

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

Monday, November 17, 2003, 1:30 p.m. – 3:30 p.m.

Auditorium, MTC
101 8th Street, Oakland, CA

AGENDA

1. Introductions
2. Minutes of October 14, 2003 PTAC Meeting *
3. Report of November Joint Finance Working Group (Kline/Watry)

Discussion Items

4. Legislative Update ** (Long)
Report on the latest developments regarding a reauthorization bill and upcoming legislative session ideas.
5. Transportation 2030 Plan Update ** (Kimsey)
 - a) Partnership Board/Planning and Operations Committee workshop follow-up
 - b) Investment Scenarios
6. Transportation 2030: Project Performance Evaluation Update * (Klein)
Staff will provide an update on the project performance evaluation and be available to answer any questions.
7. Transit Capital Priorities and Preventive Maintenance * (Miller)
Staff will discuss the impacts of the fund estimate and possible regional solutions to resolve the funding shortfalls.

Information Items

8. Obligation Authority Proposed Priorities and Status * (McKeown)
9. CTC Update (Steinhauser)
10. TIP Financial Constraint Analysis Schedule * (Odunlami)
11. RFP for the TDA Triennial Performance Audit Contract * (Eliot).
12. Other Business: Next meeting – Monday, December 15, 2003,
1:30 pm to 3:30 pm in the MetroCenter Auditorium

* Agenda Items attached

** Item will be distributed at the meeting

Contact Ross McKeown at 510.464.7842 if you have questions about 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.

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Partnership Technical Advisory Committee Minutes

October 14, 2003

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1. Introductions
Dorothy Dugger (BART) (Chair) requested introductions.
2. Minutes of September 15, 2003 PTAC Meeting
The minutes were approved without comment.
3. Report of September Joint Finance Working Group
The September Joint Finance Working Group meetings were cancelled. The Transit Finance Group will meet on October 15th.

Discussion Items

4. Legislative Update:
 - a. Federal TEA-21 Reauthorization – Rebecca Long (MTC) reported that TEA-21 has been extended for five months under HR 3087, providing five twelfths (5/12) of last year's funding level. Appropriations have been extended through the end of October. The full appropriations bill has stalled. There is still much debate of the six year reauthorization legislation. There may be several extension bills before a final bill is passed.
 - b. SB 916: Toll Bridge Revenues – This legislation has passed and will put the \$1.00 toll increase on the March 2004 ballot.

SB 915: Water Transit Authority – passed

AB 231: Exempt Vehicle Ownership from the calculation of assets for the purposes of qualifying for CalWORKS – passed

AB 487: Sales tax on rental vehicles – Would have provided \$65 million for transportation projects located near airports and “tourist areas” – Governor vetoed this bill.

AB 935: Permits VTA to establish benefit assessment districts relative to its rail lines and to issue revenue bonds for that purpose.

AB 1409: Allows buses with a length greater than 45 feet to operate on highways if the excess length is caused by bike rack – MTC sponsored this bill. It passed.

SB 1055: Increased weight fees by 20 percent in order to address a \$160 million shortfall resulting from a restructuring of the fee schedule in 2000. The revised fee schedule will correct for approximately 75% of the lost revenue.
 - c. Federal TEA-21 Reauthorization Bill – Congress passed a five month extension bill, HR 3087, which provides 5/12ths of the last years authorization levels. Only one months appropriations were approved, through October 31st. The full appropriations bill is stalled. There will probably be several extension bills before the full six year bill is approved. No new programming is available to the region.

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5. Transportation 2030: Regional Program Definition

Doug Kimsey (MTC) introduced the T-2030 items on the agenda. He reported that much work has already been completed in preparation of the new RTP (Transportation 2030). Much more work is necessary to complete the chore for adoption in 2005. He said that the presentation would be in three parts with Alix Bockelman and Theresa Romell reporting on transit and roads shortfalls; Pierce Gould reporting on the MTC sponsored Regional Programs; and, Doug would finish up on proposed regional program investment scenarios.

Transit/Roads Shortfall – Alix Bockelman said that there is currently a \$14 billion shortfall in the combined Transit and Roadway estimated shortfalls over the 25 year RTP period. MTC met with various transit agencies to gather information on the transit shortfall. The table distributed to the Committee shows various options to deal with the shortfall.

The operators were asked to review the tables and inform MTC if there were any errors in the figures. MUNI asked how MTC was dealing with the “back-up” information. There was some confusion about the preventative maintenance (PM) items. Apparently some operators took the PM into account and others may not have.

Doug indicated that the pavement shortfall did not include deferred maintenance.

There was an extended discussion about the differences between the transit and roadway shortfalls and how each was estimated.

Regional Programs Cost Estimates – Pierce Gould (MTC) distributed tables which compared the 2001 regional program costs to the proposed Transportation 2030 regional program costs

Most of the regional projects are being maintained at the same levels as in the 2001 RTP. He noted that enhanced program costs are also included. He explained that projects already contracted out are considered committed funding.

Bottom Line (Next Steps) – Doug distributed a memo that described the potential regional program investment scenarios. He explained that the scenarios don’t define an “all or nothing” approach to the Transportation 2030 Plan’s ultimate regional program investment strategy; they are intended to illicit regional investment discussions along three general themes: maintain, manage and expand the regional transportation system. In addition, a discussion on how to integrate the regional programs into the “Big Tent” concept and the financially constrained part of the plan.

Doug was asked how MTC defines the Committed and Uncommitted status of projects. He said that committed and uncommitted projects are defined by the proposed screening criteria that had previously been reviewed by the Partnership board.

Therese McMillan (MTC) said that the \$14 billion dollar roads and shortfall need and identified uncommitted funding of about \$9 billion will force the Commission to make some hard choices.

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Doug described next steps for defining Transportation 2030 regional program: Commission workshop- October 28 and 29; Partnership Board- November 7; POC- November 13; POC – December 12; Commission – December 17.

MTC is also holding a number of stakeholder outreach meetings to seek input on overall Transportation 2030 investment strategies.

6. Transportation 2030: Project Performance Evaluation Update

Lisa Klein discussed the progress of the Performance Evaluation application submissions. She noted that only 25 project applications have been submitted and asked the sponsors to submit their applications as early as possible. There have also been 60 submissions by the general public so far.

Information Items

Rebecca Long (MTC) invited the group to participate in MTC's upcoming Legislative Program which will be discussed at a meeting on October 21st at the MetroCenter. MTC is seeking ideas for more revenue sources, how to change the current legislation from the current Super Majority to a 55% majority for local tax increases, support for a gas tax increase, High occupancy toll (HOT) Lanes, TCMs, and Air Quality, and Smart Growth issues. MTC will present a draft of the 2004 legislative program to the Commission at the November meeting.

