 Ann Flemer

 Ezra Rapport

Attachments

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Attachment A: Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauer, Executive Director
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor
9	08/31/11	City of Millbrae	David F. Quigg, Mayor
10	09/01/11	City of Burlingame	Terry Nagel, Mayor
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer
14	09/09/11	City of Milpitas	Jose Esteves, Mayor
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners

Letter #	Date	Organization	From
20	10/12/11	City of Lafayette	Carl Anduri, Mayor
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors
23	10/28/11	Bay Area Business Coalition [Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Couyncl, Silicon Valley Leadership Group, SAMCEDA, Solano EDC]	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO; Cynthia Murray, President & CEO; Carl Guardino, President & CEO; Rosanne Foust, President & CEO; Sandy Person, President
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirkarimi, Chair of the Board
26	11/15/11	City of Napa	Jill Techel, Mayor
27	11/18/11	OBAG Comment Letter: Asian Pacific Environmental Network, Bay Localize, California WALKS, Causa Justa::Just Cause, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay Housing Organizations (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, The League of Women Voters of the Bay Area, National CAPACD, Public Advocates, TransForm, Unitarian Universalist Legislative Ministry, Urban Habitat	(no names provided)
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor
30	11/28/11	SRTSNP (Safe Routes to School National Partnership)_BABC (Bay Area Bicycle Coalition)	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC
31	12/02/11	City of Richmond	William Lindsay, City Manager
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director
37	12/19/11	City of Petaluma	David Glass, Mayor

Letter #	Date	Organization	From
38	12/21/11	San Mateo County Health System	Sara T. L. Mayer, Director
39	12/23/11	City of Oakland City and County of San Francisco City of San Jose Bay Area Rapid Transit District San Francisco Municipal Transportation Agency Alameda-Contra Costa Transit District San Francisco County Transportation Authority	Fred Blackwell, Assistant City Administrator Jose Campos, Chief of Citywide Planning Laurel Prevetti, Assistant Planning Director Carter Mau, Executive Manager of Budget and Planning Timothy Papandreou, Deputy Director for Sustainable Streets Tina Spencer, Director of Service Development and Planning Tilly Chang, Deputy Director for Planning

PI BayArea Plan

OneBayArea Grant

Joint MTC Planning/ABAG Administrative Committee
January 2012

Overview

- **Priority Development Areas**
- **Priority Conservation Areas**
- **Performance and Accountability**
- **Northern County– Hold Harmless**
- **Revised Funding Framework**
 - Funding Augmentation
 - Regional Program Detail
 - OBAG Flexibility

Proposed Revisions: Priority Development Areas

- **Overall Requirement:**
 - **Reduce 70% requirement to 50% for the North Bay Counties**
 - **Require PDA growth strategy to be adopted by CMAs (add to CMA planning agreements)**
 - **Link RHNA, PDAs, and zoning policies. Jurisdictions must pass a resolution of intent to align these three elements**
- **Eligible Projects:**
 - **Allow a project to count toward the PDA target if it connects to or provides proximate access to a PDA**
 - **Clarify expanded eligibility for pedestrian and bicycle facilities, not just limited to the regional bike network**
- **Planning Funds:**
 - **Allow 70% or 50% of planning costs to count toward PDA targets to align with OBAG PDA investments**

Proposed Revisions: Priority Conservation Areas

- **North Bay Pilot Program:**
 - **Limited to 4 North Bay counties**
 - **Project Eligibility for MTC/ABAG Selection:**
 - **Planning**
 - **Land / easement acquisition**
 - **Farm to market capital projects**
 - **Open space access**
 - **Secure matching funds from state agencies/private foundations**
- **Remaining Counties:**
 - **Expand eligibility for “anywhere funds” to include project types above**

Proposed Revisions: Performance and Accountability

1. Supportive Transportation and Land Use Policies
 - **Move from a menu approach (2 of 4) to 1 requirement.**
 - **Complete Streets Compliance:**
 - **For Cycle 2, amendment to the circulation element of the General Plan to comply with the California Complete Streets Act of 2008 by **July 1, 2013**.**
 - **Complete Streets checklist to be revised to allow public review and input prior to county project selection.**

2. Retain Housing Element Requirement:
 - **Require HCD approval of revised housing element to meet current 2007-14 RHNA prior to **July 1, 2013**.**

Proposed Revisions: Low-Income/Workforce Housing

- Revised Funding Formula:
 - Add weighting to formula to recognize very low and low income categories.
 - Direct 25% overall, or 50% of housing share, on very low and low income categories

County	% Change From July Proposal to Reflect Low Income Housing Weighting
Alameda	-3%
Contra Costa	-1%
Marin	2%
Napa	-2%
San Francisco	4%
San Mateo	-2%
Santa Clara	2%
Solano	-7%
Sonoma	5%
Bay Area Total	

50% population / 12.5% RHNA / 12.5% Housing Production Capped / 12.5% Low-Income RHNA / 12.5% Low-Income Housing Production

Proposed Revisions: County Funding Levels

- Hold Harmless:
 - **Add \$3 million for address Marin, Napa, and Solano counties so that all counties see either growth or equivalent funding levels as compared to Cycle 2 status quo**

Proposed OBAG Funding Augmentation

- Increase from \$211 million to \$250 million
 - Add \$18 million in federal STP/CMAQ funds to OBAG
 - Add \$18 million in 2012 STIP TE funds (can be used for bicycle facilities and other enhancement projects)
 - Add \$3 million for “hold harmless” for Marin, Napa, and Solano