7. 2004 STIP: Fund Estimate Assumptions

Li Zhang (MTC) reported that Caltrans will release a draft Fund Estimate at the end of the month. She reviewed the memo in the committee packet and noted that the Advanced Construction funding levels will be reduced and so there will be no Advanced Construction funds available for next year. She pointed out that the repayment of the deferred Prop 42 funds will not occur until FY 2009

15. Other Business

Next Meeting

Monday, November 17, 2003

MetroCenter, Auditorium

1:30 p.m. – 3:30 p.m.



**METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: November 17, 2003

FR: Lisa Klein

W.I.:

RE: Transportation 2030 Project Performance Evaluation - Status

We received more than 400 individual project submittals for the Transportation 2030 Project Performance Evaluation. Thanks to all who took the time to complete the submittal form. MTC staff are currently reviewing the submittals in what will be an on-going process. At the same time, we are beginning to integrate the projects submitted by members of the public. (After screening and accounting for duplication with agency submittals, we expect to incorporate roughly 30 additional projects submitted by the public into the evaluation.)

Given the large number of submittals, we are reviewing options for grouping some projects together for the analysis or otherwise managing the work load. A list of projects and recommendations to this effect will be distributed at the November PTAC meeting.

Once we have determined an appropriate approach, we will begin detailed review of the information provided for the evaluation. It is clear from a cursory review, that this will require additional follow-up with sponsors and CMA staff to fill gaps in some project data.



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Memorandum

TO: Partnership Technical Advisory Committee (PTAC)

DATE: November 10, 2003

FR: Kate Miller and Alix Bockelman

W.I.: 1512

RE: Transit Capital Priorities (TCP) Programming Issues

On November 12th, MTC staff will meet with the Transit Finance Working Group (TFWG) to discuss the draft FY 2003-04 and FY 2004-05 FTA Section 5307 and 5309 Fixed Guideway (FG) programs and several issues that still need to be addressed. These issues are outlined below. At the November 17th PTAC meeting, staff will recap the discussions, provide greater detail about each of the issues, and convey information and comments from TFWG.

Preventive Maintenance

In November 2002, MTC adopted Resolution No. 3515, the policy guidelines for FY 2003-04 FTA Section 5307 programming, which allowed flexibility to use apportionments for preventive maintenance or lower scoring projects to assist operators in addressing budgetary shortfalls and to ease extensive service cuts. The economy has not sufficiently rebounded and many operators continue to experience budgetary shortfalls which will likely result in additional service cuts. To avoid further reduction in service, AC Transit, SCVTA, and GGBHTD have made formal requests for preventive maintenance funding in FY 2004-05.

MTC Staff Principles for Programming Preventive Maintenance

MTC staff is recommending funding of preventive maintenance provided that operators can meet the principles established for preventive maintenance requests in FY 2004-2005. These principles include:

- An operator must establish that there is significant budget gap that would necessitate additional service cuts beyond FY 2003-04 levels.
- An operator must also develop and take to their policy board a bridging strategy to a sustainable operating plan.
- To avoid compromising other operators' capital replacement program in the region, an operator must either swap out an eligible capital project for the useful life of the asset in exchange for a like amount in preventive maintenance, or alternatively, an operator could negotiate an amount to be agreed by every other eligible operator in the urbanized area, eliminating any spillover affect of such an agreement on other urbanized areas.

MTC staff is concerned that on-going requests for preventive maintenance diminish the Commission's ability to meet its primary policy objective for the federal transit formula funds – which is to maintain the region's transit capital plant. Therefore, staff is proposing to formalize guidelines for making future exceptions to TCP policy for preventive maintenance, which would be modeled on the guidelines above. This policy would also require that MTC declare a fiscal emergency prior to proceeding with any preventive maintenance request. The one exception would be to fund preventive maintenance if an operator is under contract for a TCP-eligible capital replacement project and is only requesting preventive maintenance as a one-for-one swap when a state or local fund source may more adequately meet the needs of the transit operator's capital plan. Specific requirements of the proposed long term policy will be forwarded to PTAC following review by the TFWG.

Funding Muni and LAVTA Hybrid Buses

SF Muni and LAVTA have requested funding for hybrid buses. Costs associated with funding Diesel and CNG must conform to a regional bus price list. Currently there is no regionally established level for funding hybrid buses, which cost roughly 70% more than standard diesel buses. Neither operator is eligible to purchase buses because of the California Air Resources Board (CARB) transit bus rule. Muni's request to replace two sub-fleets with hybrid buses is the result of an agreement with the San Francisco Board of Supervisors, and Muni staff has been working with CARB to receive an exemption to proceed with this hybrid bus procurement. Also included were LAVTA's four replacement buses. LAVTA would like to replace these vehicles with hybrids pending a decision from the California Air Resources Board (CARB) to provide a blanket exemption from the transit bus rule for operators wishing to buy hybrid buses. Members of the TFWG expressed concern with the costs associated with the hybrid buses. As a result of these concerns, MTC staff is recommending that the buses be funded at a 50% increase over the existing bus prices.

Other Programming Issues

There are several other programming issues—mostly technical in nature—that have resulted from the implementation of the new TCP policy. These issues include:

- MTC Resolution 3515, the region's economic recovery policy covering FY 2003-04, requires that operators requesting to use their apportionment for preventive maintenance move capital projects out one year so as not to increase the region's transit capital shortfall. Because the FTA Section 5309 FG was not subject to this requirement, capital need in excess of the FY 2003-04 5309 FG funds available would be prioritized for funding. MTC staff is recommending that the FY 2003-04 FTA Section 5309 FG receive no funding priority in FY 2004-05 to reduce the impact on the FY 2004-05 program and to achieve greater funding equity between operators that receive FTA Section 5307 and 5309 FG funds and those that only receive FTA Section 5307 funds.
- As previously mentioned the *regional priority model* was the agreed upon method for apportioning projects to the multiple urbanized areas to address the fragmentation that occurred as a result of the 2000 census. The model does not address the situation that occurs when two or more urbanized areas both have funds available or

no funds available. Because the revised program had adequate funding to program all the score 16 needs, this issue did not come up. Nevertheless, should the issue arise in the future, the staff proposal for addressing it involves balancing the burden between the concerned urbanized areas by acknowledging both the funding levels and the demand on those funding levels to neutralize the impact to any one UA.

- ACE – at the October 15th TFWG meeting, MTC staff explained that ACE, because of agreements made with VTA, is not eligible for funding in the San Jose UA. Likewise, because revenue miles in Livermore are being reported in the Stockton UA, ACE is not eligible to claim funds in Livermore. Because there are no high scoring projects in the San Jose UA, the regional priority model apportions ACE's projects to the San Jose UA. At the October 15th TFWG meeting, MTC staff suggested ACE's project be apportioned to the San Francisco-Oakland and Concord UAs based on revenue mile reporting factors, thereby reducing the project amount by the percentages that would have been reported in San Jose and Livermore.
- There is roughly \$1.4 million in funding capacity in the San Francisco-Oakland urbanized area. Based on TCP policy, these funds would go to address safety project needs. Because of the large number of safety projects and relatively low funding amount, staff did not distribute this money on a pro-rata basis to these projects and instead presented the following options to the TFWG for consideration:
 - Choose a ready-to-go safety project;
 - Distribute on a proportional share to eligible safety projects; or
 - Add to score 16 project that was capped and whose remaining need would carryover to next fiscal year thereby reducing next year's project need.

San Jose Urbanized Area – Consistent with the preventive maintenance discussion earlier in this memo, the operators in the San Jose urbanized area have met to discuss a negotiated agreement that would allow VTA to receive roughly \$36 million in preventive maintenance funding in FY 2004-05 in Section 5307 San Jose funding. One recommendation involves funding all of Caltrain's high scoring projects, and if required, to fund an element of them in this cycle with a future payback agreement arranged with VTA in future programming cycles. However, VTA is recommending that Caltrain projects be apportioned based on historic funding formulas – which is not consistent with current TCP policy. To date, no agreement has yet been established for the San Jose UA funds, but MTC is working with the two operators to find a balance between the preventive maintenance needs of VTA and the capital needs of Caltrain.

Next Steps and Timeline

The next step is to update the PTAC on discussions and changes since the November 12th TFWG meeting, and provide a draft program to the Programming and Allocations Committee at their December meeting. Staff is recommending that adoption of the program be delayed until the FY 2003-04 appropriations are released and clearance from the federal agencies has been obtained to include the projects into the TIP for programming. This will likely occur in March 2004.



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Memorandum

TO: Partnership Technical Advisory Committee (PTAC)

DATE: November 17, 2003

FR: Ross McKeown

RE: FY 2003-04 STP/CMAQ/TEA Proposed Obligation Plan Priorities and Obligation Status

In September 2003, Congress passed an extension to TEA-21 and released apportionments to cover through October 31, 2003. Although the region's share was less than \$10 million, Caltrans released over \$50 million in Obligation Authority (OA) to the region, in essence, rewarding the region for its proactive delivery policies and determined efforts to reduce unencumbered and unliquidated fund balances, and because the region had nearly \$75 million in Advance Construction (AC) that could immediately use the OA (see attachment for list of projects receiving obligations after October 1, 2003). It is anticipated that Caltrans will continue to release OA to ready-to-go projects as additional OA is made available. However, as in the recent past, nothing is certain, and this OA could be taken away as soon as it is made available.

FFY 2002-03 and FFY 2003-04 STP/CMAQ/TEA Obligations to Date	No. of Projects	Cumulative Total	Amount	Cumulative Total
Oct 1, 2002 – Sep 30, 2003 Obligations	30	30	\$19,000,000	\$19,000,000
Oct 1, 2003 – Oct 31, 2003 Obligations	71	101	\$50,000,000	\$69,000,000

In response to the release of \$50 million in OA, and the pending release of additional OA, MTC staff has developed a proposed priority list of remaining TEA-21 and First-Cycle TEA-21 Reauthorization projects to receive the OA as it becomes available – up to MTC's full apportionment level. This means that an additional \$90 million could be available for MTC to obligate as soon as Congress approves the apportionment bills. Although project categories have been prioritized, lower priority projects may be obligated ahead of higher priority projects based on project readiness, due to the uncertainty in the release of OA. OA will not be held in reserve for higher priority projects, and will be obligated as soon as it is available to ensure the funds are not taken by the State. Should the region run out of OA due to reaching its apportionment level, then any remaining un-obligated projects will have to wait until additional OA (and apportionment) is available. The priorities are outlined below:

FFY 2003-04 Priority Category	No. of Projects	Cumulative Total	Amount	Cumulative Total
1) Advance Construction	20	20	\$22,000,000	\$22,000,000
2) FTA Transfers	10	30	\$10,000,000	\$32,000,000
3) Waiting in Caltrans HQ	13	43	\$3,000,000	\$35,000,000
4) Pending Actions	12	55	\$5,000,000	\$40,000,000
5) FY 2003/04 Sept 30 2004 Deadline	35	90	\$25,000,000	\$65,000,000

6) Pending FY 2004-05 Projects	4	94	\$25,000,000	\$90,000,000
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1) Advance Construction

Caltrans will be releasing Obligation Authority (OA) as it is made available. Those projects that are first in line and ready to proceed will have first access to the additional OA. This is to ensure that the OA can be secured for the region, prior to the state seizing the local OA as it did in August. Projects that have received Advance Construction (AC) authorization are furthest ahead in the Obligation process since they must meet all federal and state requirements prior to receipt of the AC Authorization. Furthermore, these projects have already been placed in the Federal Aid Data System (FADS), making it much easier to receive the obligation of funds. MTC, and Caltrans District 4 Local Assistance have encouraged project sponsors to request AC along with their Obligation request so they will be first in line to receive the additional OA. Because the release of OA is on a competitive first-come first-served basis through out the state, projects that have received AC authorization, and are ready to proceed, are the first priority in the MTC region.

Within the Advance Construction category, projects are further prioritized based on the following sub-categories: First priority is for projects with other funding subject to lapse, including TE (Enhancement) funded projects, followed by projects with critical timing or coordination issues that require immediate action, then projects that have been awarded (with the documentation submitted to Caltrans), or have on-going funding commitments or annual contracts, and finally the remaining AC projects based on the submittal date of the AC request. Note that only those projects with the required award documentation already submitted to Caltrans local Assistance are considered as 'awarded'. The priority status of projects will be continuously updated as new information is provided.

2) Funds Transferred to FTA

In the FFY 2002-03 Obligation Authority priorities, FTA transfers were placed as the first priority for OA in order to meet the FFY 2002-03 grant application deadline. However, when Caltrans took the \$200 million in local OA in August, the opportunity for including the transferred funds in FY 2002-03 FTA grants was lost. FTA transfers have now been placed into the second priority for receipt of OA, since applicants will not be submitting FFY 2003-04 grants until April 2004 or later, and it is not prudent to allow the funds to sit idle and inaccessible until FTA approves the grant later in the federal fiscal year.

To ensure the funds will be available to transfer to FTA in time for the next grant application cycle, FTA transfer funds will rise to first priority after February 29, 2003. It should be noted that agencies with funds to be transferred to FTA have pre-award authority (similar to advance construction) and may have expended the funds, or have pending or ongoing contracts for future purchase agreements (such as the bus catalyst devices). Therefore, the pending FTA transfers should be treated similar to AC projects.

FTA projects are further prioritized with projects programmed during TEA 21 receiving first priority, followed by projects programmed in the First-Cycle of TEA-21 Reauthorization (such as the bus catalyst devices).