Revised Funding Framework

New Act Cycle 2 Funding	Existing Framework (as updated Jul 8, 2011)		Original Proposal Jul 8, 2011		Revised Proposal * Jan 13, 2012		Revised Cycle 2 Total
	Cycle 2 Status Quo		Cycle 2 OneBayArea		Cycle 2 OneBayArea		
STP/CMAQ (\$591M) RTIP/TE (\$18M) Air District (\$6M)	Regional	CMA Block Grant	Regional	One Bay Area Grant	Regional	One Bay Area Grant	
1 Regional Planning	26		5	21	5	21	26
2 Regional Operations	74		74		74		74
3 Freeway Performance Initiative (FPI)	66		66		66		66
4 Transit Capital Rehabilitation	125		125		125		125
5 Local Streets and Roads Rehabilitation	7	70	3	74	3	74	77
6 Climate Initiatives	40		25	12	20	12	32
7 Regional Bicycle Program		20		20		20	20
8 Transportation for Livable Communities (TLC)	64	32	15	85	25	85	110
9 Priority Conservation Area Planning Pilot			5		5		5
10 MTC Res 3814 Transit Payback Commitment	25		25		12		12
11 Transit Sustainability Project					30		30
12 Augmentation						39	39
Total	426	122	343	211	365	250	615
	78%	22%	62%	38%	59%	41%	

Grant Totals:

Cycle 1 Revised Block Grant	
122	22%

Original Cycle 2 One Bay Area	
211	38%

Revised Cycle 2 One Bay Area	
250	41%

* Includes \$6 million from Air District

Regional Program Detail

Regional Program Area	Amount
Climate Initiatives	\$20 million
Safe Routes to School	\$10 million
Climate Strategy	\$10 million
Transportation for Livable Communities	\$25 million
PDA Planning Grants	\$15 million
Affordable TOD Fund	\$10 million
Transit Performance Initiative (per TSP)	\$30 million

Climate Initiatives Program

- **Safe Routes to Schools (\$10 million):**
 - Continue Safe Routes to School program to supplement OBAG investments and focus on non-infrastructure programs that may or not be in PDAs

- **Climate Strategy Reserve (\$10 million):**
 - Consider EV infrastructure and other promising projects; specific projects TBD.

SR2S Fund Distribution by Total Student Enrollment* (millions \$s)		
Alameda	21%	\$2.1
Contra Costa	16%	\$1.6
Marin	3%	\$0.3
Napa	2%	\$0.2
San Francisco	7%	\$0.7
San Mateo	10%	\$0.9
Santa Clara	27%	\$2.7
Solano	6%	\$0.6
Sonoma	7%	\$0.7
Total	100%	\$10.0

*Includes public and private K-12

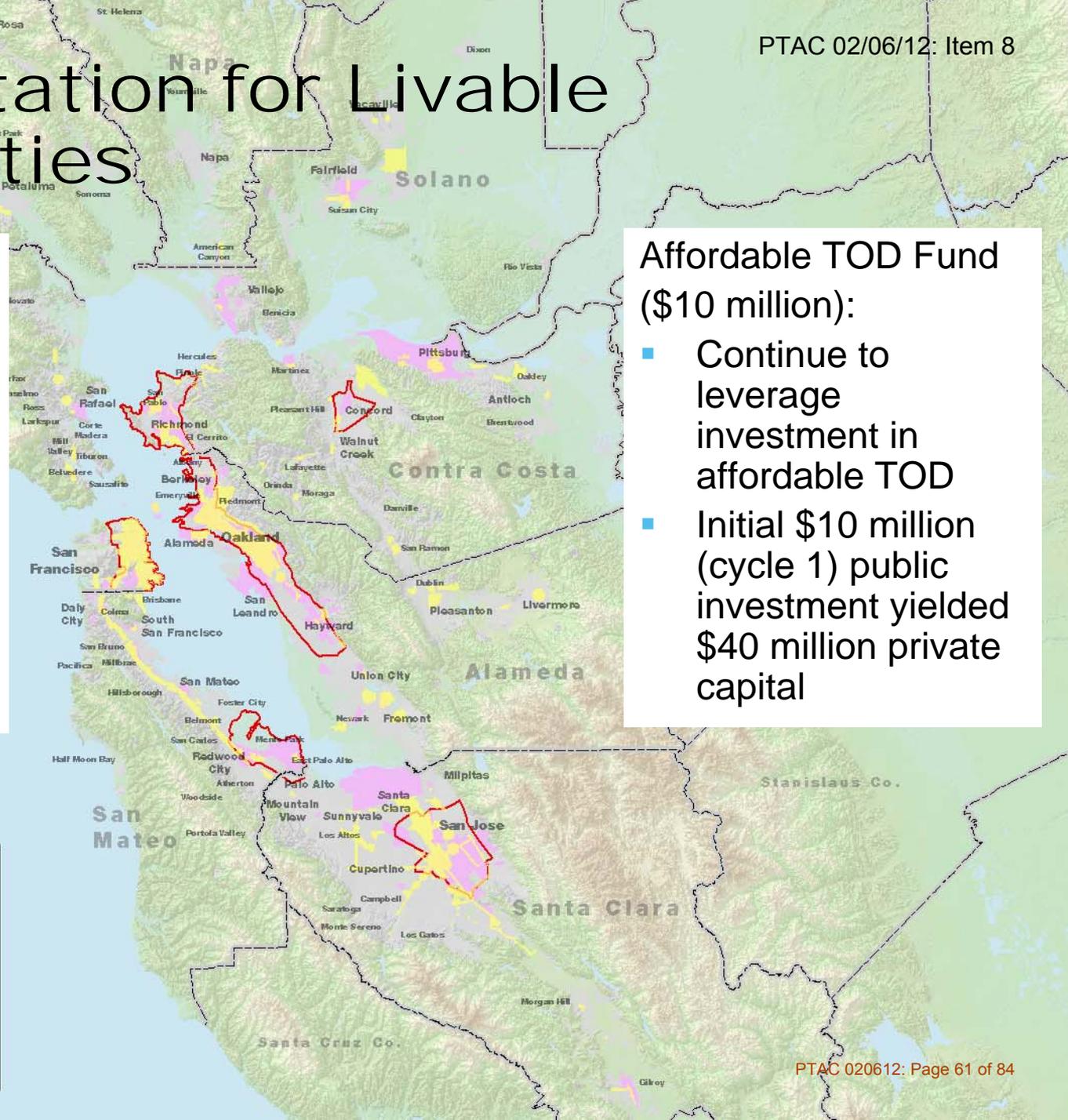
Transportation for Livable Communities

PDA Planning (\$15 million)

- Focus on PDAs with high potential for residential displacement
- Address CEQA, entitlements, and community risk reduction planning
- Will fund roughly 40 plans

Affordable TOD Fund (\$10 million):

- Continue to leverage investment in affordable TOD
- Initial \$10 million (cycle 1) public investment yielded \$40 million private capital



Priority Development Areas

Communities of Concern

CARE Communities

Transit Performance Initiative

- **Implement pilot program focused on transit supportive investments in major transit corridors**
 - Initial ~\$30 million capital to improve operations and customer experience
 - Implement several “quick wins” within 12 to 24 months
 - Projects could include transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements
 - Approve the first program of projects in April 2012 with the TSP adoption
- **Require local jurisdictions to implement transit-supportive arterial management strategies**
- **Rescoped “Freeway Performance Initiative” includes funding for major arterials that can be used to support transit performance improvements**

OneBayArea Grant Flexibility

Program and Project Categories	Priority Development Areas	“Anywhere”
Planning Activities	<p style="text-align: center;">X</p> <p style="text-align: center;">Up to 50% (North Counties) Up to 70% (Remaining Counties)</p>	X
Augment Regional Safe Routes to School	X	X
Streets and Roads Rehabilitation	X	X
Transportation for Livable Communities	X	X
Bicycle and Pedestrian Projects	X	X
Priority Conservation Areas		X

County Funding at Augmented Levels

Cycle 2 OBAG				
(\$ millions)				
County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA-Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
Marin	\$5	\$6	\$9	\$3
Napa	\$3	\$4	\$6	\$2
San Francisco	\$12	\$25	\$30	\$5
San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

County Funding Geographic Split

(\$ millions)

	Total Funds	PDA/"Anywhere" Split	Within PDAs	"Anywhere" Funds
Alameda	\$48	70/30	\$34	\$14
Contra Costa	\$36	70/30	\$25	\$11
Marin	\$9	50/50	\$4	\$4
Napa	\$6	50/50	\$3	\$3
San Francisco	\$30	70/30	\$21	\$9
San Mateo	\$20	70/30	\$14	\$6
Santa Clara	\$66	70/30	\$46	\$20
Solano	\$16	50/50	\$8	\$8
Sonoma	\$19	50/50	\$10	\$10
Regional Total	\$250		\$165	\$85

Proposed OBAG Schedule Approval

- December 2011: Release scenario analysis results
- January 2012
 - Public outreach on scenario results
 - **Joint Planning / ABAG Administrative Committee review of initial comments and staff recommendations**
- February 2012
 - Release Guidance for applying Project Performance Assessment to Investment Strategy
- March 2012
 - **Release Final Draft Cycle 2 One Bay Area Grant proposal**
 - Release Preliminary Preferred Scenario for Plan Bay Area
 - Preliminary Investment Strategy for Plan Bay Area
- May 2012
 - **Commission Approves Cycle 2 One Bay Area Grant program**
 - MTC / ABAG approves Preferred Scenario for Plan Bay Area

Attachment C: Revised Funding Distribution

Cycle 2 OBAG				
(\$ millions)				
County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA-Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
Marin	\$5	\$6	\$9	\$3
Napa	\$3	\$4	\$6	\$2
San Francisco	\$12	\$25	\$30	\$5
San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

Attachment D

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
Alameda County		
1	Alameda	
2	Albany	
3	Berkeley	X
4	Dublin	X
5	Emeryville	X
6	Fremont	X
7	Hayward	X
8	Livermore	X
9	Newark	X
10	Oakland	X
11	Piedmont	X
12	Pleasanton	
13	San Leandro	X
14	Union City	X
15	Alameda County Unincorporated	X
Contra Costa County		
16	Antioch	X
17	Brentwood	
18	Clayton	X
19	Concord	X
20	Danville	X
21	El Cerrito	IN REVIEW
22	Hercules	
23	Lafayette	X
24	Martinez	X
25	Moraga	X
26	Oakley	X
27	Orinda	
28	Pinole	X
29	Pittsburg	X
30	Pleasant Hill	X
31	Richmond	
32	San Pablo	X
33	San Ramon	X
34	Walnut Creek	X
35	Contra Costa County Unincorporated	X
Marin County		
36	Belvedere	X
37	Corte Madera	X
38	Fairfax	
39	Larkspur	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
40	Mill Valley	
41	Novato	
42	Ross	X
43	San Anselmo	
44	San Rafael	X
45	Sausalito	
46	Tiburon	
47	Marin County Unincorporated	
Napa County		
48	American Canyon	X
49	Calistoga	X
50	Napa	X
51	St. Helena	X
52	Yountville	X
53	Napa County Unincorporated	
San Francisco County		
54	San Francisco	X
San Mateo County		
55	Atherton	X
56	Belmont	X
57	Brisbane	X
58	Burlingame	X
59	Colma	
60	Daly City	
61	East Palo Alto	X
62	Foster City	X
63	Half Moon Bay	X
64	Hillsborough	X
65	Menlo Park	
66	Millbrae	
67	Pacifica	
68	Portola Valley	X
69	Redwood City	X
70	San Bruno	X
71	San Carlos	X
72	San Mateo	X
73	South San Francisco	X
74	Woodside	X
75	San Mateo County Unincorporated	IN REVIEW
Santa Clara County		
76	Campbell	X
77	Cupertino	X
78	Gilroy	
79	Los Altos	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
80	Los Altos Hills	X
81	Los Gatos	
82	Milpitas	X
83	Monte Sereno	X
84	Morgan Hill	X
85	Mountain View	IN REVIEW
86	Palo Alto	
87	San Jose	X
88	Santa Clara	
89	Saratoga	X
90	Sunnyvale	X
91	Santa Clara County Unincorporated	X
Solano County		
92	Benicia	
93	Dixon	X
94	Fairfield	X
95	Rio Vista	X
96	Suisun City	X
97	Vacaville	X
98	Vallejo	X
99	Solano County Unincorporated	X
Sonoma County		
100	Cloverdale	X
101	Cotati	
102	Healdsburg	X
103	Petaluma	X
104	Rohnert Park	X
105	Santa Rosa	X
106	Sebastopol	X
107	Sonoma	
108	Windsor	X
109	Sonoma County Unincorporated	X
109	Bay Area Total	79
		72%



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Memorandum

TO: Partnership Technical Advisory Committee;
Partnership Programming and Delivery Working Group;
Partnership Local Streets and Roads Working Group

DATE: February 6, 2012

FR: Sean Co

RE: Complete Streets Policy Update

Background

MTC's Routine Accommodations Policy (Resolution 3765) has been in place since 2006. At the time, the policy required project sponsors to consider the needs of all road users in project planning and design, and was the first of its kind among MPOs. Since that time many MPOs and Bay Area CMAs have adopted policies similar to MTC's policy or in some cases exceed it.