3) Projects Waiting in Headquarters

Several project sponsors have submitted requests for obligation but have not requested AC authority for various reasons (either the project is not ready to proceed, or the project sponsor does not have sufficient local funds to advance the project and is waiting for the obligation of federal funds). In some instances these projects were submitted over a year ago, and have been sitting idle until additional OA is available. Projects waiting in Headquarters are the third priority, behind the AC and FTA transfer projects since many of those projects have already been awarded and incurred costs. Those project sponsors need to be reimbursed as soon as possible.

Projects within the 'Waiting in Headquarters category', are further prioritized based on the urgent need and project readiness of the project as requested by the project sponsor or CMA, followed by the remaining projects – based on submittal of the complete obligation request packages to Caltrans Headquarters.

4) Pending Actions

Several projects are on hold pending a final review or action or have been caught up in the freeze on formal TIP amendments since early August. The pending project list is a holding area for projects that are not quite ready to proceed, but have met most requirements. Once the particular restriction has been lifted, these projects will be moved up on the priority list according to their appropriate category.

5) Projects with a Regional Deadline of September 30, 2004 but not yet submitted.

Projects having a regional deadline of September 30, 2004, but have not yet been submitted for obligation to Caltrans Headquarters as of October 1, 2003 are the next priority. Because of the statewide competitive first-come first-served basis of the release of OA, these projects will be processed as they are submitting, following the full obligation of the AC, FTA transfers and 'waiting' projects. TEA funded projects will have first priority within this category followed by the STP and CMAQ funded projects. MTC staff has indicated at several partnership meetings, that sponsors should have their obligation requests in to Caltrans as soon as possible so they may be ready for obligation as OA is made available (and before it can be taken away by the state). Projects that do not receive an obligation in December 2003 may have to wait until June 2004 or later, when Caltrans 'repays' the \$200 million taken in August 2003, and only then based on the availability of unused OA from other regions in the state. It is anticipated the MTC region will have used its full share of FFY 2003-04 OA prior to June 2004.

6) Projects Programmed in FY 2004-05

Projects programmed in FY 2004-05 must wait for sufficient release of OA in order to receive their obligation of funds. Once the obligations have been made to higher priority projects that are ready to proceed, the FY 2004-05 project may be obligated. Because any unused local OA may be taken by the State, projects programmed in FY 2004-05 will be obligated as OA is made available. OA cannot be held 'in reserve', since this would make the funds available for potential redistribution by the State. Projects in higher priorities that are unable to receive an obligation at the time OA is released will be passed over for lower priority projects that are ready to use the OA. This could mean that FY 2004-05 projects may receive OA prior to FY 2003-04 projects, but at least the OA is retained within the region and not transferred to the State. Should the region run out of OA due to reaching its apportionment level, then any remaining un-obligated projects will have to wait until additional OA (and apportionment) is available.

7) Remaining Projects

FWG

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November 12, 2003

Once all of the projects in the first three categories have received obligations, any remaining project will be obligated on a first-come first-served basis, since any unused OA could be redirected by the State.

The attached list prioritizes each project within the categories listed above. This list is subject to revision as project conditions change, such as project award, submittal of an obligation request, or submittal for authorization for Advance Construction. It is expected that as a project rises from a lower category to a higher category (such as moving from 'not submitted to 'waiting' or from 'waiting' to 'AC'), the project will be treated according to the new-higher priority.

The proposed prioritization and OA status was presented to the Finance Working Group for review and comment at its November 12, 2003 meeting.

Please feel free to contact Ross McKeown at (510) 464-7842 or rmckeown@mtc.ca.gov with any questions.

Attachment - MTC FFY 03-04 Obligation Priority Plan.xls

J:\COMMITTEE\Partnership\Partnership Finance\Joint Working Groups Admin\Agenda Items\2003 Items\Nov 12, 2003\1.4a OA memo.doc