While refinements have been made to MTC's Complete Streets checklist over past programming cycles, there are still a number of improvements that need to be made to ensure all road projects consider the needs of bicyclists and pedestrians in planning and design. Bicycle and Pedestrian Advisory (BPACs) have not had adequate time to review checklists and the current process can be time consuming for both CMA staff and members of the public. Additionally, MTC's checklist process can be duplicative of the CMAs own complete streets process.

Staff Proposed Revisions to Current Policy

Require Bicycle and Pedestrian Transportation Components

All roadway projects where bicycles and pedestrians are allowed to travel and are funded with MTC funds, would be required to include bicycle and pedestrian components. Exceptions would be for highway projects that prohibit bicycles and pedestrians and other operations/maintenance projects that don't affect the roadway. If a jurisdiction has a complete streets policy or equivalent bike/ped accommodation in place, an exception could be provided through Public Works Director approval. This would be a significant change from the MTC's 2006 Routine Accommodations Resolution 3765. If projects did not include such elements, then agencies would provide statements as to why these improvements were not made. Currently four CMAs, Sonoma, San Francisco, Santa Clara and Marin review projects to ensure bicycle and pedestrian facilities are accommodated in all road projects.

Checklist Streamlining

The checklist is intended to allow BPACs to review projects and provide comments to project sponsors on how cyclists and pedestrian facilities are included in the project. Many CMAs allow their BPACs to review projects as standard practice of submitting projects to MTC. The MTC Complete Streets checklist requires BPAC review and this additional review process would be redundant and unnecessary in these cases.

The CMA's that have a complete streets policy which includes design review would comply with the new requirement by providing the following:

- Self Certification - Resolution or similar policy statement with language that mandatory bicycle and pedestrian components are included in project planning and design
- Public Review - Process for early review by county or city Bicycle and Pedestrian Advisory Committees (BPAC)
- Reporting - Annual report detailing similar information currently captured in the MTC checklist

CMAs that don't provide staff review for projects could utilize training resources and MTC's checklist that would assist agencies in complying with the requirement. This technical training could offer design recommendations that enable agencies to include the most appropriate non-motorized solution for the project. This review could be in the form of a dedicated staff or on-call consultants.

Timing of Checklist in Application Process

The checklist should be completed early in the application process to allow follow-up from BPAC comments to be addressed before the project is programmed by MTC and design issues have been finalized. In prior funding cycles, checklists could be completed just days prior to when the projects were submitted to MTC. This did not allow adequate time for review from the BPACs or for project sponsors to address comments or concerns.

MTC will recommend that the checklists be completed during the time that the CMA issues its call for projects for a funding cycle. Moving the checklist process earlier will allow for meaningful feedback to be incorporated into the project. This proposed revision only applies to those counties that are not exempted based on the provisions proposed under "Checklist Streamlining" above.

Timeline for Implementation

The proposed timeline below is designed to be implemented when the One Bay Area Grant Proposal is released in March.

January 2012	Discussions of approach to Active Transportation Working Group
February 2012	Discussions of approach for Partnership Committees
March 2012	Release of Proposal
April 2012	Guidance for compliance

Relationship with other OneBayArea Grant Requirements

The January 2012 proposed revision to the OneBayArea Grant also included a requirement that jurisdictions need to comply with the Complete Streets Act of 2008 by July 31, 2013 to be eligible for OBAG funds. While this is still a proposal, it is a distinct requirement from the proposed revisions to the MTC Complete Streets Checklist.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: February 6, 2012

FR: Lisa Klein and Dave Vautin

RE: Guidance for Applying Project Performance Assessment to the Investment Strategy

This memorandum proposes guidelines for applying the results of the Project Performance Assessment to help inform the selection of projects for inclusion in the investment strategy in the preferred Sustainable Communities Strategy (SCS). Staff is in the process of reviewing these guidelines with MTC's Policy Advisory Council and members of the Partnership. We will summarize their comments and ask the MTC Planning Committee/ABAG Administrative Committee to approve the guidelines at their joint meeting on February 17.

Background

All non-committed projects, as defined by the Commission in its Committed Funds and Projects Policy for Plan Bay Area (Resolution No. 4006) adopted in April 2011, are subject to the performance assessment. Our intent is to assess the degree to which potential transportation projects and programs: (1) advance the ten performance targets adopted by MTC and ABAG in January 2011 (Resolution No. 3987) and (2) are cost-effective. The performance assessment allows comparison of projects on a consistent qualitative and quantitative basis to the extent possible and practical.

Staff released draft performance assessment results at the November 4, 2011 Planning Committee meeting. In January of this year, staff released revised results, which reflect updated assessment results for a number of projects in response to comments received from Commissioners, project sponsors, CMAs and other stakeholders. The staff presentation on February 6 will include a summary of the major revisions. In the interim, the revised results are posted on the Plan Bay Area web site at http://www.onebayarea.org/plan_bay_area/transportation.htm.

Proposed Guidelines for Applying Results

In March/April 2012, MTC and ABAG staff will recommend a preferred SCS that will include a preferred land use and transportation investment strategy. The Commission will use its policy discretion along with the performance assessment results to decide which projects and programs to include in the investment strategy. To this end, MTC staff proposes the following guidelines:

1. The analysis results should be used to identify outliers at both ends of the spectrum – the highest and lowest performing projects, as shown in Attachment 1 and described below.
2. The highest performing projects should be included in the preferred investment strategy subject to analysis of financial feasibility. The highest performing projects include those with:
 - High benefit-cost ratio (≥ 10) and at least a moderate target score (≥ 2); or
 - High target score (≥ 6) and at least a moderate benefit-cost ratio (≥ 5)

3. The lowest performing projects should be included only if the sponsor or CMA can make a compelling case. The lowest performing projects include those with:
 - Low benefit-cost ratio (< 1), regardless of target score; or
 - Low target score (< -1), regardless of benefit-cost ratio
4. A county congestion management agency (CMA) and/or project sponsor must **make a compelling case in writing by February 29, 2012** and may be asked to present the case at the March 9 Planning Committee meeting.

A case may be made to include the project in the preferred SCS’s transportation investment plan if the project falls under one of the categories listed below. The first category considers projects with benefits not fully captured in the regional travel forecast model. The second category considers projects that address federal requirements.

Category 1: Benefits not Captured by the Travel Model	Category 2: Federal Requirements
a) interregional or recreational corridor b) provides access to international airports c) project benefits accrue from reductions in weaving, transit vehicle crowding or other travel behaviors not well represented in the travel model	a) cost-effective means of reducing CO ₂ , PM, or ozone precursor emission (on cost per ton basis) b) provides transportation mobility for communities of concern

Next Steps

Based on direction from the MTC Planning Committee/ABAG Administrative Committee at their joint meeting in February, MTC staff will notify CMAs and sponsors of these guidelines. MTC staff will continue to work with CMAs and transit operators to fund the highest performing projects in the draft preferred investment strategy. Key, near-term milestones for Plan Bay Area include:

February 2012	<ul style="list-style-type: none"> ▪ Notify CMAs and project sponsors of the guidelines for applying the project performance assessment results ▪ CMAs/sponsors submit compelling cases in writing by February 29
March / April 2012	<ul style="list-style-type: none"> ▪ CMAs/sponsors present their cases at the March 9 joint MTC Planning Committee/ABAG Administrative Committee meeting ▪ Release preliminary preferred scenario for Plan Bay Area (includes investment strategy) ▪ <i>Release revised Draft Cycle 2 One Bay Area Grant proposal</i>
May 2012	<ul style="list-style-type: none"> ▪ <i>Commission Approves Cycle 2 One Bay Area Grant</i> ▪ MTC / ABAG approves preferred scenario for Plan Bay Area

Attachments:

1. High and Low Performing Projects



BayArea Plan

Proposed Guidance for Applying Project Performance Assessment to the Investment Strategy

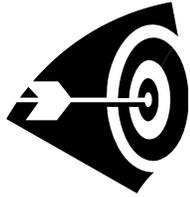
Partnership Technical Advisory Committee
February 6, 2012

Project Performance Assessment

- Evaluate all non-committed projects
- Identify projects that stand out with respect to levels of target support and cost-effectiveness
- Establish a level playing field for project comparisons
- Build on approach from Transportation 2035 Plan

November 2011 – Draft Results
January 2012 – Revised Results

Two Types of Assessment



TARGETS ASSESSMENT

Determine impact on targets adopted by MTC and ABAG

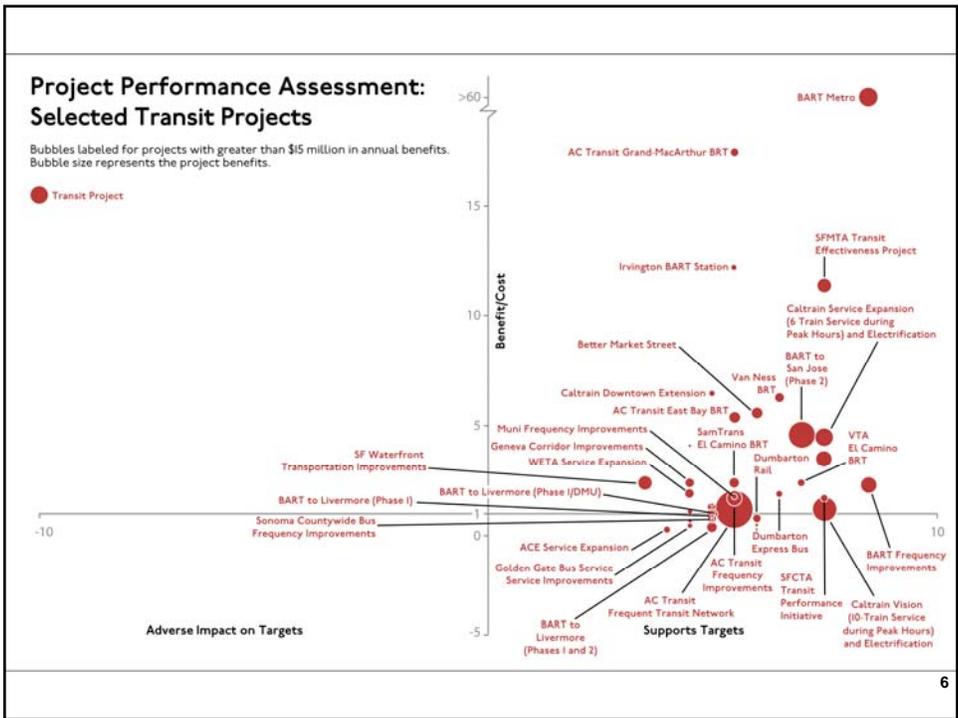
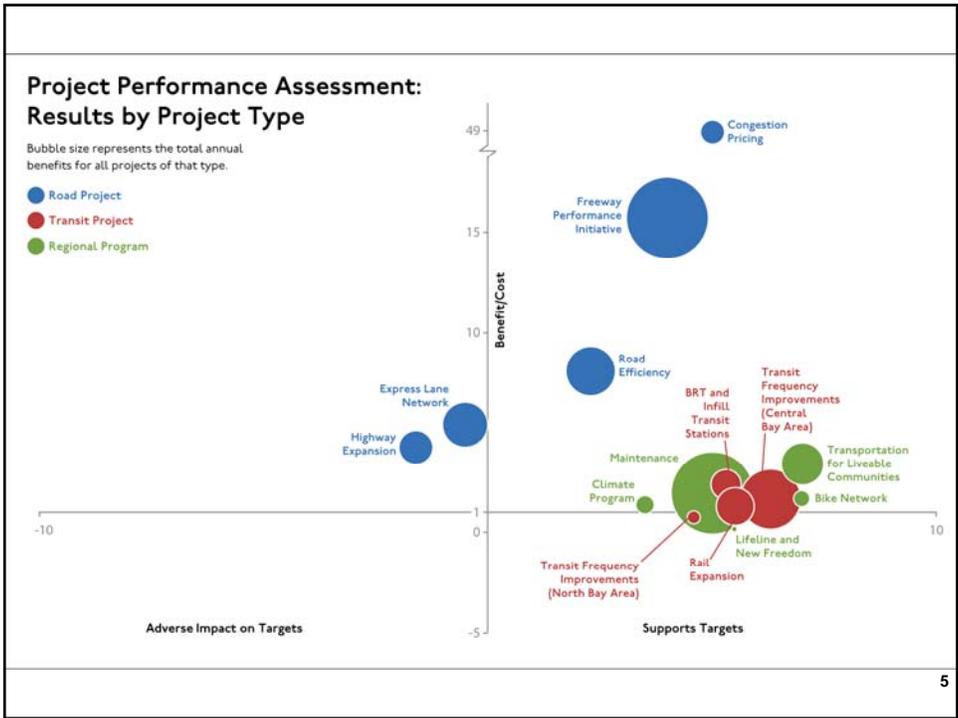