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total
1) Advance Construction (AC)														
1	AC	Awarded	Not Awarded	Marin	City of San Anselmo	STPL-5159(008)	MRN991023	Center Boulevard Rehabilitation (CON)	AC - 06/03/02	\$184,000	STP		\$159,212	\$159,212
2	AC	Awarded	Not Awarded	Marin	City of Ross	STPL-5176(002)	MRN991025	Sir Francis Drake Blvd. Street Rehab	AC - 08/19/02	\$75,000	STP		\$67,918	\$227,130
3	AC	Awarded	Not Awarded	Marin	City of Corte Madera	STPL-5232(006)	MRN010003	Fifer Avenue/Lucky Drive Rehabilitation	AC - 09/13/02	\$99,000	STP		\$89,000	\$316,130
4	AC	Not Awarded	Not Awarded	Santa Clara	City of Sunnyvale	STPL-5213(021)	SCL010025	Evelyn Ave Class II Bike Lane	AC - 12/23/02	\$150,000	STP		\$150,000	\$466,130
5	AC	Not Awarded	Not Awarded	Santa Clara	City of Sunnyvale	STPL-5213(022)	SCL010028	Sunnyvale North-South Bikeways	AC - 12/23/02	\$150,000	STP		\$150,000	\$616,130
6	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(031)	NAP010006	Dry Creek Rd, Linda Vista, & Solano Resurfacing	AC - 01/29/03	\$182,000	STP		\$182,000	\$798,130
7	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(031)	NAP991014	Terrace Drive Overlay	AC - 01/29/03	\$314,000	STP		\$314,000	\$1,112,130
8	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991010	First Street Overlay	AC - 01/29/03	\$301,000	STP		\$301,000	\$1,413,130
9	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991011	Foothill Boulevard Overlay	AC - 01/29/03	\$178,000	STP		\$178,000	\$1,591,130
10	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991012	Linda Vista Avenue Overlay	AC - 01/29/03	\$332,000	STP		\$332,000	\$1,923,130
11	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991013	Old Sonoma Overlay	AC - 01/29/03	\$124,000	STP		\$124,000	\$2,047,130
12	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991015	West Pueblo Avenue Overlay	AC - 01/29/03	\$200,000	STP		\$200,000	\$2,247,130
13	AC	Not Awarded	Not Awarded	San Mateo	City of San Carlos	STPL-5267(009)	SM-991058	San Carlos Avenue Rehabilitation	AC - 01/29/03	\$225,000	STP		\$225,000	\$2,472,130
14	AC	Not Awarded	Not Awarded	San Francisco	SF Public Works	STPL-5934(112)	SF-991016	Lake Merced Pav. Renovation - Phase II	AC - 01/29/03	\$3,982,000	STP		\$3,982,000	\$6,454,130
15	AC	Not Awarded	Not Awarded	Alameda	Caltrans/EBPD	STPLER-6075(014)	ALA990093	Bay Trail (Baumberg Track Trail seg)	AC - 06/16/03	\$250,000	CMAQ		\$250,000	\$6,704,130
16	AC	Not Awarded	Not Awarded	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	AC - 09/08/03	\$1,431,000	CMAQ		\$1,431,000	\$8,135,130
16	AC	Not Awarded	Not Awarded	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	AC - 09/08/03	\$274,588	STP		\$274,588	\$8,409,718
17	AC	Not Awarded	Not Awarded	Alameda	City of Berkeley	STPL-5057(025)	ALA991027	Spruce Street Reconstruction - Arch St to Grizzly Peak	AC - 09/10/03	\$1,651,000	STP		\$1,597,882	\$10,007,600
18	AC	Not Awarded	Not Awarded	Alameda	Caltrans/EBPD	STPLER-6075(015)	ALA990090	Bay Trail: Fremont-Newark Segment.	AC - 09/11/03	\$350,721	STP		\$350,721	\$10,358,321
19	AC	Awarded	Multi-Year Contract	Region-Wide	MTC	CML-6084(078)	MTC990002	TransLink@ FY 03-04	AC - 08/13/03	\$1,370,000	CMAQ		\$1,370,000	\$11,728,321
19	AC	Awarded	Multi-Year Contract	Region-Wide	MTC	CML-6084(078)	MTC990002	TransLink@ FY 03-04	AC - 08/13/03	\$4,515,000	CMAQ		\$4,515,000	\$16,243,321
20	AC	Awarded	Multi-Year Contract	Region-Wide	MTC	STPL-6084(079)	MTC990006	TravInfo - FY 03-04	AC - 08/13/03	\$6,000,000	STP		\$6,000,000	\$22,243,321
													\$22,243,321	\$22,243,321
2) FTA Transfers														
1	FY 02	FTA	Transfer Pending	Contra Costa	CCCTA		CC-010005	Contra Costa Route 114 Monument Corridor - FY 01-02		\$220,220	CMAQ		\$110,110	\$22,353,431
2	FY 02	FTA	Transfer Pending	Contra Costa	CCCTA		CC-010005	Contra Costa Route 114 Monument Corridor - FY 02-03		\$110,110	CMAQ		\$110,110	\$22,463,541
3	FY 03	FTA	Transfer Pending	Alameda	AC Transit	CA-90-Y215	ALA991058	Link-Bay Fair BART/Hillsdale Caltrain St - FY 02-03		\$451,000	CMAQ		\$451,000	\$22,914,541
4	FY 02	FTA	Transfer Pending	Solano	City of Vallejo	CML-5030(033)	SOL991054	Mare Island Service - Operations (2 yr) - FY 01-02		\$70,000	CMAQ		\$70,000	\$22,984,541
5	FY 03	FTA	Transfer Pending	Solano	City of Vallejo	CML-5030(033)	SOL991054	Mare Island Service - Operations (2 yr) - FY 02-03		\$70,000	CMAQ		\$70,000	\$23,054,541
6	FY 04	FTA-HIP	Transfer Pending	Solano	City of Vallejo		SOL010019	Sereno Transit Center Improvements (Vallejo HIP)		\$382,500	STP		\$382,500	\$23,437,041
7	FY 04	FTA	Transfer Pending	San Mateo	SamTrans		SM-030018	Acquire 209 Bus Catalyst Devices - FY 03-04		\$1,694,000	CMAQ		\$1,694,000	\$25,131,041
8	FY 04	FTA	Transfer Pending	Marin	GGBHTD		MRN010032	Acquire 132 Bus Catalyst Devices - FY 03-04		\$665,000	CMAQ		\$665,000	\$25,796,041
9	FY 04	FTA	Transfer Pending	Ala / CC	AC Transit		ALA010063	Acquire 727 Bus Catalyst Devices - FY 03-04		\$3,419,000	CMAQ		\$3,419,000	\$29,215,041
10	FY 04	FTA	Transfer Pending	San Francisco	MUNI		SF-010035	Acquire 375 Bus Catalyst Devices - FY 03-04		\$3,038,000	CMAQ		\$3,038,000	\$32,253,041
													\$10,009,720	\$32,253,041
3) Waiting in Sacramento for OA for E-76														
1	W	Waiting		Solano	City of Vallejo	CML-5030(031)	SOL991059	I-80 EB Redwood St. on & off ramp mod.		\$70,000	CMAQ		\$70,000	\$32,323,041
2	W	Waiting		Solano	City of Vacaville	STPL-5094(034)	SOL010010	Nut Tree Rd. Resurfacing.		\$462,000	STP		\$462,000	\$32,785,041
3	W	Waiting		Solano	City of Rio Vista	STPL-5099(008)	SOL991088	Drouin Drive Overlay	7/29/2002	\$40,000	STP		\$37,345	\$32,822,386
4	W	Waiting		Solano	City of Benicia	STPL-5003(016)	SOL010015	East H Street Overlay		\$105,000	STP		\$105,000	\$32,927,386
5	W	Waiting		Solano	City of Benicia	STPL-5003(017)	SOL991035	East Fifth Street Overlay	7/15/2002	\$115,000	STP		\$102,606	\$33,029,992
6	W	Waiting		Solano	City of Benicia	STPL-5003(018)	SOL991084	East Second Street Overlay		\$90,000	STP		\$90,000	\$33,119,992

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Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total
7	W	Waiting	Solano	City of Benicia	CML-5003(019)	SOL991056	Mills Elementary School Route Imps.	7/15/2002	\$50,000	CMAQ	\$44,689		\$44,689	\$33,164,681
8	W	Waiting	San Francisco	SF Parking and Traffic	CML-5934(103)	SF-991010	Stockton Street sidewalk widening	5/25/2001	\$433,000	CMAQ	\$396,703		\$396,703	\$33,561,384
9	W	Waiting	Contra Costa	City of Oakley	STPL-5477(001)	CC-010012	O'Hara Avenue Overlay		\$217,000	STP	\$217,000		\$217,000	\$33,778,384
10	W	Waiting	Contra Costa	City of Oakley	STPL-5477(001)	CC-991053	East Cypress Road Overlay		\$258,000	STP	\$213,735		\$213,735	\$33,992,119
11	W	Waiting	Contra Costa	City of Pittsburg	STPL-5127(010)	CC-991064	Buchanan Road Pavement Overlay		\$493,000	STP	\$493,000		\$493,000	\$34,485,119
12	W	Waiting	Marin	City of Fairfax	STPL-5277(014)	MRN991048	Center Boulevard Rehabilitation	7/15/2002	\$72,000	STP	\$63,147		\$63,147	\$34,548,266
13	W	Waiting	Marin	City of Novato	STPL-5361(016)	MRN991013	Redwood Blvd between Lamont Ave & Olive Ave		\$426,000	STP	\$426,000		\$426,000	\$34,974,266
													\$2,721,225	\$34,974,266