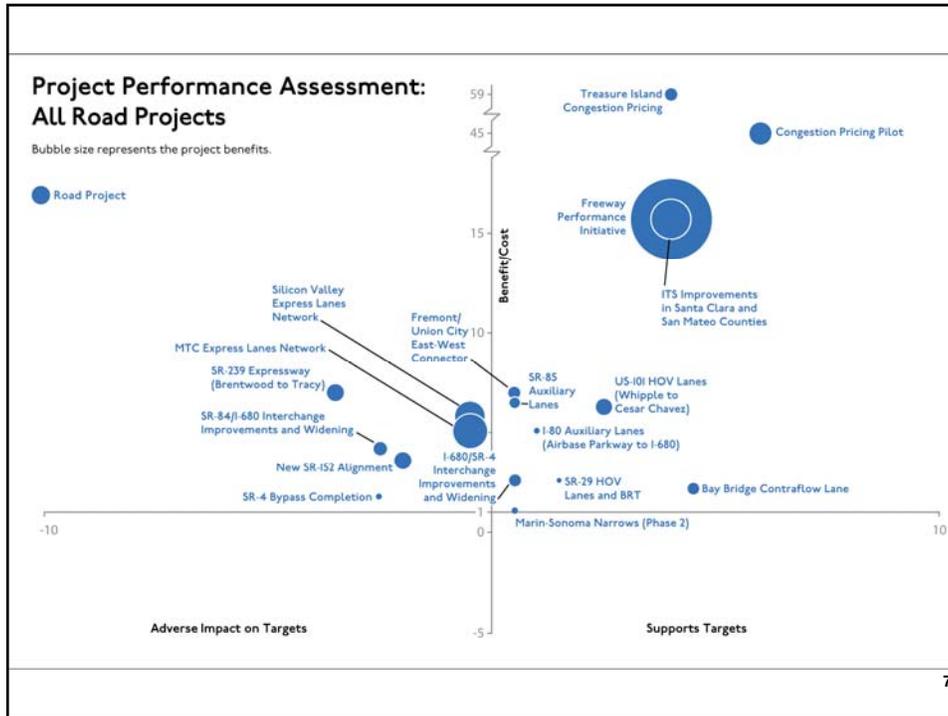
BENEFIT-COST (B/C) ASSESSMENT

Compare benefits & costs

Revisions to Project Performance Assessment

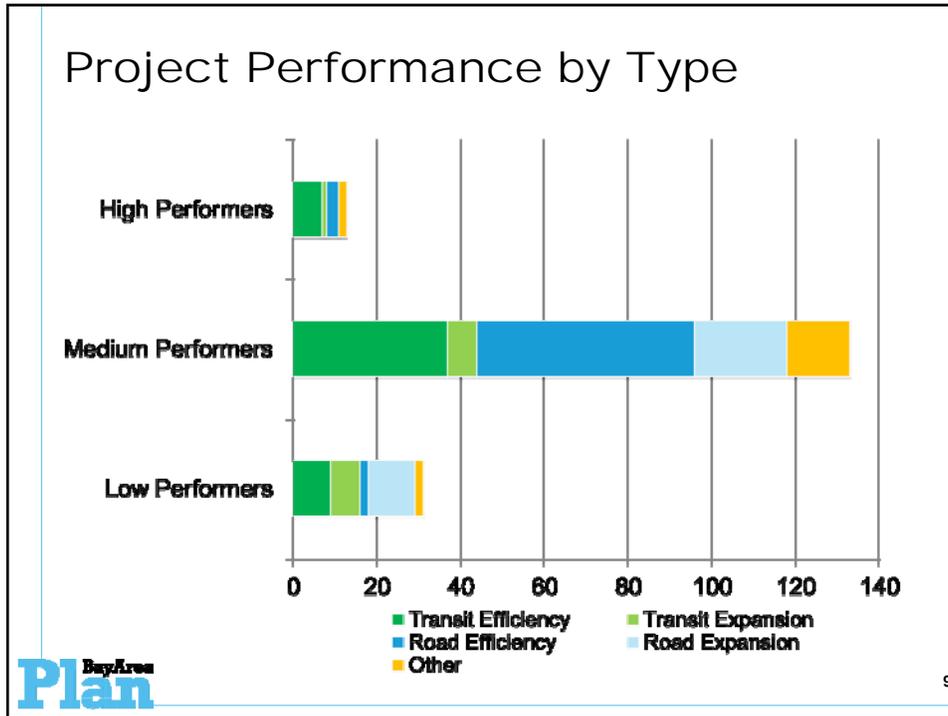
- **Modest effect on outlier projects (high/low performers) overall**
- **Changes**
 - **B/C RATIOS:** revised with updated costs or corrected estimate of benefits (9 projects)
 - **TARGETS SCORES:** revised based on better project definition or consistency with similar projects (12 projects)
 - **ADEQUATE HOUSING TARGET:** revised to address support for total housing growth potential and for affordable housing
 - **LOW-INCOME EXPENDITURES ON HOUSING & TRANSPORTATION TARGET:** revised to reflect the number of low-income transit riders served





Proposed Guidelines for Applying the Analysis Results

1. Project performance assessment results should be used to identify the highest and lowest performing projects
2. The **highest** performing projects should be included in the preferred SCS investment strategy, subject to financial feasibility.
 - High B/C (≥ 10) and moderate target score (≥ 2); or
 - High target score (≥ 6) and moderate B/C (≥ 5)
3. The **lowest** performing projects should be considered if the sponsor or CMA can make a compelling case.
 - Low B/C (< 1), regardless of target score; or
 - Low target score (< -1), regardless of B/C



Proposed Guidelines, cont.

4. The compelling case may be made if the project falls into one of two categories:

Category 1: Benefits not Captured by the Travel Model	Category 2: Federal Requirements
<ul style="list-style-type: none"> a) interregional or recreational corridor b) provides access to international airports c) project benefits accrue from reductions in weaving, transit vehicle crowding or other travel behaviors not well represented in the travel model 	<ul style="list-style-type: none"> a) cost-effective means of reducing CO₂, PM, or ozone precursor emissions b) improves transportation mobility/reduces air toxics and PM emissions in communities of concern

CMAAs/sponsors should submit compelling cases in writing by February 29, 2012 and may be asked to present the case at the March 9 Planning Committee meeting.

Timeline

- February 2012** MTC Planning Committee / ABAG Administrative Committee approval of guidelines for applying project assessment results
- CMA/sponsors submit compelling cases by February 29
- March/April 2012** Present compelling cases on March 9
- MTC/ABAG release preliminary preferred scenario for Plan Bay Area
- May 2012** MTC/ABAG approve preferred scenario for Plan Bay Area





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Memorandum

TO: Partnership Technical Advisory Committee and
Programming and Delivery Working Group

DATE: February 6, 2012

FR: Adam Crenshaw

RE: 2011 TIP Update

TIP Revision 11-19 – Amendment (Proposed)

Amendment 11-19 revises 67 projects with a net increase in funding of \$166.2 million. Among other changes, the revision:

- Updates the funding plans of three transit projects and adds six new exempt transit projects into the TIP with \$12 million in FTA State of Good Repair funds and \$3.5 million in FTA Bus Livability funds;
- Archives 35 projects as they have been completed;
- Updates the funding plans and back-up listings of two Caltrans Managed Grouped Listings: SHOPP Emergency Response [REG070001] to add \$71.7 million and SHOPP Bridge Rehabilitation and Reconstruction [VAR991005] to add \$15.9 million;
- Deletes two projects from the TIP: East Leland Park and Ride Lot [CC-070061] and Caltrans: I-280 / I-380 Interchange Local Access Improvements [SM-991118];
- Amends four new exempt transit projects into the TIP funded with a total of \$695,171 in FY11-2012 FTA 5307 funds and one new exempt bike project funded with \$649,000 in RIP-TE funds;
- Updates the funding plan of 511 Traveler Information to add in \$41.6 million in Other Local funds; and
- Updates the funding plan of the AC Transit: Preventive Maintenance Program to add in \$10 million in FTA 5307 funds.

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. TIP Revision 11-19 was approved by the Commission on January 25, 2012. Caltrans approval is expected in late February, 2012 and final federal approval is expected in early March, 2012.

TIP Revision 11-18 – Administrative Modification (Proposed)

Administrative Modification 2011-18 revises 9 projects with a net increase in funding of \$15.9 million. Among other changes, this revision:

- Updates the funding plans and back-up listings of the Pavement Resurfacing/ Rehabilitation on the State Highway System – Highway Maintenance (REG090058), the US 206 Recreational Trail Grants Program (REG070014), and the FTA 5311 Non-Urbanized Formula Program (VAR030002) to reflect new programming;
- Updates the back-up listing of the JARC FY09-FY10 Large Urbanized Area to reprogram funds between projects with no change in the cost of the overall grouped listing;

2011 TIP Update
 PTAC and PDWG: February 6, 2012
 Page 2 of 3

- Reprograms \$2.94 million in RIP funds between phases and program years for the Marin County portion of the US 101 HOV Lanes – Marin-Sonoma Narrows project; and
- Transfers \$1.65 million in FTA 5309 Fixed Guideway and local matching funds from Caltrain’s Systemwide Track Rehab and Related Structures project (SM-03006B) to Caltrain’s Signal/Communication Rehabilitation and Upgrades project (SM-050041).

The administrative modification is financially constrained by year and MTC relies on the State’s programming capacity in the amount of \$345,000 for US 206 Recreational Trails Grant funds and \$10,139,000 for State STP – Highway Maintenance funds programmed through this administrative modification. Final approval from the deputy executive director is expected in late January or early February.

TIP Revision 11-17 – Administrative Modification (Approved)

Administrative Modification 11-17 revises 17 projects with a net increase in funding of \$16.7 million. Among other changes, this revision:

- Updates the funding plans of six FTA funded projects to program \$3.5 million in 5307 funds, \$4.1 million in 5309 State of Good Repair funds, and \$1.2 million in 5339 Alternatives Analysis funds;
- Updates the funding plans and back-up listings of two Caltrans managed grouped listings (SHOPP Mobility Program [MTC050006] and SHOPP Collision Reduction [MTC050011]);
- Updates the back-up listings of two grouped listings (ARRA – FTA 5311 [REG090010] and FTA Non-Urbanized Formula Program [VAR030002]) to reflect the consolidation of Vallejo Transit and Benicia Breeze to form Solano County Transit (SolTrans) with no change in the cost of the individual projects or the overall grouped listings;
- Clarifies the project description of the eFleet: Carsharing Electrified project (REG110012) to include the installation of chargers; and

The administrative modification is financially constrained by year and MTC relies on the State’s programming capacity in the amount of \$5.4 million for SHOPP funding and \$1.2 million in FTA 5339 Alternative Analysis funds programmed through this administrative modification. Final approval from the deputy executive director was received on January 9, 2012.