4) Pending Actions														\$34,974,266
1	AC	TEA	Pending TIP Amendment	San Francisco	SF Dept of Public Works	STPLER-5934(110)	SF-991022	Neighborhood Traffic Calming & Beauty	AC - 09/02/03	\$282,664	TEA	\$202,664	\$202,664	\$35,176,930
2	W	Waiting	Pending TIP Amendment	Napa	Napa County	CML-5921(023)	NAP991022	Cuttings Wharf Road Bicycle Lane	3/20/2002	\$362,000	CMAQ	\$322,000	\$322,000	\$35,498,930
3	FY 03	FTA	Pending TIP Amendment	Solano	City of Fairfield	STPL-5132(016)	SOL991076	Fairfield Transit Center		\$95,000	STP	\$95,000	\$95,000	\$35,593,930
4	FY 03	TEA		Marin	City of Fairfax	5277	MRN010011	Sir Francis Drake Path.		\$146,000	TEA	\$146,000	\$146,000	\$35,739,930
5	FY 03	TEA		Marin	Marin County	5927	MRN991049	Inkwell's Bridge Adjoining Sir Francis Dr		\$375,000	TEA	\$375,000	\$375,000	\$36,114,930
6	FY 03	TEA		Santa Clara	City of San Jose	STPLER-5005(068)	SCL991068	Los Gatos Creek - (CON2) Phase 2		\$99,000	TEA	\$99,000	\$99,000	\$36,213,930
7	FY 03	TEA	Pending	Napa	Napa County	STPLER-5921(027)	NAP991028	Yountville Crossroad Class 2 Bike Path		\$150,000	TEA	\$134,950	\$134,950	\$36,348,880
8	FY 03	TEA	Pending - SHPO	Alameda	City of Berkeley	STPLE-5057(023)	ALA990050	Berkeley Rail stop & Transit Plaza		\$641,000	TEA	\$641,000	\$641,000	\$36,989,880
9	FY 03	TEA		Alameda	Caltrans/EBPD	STPLER-6075(015)	ALA990090	Bay Trail: Fremont-Newark Segment.		\$177,279	TEA	\$177,279	\$177,279	\$37,167,159
10	FY 03			Solano	Solano County	STPL-5923(054)	SOL991051	Pleasants Valley Road Rehabilitation - (CON)		\$996,435	STP	\$996,435	\$996,435	\$38,163,594
11	FY 02			Solano	City of Benicia	CML-5003(014)	SOL991067	Park Lane Bike Lane	7/11/2002	\$160,000	CMAQ	\$129,015	\$129,015	\$38,292,609
12	FY 04	TLC	No Oblig until 06/03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	Richmond Greenway and Bikeway		\$420,000	CMAQ	\$420,000	\$420,000	\$38,712,609
12	FY 04	TEA	No Oblig until 06/03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	Richmond Greenway and Bikeway		\$1,204,223	TEA	\$1,204,223	\$1,204,223	\$39,916,832
12	FY 04	TLC	No Oblig until 06/03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	Richmond Greenway and Bikeway		\$275,777	STP	\$275,777	\$275,777	\$40,192,609
													\$5,218,343	\$40,192,609

5) Delivery in FY 2003-04														\$40,192,609
1	FY 04	TLC		Alameda	City of Alameda	CML-5014(023)	ALA030008	Park St. Streetscape & Santa Clara Ave Transit Hub - (CON portion)		\$779,352	CMAQ	\$779,352	\$779,352	\$40,971,961
2	FY 04	TLC		Alameda	City of Oakland		ALA030007	Coliseum Transit Hub Streetscape Improvements		\$100,000	TEA	\$100,000	\$100,000	\$41,071,961
2	FY 04	TLC		Alameda	City of Oakland		ALA030007	Coliseum Transit Hub Streetscape Improvements		\$440,000	CMAQ	\$440,000	\$440,000	\$41,511,961
2	FY 04	TLC		Alameda	City of Oakland		ALA030007	Coliseum Transit Hub Streetscape Improvements		\$460,000	TEA	\$460,000	\$460,000	\$41,971,961
3	FY 04	TLC		Alameda	City of San Leandro	CML-5041(023)	ALA010068	W. Estudillo St. Streetscape & BART Connections - (CON)		\$854,811	CMAQ	\$854,811	\$854,811	\$42,826,772
4	FY 04	TLC		Alameda	MTC		ALA010027	Santa Fe ROW Bike/Ped Path		\$1,000,000	STP	\$1,000,000	\$1,000,000	\$43,826,772
5	FY 04	TLC		Contra Costa	City of El Cerrito		CC-010050	Fairmont St. Pedestrian & Streetscape Improvements		\$500,000	CMAQ	\$500,000	\$500,000	\$44,326,772
6	FY 04	TLC		Marin	City of San Rafael	CML-5043(019)	MRN010038	Medway/Canal Enhancements - (CON)		\$820,000	CMAQ	\$820,000	\$820,000	\$45,146,772
7	FY 04	TLC		San Francisco	BART		SF-010047	16th St. BART Station Plaza Redesign		\$1,298,000	CMAQ	\$1,298,000	\$1,298,000	\$46,444,772
8	FY 04	TLC		San Mateo	City of East Palo Alto		SM-010060	Bay Road Streetscape & Calming Improvements		\$236,000	CMAQ	\$236,000	\$236,000	\$46,680,772
8	FY 04	TLC		San Mateo	City of East Palo Alto		SM-010060	Bay Road Streetscape & Calming Improvements		\$464,000	STP	\$464,000	\$464,000	\$47,144,772
9	FY 04	TLC		Santa Clara	VTA		SCL010043	River Oaks Bike/Pedestrian Bridge		\$1,000,000	CMAQ	\$1,000,000	\$1,000,000	\$48,144,772
10	FY 04	TLC		Santa Clara	VTA		SCL010044	San Fernanco Light-Rail Station Plaza		\$885,000	CMAQ	\$885,000	\$885,000	\$49,029,772
11	FY 04	TLC		Solano	City of Suisun City		SOL010039	Driftwood Drive Pedestrian Way		\$350,000	CMAQ	\$350,000	\$350,000	\$49,379,772
12	FY 04	HIP		Alameda	MTC		ALA010028	Dublin Transit Center HIP Reserve		\$1,306,125	STP	\$1,306,125	\$1,306,125	\$50,685,897
13	FY 04	HIP		Alameda	MTC		ALA010029	Emeryville Housing Incentive Program Reserve		\$151,500	STP	\$151,500	\$151,500	\$50,837,397
14	FY 04	HIP		Alameda	MTC		ALA010030	Oakland Housing Incentive Program Reserve		\$1,000,000	STP	\$1,000,000	\$1,000,000	\$51,837,397
15	FY 04	HIP		Alameda	MTC		ALA010031	Union City Senior Village HIP Reserve		\$233,500	STP	\$233,500	\$233,500	\$52,070,897

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16	FY 04	HIP	Ready by Jan 04	Contra Costa	City of El Cerrito	CC-010020	El Cerrito HIP - Manila/Fairmont Ave. Bike/Ped Improvements		\$351,500	STP	\$351,500		\$351,500	\$52,422,397
17	FY 04	HIP		Contra Costa	MTC	CC-010021	Richmond Housing Incentive Program Reserve		\$963,000	STP	\$963,000		\$963,000	\$53,385,397
18	FY 04	HIP		San Francisco	MTC	SF-010016	San Francisco HIP Reserve		\$1,144,875	STP	\$1,144,875		\$1,144,875	\$54,530,272
19	FY 04	HIP		San Mateo	MTC	SM-010041	Daly City Housing Incentive Program Reserve		\$342,000	STP	\$342,000		\$342,000	\$54,872,272
20	FY 04	HIP		San Mateo	MTC	SM-010042	East Palo Alto HIP Reserve		\$293,000	STP	\$293,000		\$293,000	\$55,165,272
21	FY 04	HIP		San Mateo	MTC	SM-010043	San Bruno Housing Incentive Program Reserve		\$684,000	STP	\$684,000		\$684,000	\$55,849,272
22	FY 04	HIP		San Mateo	MTC	SM-010044	San Carlos Housing Incentive Program Reserve		\$113,000	STP	\$113,000		\$113,000	\$55,962,272
23	FY 04	HIP		San Mateo	MTC	SM-010045	San Mateo Housing Incentive Program Reserve		\$750,500	STP	\$750,500		\$750,500	\$56,712,772
24	FY 04	HIP		Sonoma	MTC	SON010016	Petaluma Housing Incentive Program Reserve		\$258,000	STP	\$258,000		\$258,000	\$56,970,772
25	FY 04	FTA		Alameda	LAVTA	ALA030017	Express Bus - Route 70 and Subscription Routes		\$74,000	CMAQ	\$74,000		\$74,000	\$57,044,772
26	FY 04	FTA		Alameda / Contra Costa	AC Transit	CC-030020	Express Bus - I-80 Richmond TransBay Route		\$104,000	CMAQ	\$104,000		\$104,000	\$57,148,772
27	FY 04	FTA		Contra Costa	CCCTA	CC-030021	Express Bus - I-680 Martinez to Walnut Creek Route		\$175,000	CMAQ	\$175,000		\$175,000	\$57,323,772
28	FY 04	FTA		Contra Costa	Tri Delta	CC-030022	Express Bus - Route 300		\$511,000	CMAQ	\$511,000		\$511,000	\$57,834,772
29	FY 04	FTA		Contra Costa	WestCat	CC-030023	Express Bus - Hwy 4 del Norte BART to Martinez		\$246,000	CMAQ	\$246,000		\$246,000	\$58,080,772
30	FY 04	FTA		Marin	GGT	MRN030008	Express Bus - Route 101 Corridor		\$319,000	CMAQ	\$319,000		\$319,000	\$58,399,772
31	FY 04	FTA		San Francisco	Caltrain	SF-010028	Caltrain Electrification		\$6,000,000	STP	\$6,000,000		\$6,000,000	\$64,399,772
32	FY 04	FTA		San Mateo	SamTrans	SM-030019	Express Bus - El Camino Real Corridor		\$166,000	CMAQ	\$166,000		\$166,000	\$64,565,772
33	FY 04	FTA		Solano	Fairfield/Suisun	SOL030016	Express Bus - Vacaville to Walnut Creek BART		\$116,000	CMAQ	\$116,000		\$116,000	\$64,681,772
34	FY 04	FTA		Solano	Vallejo	SOL030017	Express Bus - Bay Link Express and BARTLink Rte 70		\$242,000	CMAQ	\$242,000		\$242,000	\$64,923,772
35	FY 04	TLC/HIP		Region-Wide	MTC	MTC030005	TLC/HIP Planning Grants		\$442,000	STP	\$442,000		\$442,000	\$65,365,772
													\$25,173,163	\$65,365,772
6) Pending FY 2004-05 Projects														
1	AC	FY 04-05	On-Going	Region-Wide	BAAQMD	CML-6297(003)	MTC990015	Spare the Air - FY 04-05	AC - 08/18/03	\$1,000,000	CMAQ	\$1,000,000	\$1,000,000	\$66,365,772
2	AC	FY 04-05	On-Going	Region-Wide	MTC	CML-6084(082)	MTC030003	Freeway Operations / TOS - FY 04-05	AC - 08/21/03	\$3,600,000	CMAQ	\$3,600,000	\$3,600,000	\$69,965,772
3	Pending	FY 04-05	Pending TIP Amendment	Region-Wide	MTC	CML-6084()	MTC990002	TransLink@ FY 04-05 (STP portion)	AC - Pending	\$4,000,000	STP	\$4,000,000	\$4,000,000	\$73,965,772
4	Pending	FY 04-05	Pending TIP Amendment	Region-Wide	MTC	CML-6084()	MTC990002	TransLink@ FY 04-05 (CMAQ portion)	AC - Pending	\$15,285,000	CMAQ	\$15,285,000	\$15,285,000	\$89,250,772
4													\$23,885,000	\$89,250,772