TIP Revision 11-16 – Amendment (Approved)

Amendment 11-16 revises 69 projects with a net increase in funding of \$281.5 million. Among other changes, the revision:

- Updates the funding plan of the TIP to add approximately \$24.5 million in FTA discretionary Grant Revenues;
- Updates the funding plans of 14 projects and adds 17 new exempt projects into the TIP with a \$161 million total increase in FTA programming to reflect changes to the Transit Capital Priorities Program;
- Archives 10 projects as they have been completed;
- Transfers \$600,000 in CMAQ funds to Santa Rosa City Bus’s Automated Vehicle Location System (SON090007) from the Green My Ride TDM Program (SON110005) and deletes the project as it will not be going forward;
- Amends four new exempt projects into the TIP (Santa Clara County: Isabel Bridge Replacement [SCL110108] using \$4.5 million in HBP funds; San Rafael: Sidewalk along East Francisco Blvd [MRN110029] using \$1.5 million in NMTTP funds; San Jose: Road Rehab and Pedestrian Facilities [SCL110107] using \$15 million in local funds; and Environmental Study for ACE Alignment [ALA110086] using \$300,000 in HSR 1103(f) funds);

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- Amends one new grouped listings into the TIP (New Freedom FY10 & FY11 Large UA [REG110026]);
- Splits FY2009 5310 and local funds from the Elderly & Persons with Disability Program (VAR030001) to create a new listing Elderly & Persons with Disability Program (REG110027), adds \$5.2 million in FY2011 5310 funds to the new listing, and archives the previous listing;
- Updates the funding plan and back-up listing of the Caltrans Managed Safe Routes to School Program Grouped Listing (REG090001) to add \$11.8 million; and
- Updates the funding plans of five individually-listed projects funded with Highway Bridge Program funds (including deleting the individually listed Doherty Drive Bridge Replacement Project [MRN110001] to combine it with the Highway Bridge Program Grouped Listing).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. TIP Revision 11-16 was approved by the MTC Commission on November 16, 2011. Caltrans approval was received on November 30, 2011 and final federal approval was received on December 7, 2011.

All earlier revisions have been approved and 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.

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.

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>.

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 ssrinivasan@mtc.ca.gov. The Fund Management System (FMS) system has also been updated to reflect the approvals received.

Attachments:

A - 2011 TIP Revision Schedule as of January 25, 2012

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of January 25, 2012

REVISION TYPE	REVISION NUMBER	AMENDMENT REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL**	FED. APPROVAL**	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2011 TIP Update	11-00	June 17, 2010	October 27, 2010	November 12, 2010	December 14, 2010	Approved	December 14, 2010
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	April 28, 2011	May 2, 2011	May 2, 2011	N/A	Approved	May 2, 2011
Amendment	11-05	January 27, 2011	March 23, 2011	March 25, 2011	March 30, 2011	Approved	March 30, 2011
Amendment	11-06	March 31, 2011	May 25, 2011	June 8, 2011	July 13, 2011	Approved	July 13, 2011
Amendment (Transit Only)	11-07	April 28, 2011	June 22, 2011	July 25, 2011	August 9, 2011	Approved	August 9, 2011
Admin. Modification	11-08	June 30, 2011	July 7, 2011	July 8, 2011	N/A	Approved	July 8, 2011
Amendment	11-09	N/A	July 27, 2011	August 17, 2011	N/A	Approved	August 17, 2011
Amendment	11-10	May 26, 2011	July 27, 2011	September 8, 2011	September 15, 2011	Approved	September 15, 2011
Admin. Modification	11-11	July 3, 2011	August 4, 2011	August 8, 2011	N/A	Approved	August 8, 2011
Admin. Modification	11-12	August 25, 2011	September 1, 2011	N/A	N/A	Approved	September 1, 2011
Amendment	11-13	July 28, 2011	September 28, 2011	October 19, 2011	November 10, 2011	Approved	November 10, 2011
Admin. Modification	11-14	September 22, 2011	October 4, 2011	N/A	N/A	Approved	October 4, 2011
Admin. Modification	11-15	November 1, 2011	November 21, 2011	N/A	N/A	Approved	November 21, 2011
Amendment	11-16	September 29, 2011	November 16, 2011	November 30, 2011	December 7, 2011	Approved	December 7, 2011
Admin. Modification	11-17	December 1, 2011	January 9, 2012	N/A	N/A	Approved	January 9, 2012
Admin. Modification	11-18	January 1, 2012	January 31, 2012 (Estimated)	N/A	N/A	TBD	TBD
Amendment	11-19	December 1, 2011	January 25, 2012	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	Proposed	TBD
Admin. Modification	11-20	February 1, 2012	February 29, 2012 (Estimated)	N/A	N/A	TBD	TBD
Admin. Modification	11-21	March 1, 2012	March 31, 2012 (Estimated)	N/A	N/A	TBD	TBD
Amendment	11-22	February 1, 2012	March 28, 2012 (Estimated)	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	TBD	TBD
Admin. Modification	11-23	April 1, 2012	May 4, 2012 (Estimated)	N/A	N/A	TBD	TBD
Amendment	11-24	April 1, 2012	May 23, 2012 (Estimated)	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	TBD	TBD
Amendment (Transit Only)	11-25	April 1, 2012	May 23, 2012 (Estimated)	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	TBD	TBD

2011 TIP Locked Down for Development of 2013 TIP Update **

TBD - To Be Determined

N/A - Not Applicable / Not Required

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

Notes: * MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed

** Expected federal approval of 2013 TIP Update is December 2012

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