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	Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total		
30	Projects Obligated in FFY 2002-03																
1	Oblig	Obligated	Multiple/Regional	BAAQMD	CML-6297(001)	MTC990015	Spare the Air Program FY 00-01, FY 01-02, FY 02-03		\$3,000,000	CMAQ	\$3,000,000	\$3,000,000	28-Jan-03		\$40,192,609		
2	Oblig	Obligated	Sonoma	City of Santa Rosa	FTACML-5028(024)	SON990040	Santa Rosa Creek Multi-Use path		\$201,000	TEA	\$201,000	\$201,000	28-Feb-03		\$40,192,609		
3	Oblig	Obligated	Santa Clara	City of Santa Clara	STPLE-5019(013)	SCL010017	Riverwood Grove Pedestrian Way.		\$230,000	TEA	\$230,000	\$230,000	4-Feb-03		\$40,192,609		
4	Oblig	Obligated	San Mateo	San Mateo County	STPLER-5935(026)	SM-991108	Mirada Rd. Ped/Bike Bridge		\$147,750	TEA	\$147,750	\$148,000	4-Feb-03	-\$250	\$40,192,359		
5	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL010016	Tennessee Street Overlay: Monterey to Halliday (PS&E)	Obligated PS.	\$243,000	STP	\$243,000	\$70,000	28-Mar-03	\$173,000	\$40,365,359		
6	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991047	Broadway Overlay: Highway 37 to Mini Drive (PS&E)	Obligated PS.	\$339,000	STP	\$339,000	\$39,000	28-Mar-03	\$300,000	\$40,665,359		
7	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991048	Rollingwood Dr. Overlay (PS&E)	Obligated PS.	\$198,000	STP	\$198,000	\$22,000	28-Mar-03	\$176,000	\$40,841,359		
8	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991049	Solano Av. Overlay: Georgia to Mariposa (PS&E)	Obligated PS.	\$368,000	STP	\$368,000	\$42,000	28-Mar-03	\$326,000	\$41,167,359		
9	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991050	Santa Clara St. overlay: Carolina St. to Maine St. (PS&E)	Obligated PS.	\$118,000	STP	\$118,000	\$13,000	28-Mar-03	\$105,000	\$41,272,359		
10	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991090	Oakwood St. overlay: Teakwood to Springs Road (PS&E)	Obligated PS.	\$95,000	STP	\$95,000	\$8,000	28-Mar-03	\$87,000	\$41,359,359		
11	Oblig	Obligated	Napa	City of Napa	STPLER-6204-(046)	NAP991029	Maxwell Bridge Enhancements		\$171,000	TEA	\$171,000	\$171,000	PENDING		\$41,359,359		
12	Oblig	Obligated	Solano	City of Suisun City	STPLER-5032(014)	SOL010009	Jepson Parkway Bikeway & Transit Connection Proj.		\$575,000	TEA	\$575,000	\$575,000	7-Jun-03		\$41,359,359		
13	Oblig	Obligated	Contra Costa	City of Concord	CML-5135(020)	CC-990047	Iron Horse Trail Gap Closure		\$227,000	TEA	\$227,000	\$227,000	28-Jul-03		\$41,359,359		
14	Oblig	Obligated	Contra Costa	City of Antioch	STPLE-5038(012)	CC-991111	Mokelumne Trail Modification		\$168,000	TEA	\$132,588	\$132,588	26-Jun-03		\$41,359,359		
15	Oblig	Obligated	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project		\$294,412	TEA	\$294,412	\$294,000	17-Jun-03	\$412	\$41,359,771		
16	Oblig	Obligated	Sonoma	City of Sebastopol	STPLER-5123(008)	SON010015	Street Smart Sebastopol		\$500,000	TEA	\$415,000	\$415,000	3-Jul-03		\$41,359,771		
17	Oblig	Obligated	Region-Wide	MTC	STPL-6084(059)	MTC990017	Pavement Management Technical Assistance(PTAP) FY 01-02		\$500,000	STP	\$500,000	\$500,000	10-Jul-03		\$41,359,771		
18	Oblig	STIP AB 872	2/24/03 Awd	\$710,204	Contra Costa	City of Lafayette	RSTPL-5404(013)	CC-991089	Reliez Valley Rd Walkway - Reg. Trail Gap closure		\$420,000	CMAQ	\$420,000	\$429,176	8-Aug-03	-\$9,176	\$41,350,595
19	Oblig	STIP AB 872	2/11/03 Awd	\$212,212	Marin	City of Sausalito	CML-5098(004)	MRN991027	Bridgeway North-South Bikeway Phase I		\$196,000	CMAQ	\$170,327	\$170,327	8-Aug-03		\$41,350,595
19	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing			TEA	\$2,000	8-Aug-03	-\$2,000	\$41,348,595		
20	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing		\$2,035,000	CMAQ	\$1,751,990	\$1,751,990	8-Aug-03		\$41,350,595	
21	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing		\$502,000	STP	\$502,000	\$500,000	8-Aug-03	\$2,000	\$41,352,595	
22	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL030004	Caltrain/Homer St. Bike/Ped Undercrossing		\$464,000	CMAQ	\$464,000	\$464,000	8-Aug-03		\$41,352,595	
23	Oblig	STIP Impact	On-Going	Region-Wide	MTC	CML-6084(077)	MTC990003	Regional Rideshare - FY 03-04 (Partial)		\$4,200,497	CMAQ	\$4,200,497	\$4,200,497	8-Aug-03		\$41,352,595	
24	Oblig	STIP Impact	On-Going	Sonoma	MTC/Sonoma Co TA	STPL-6084(083)	SON970081	CMA Planning Funds - Sonoma CTA - FY 03-04		\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
25	Oblig	STIP Impact	On-Going	Solano	MTC/Solano TA	STPL-6084(083)	SOL970033	CMA Planning Funds - Solano TA - FY 03-04		\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
26	Oblig	STIP Impact	On-Going	Santa Clara	MTC/Santa Clara VTA	STPL-6084(083)	SCL978008	CMA Planning Funds - Santa Clara VTA - FY 03-04		\$671,000	STP	\$671,000	\$671,000	3-Sep-03		\$41,352,595	
27	Oblig	STIP Impact	On-Going	San Mateo	MTC/San Mateo TA	STPL-6084(083)	SM-979033	CMA Planning Funds - San Mateo TA - FY 03-04		\$690,000	STP	\$690,000	\$690,000	3-Sep-03		\$41,352,595	
28	Oblig	STIP Impact	On-Going	San Francisco	MTC/San Francisco TA	STPL-6084(083)	SF-990015	CMA Planning Funds - San Francisco TA - FY 03-04		\$391,000	STP	\$391,000	\$391,000	3-Sep-03		\$41,352,595	
29	Oblig	STIP Impact	On-Going	Napa	MTC/Napa TPA	STPL-6084(083)	NAP970004	CMA Planning Funds - Napa TPA - FY 03-04		\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
30	Oblig	STIP Impact	On-Going	Marin	MTC/Marin CMA	STPL-6084(083)	MRN970034	CMA Planning Funds - Marin CMA - FY 03-04		\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
31	Oblig	STIP Impact	On-Going	Contra Costa	MTC/Contra Costa TA	STPL-6084(083)	CC-979042	CMA Planning Funds - Contra Costa TA - FY 03-04		\$444,000	STP	\$444,000	\$444,000	3-Sep-03		\$41,352,595	
30	Oblig	STIP Impact	On-Going	Alameda	MTC/Alameda Co CMA	STPL-6084(083)	ALA979001	CMA Planning Funds - Alameda CMA - FY 03-04		\$1,347,000	STP	\$1,347,000	\$1,347,000	3-Sep-03		\$41,352,595	
									\$15,192,659		\$18,708,578		\$1,157,986	\$41,352,595			

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

	Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total
71	Projects Obligated after October 1, 2003														
1	Oblig	Awarded	Alameda	Alameda County	STPL-5933(061)	ALA991035	Pavement Rehab Lump Sum - Various Locations			STP	\$1,761,866	\$1,761,866	23-Oct-03		
2	Oblig	TEA	Alameda	Alameda County	STPLER-5933(058)	ALA991074	Niles Railroad Corridor Rehabilitation - CON			STP	\$435,173	\$435,173	28-Oct-03		
3	Oblig	TEA	Alameda	City of Alameda	STPLER-5014(019)	ALA010026	Webster Renaissance Project.	AC - 09/04/03		TEA	\$734,508	\$734,289	22-Oct-03	\$219	\$219
4	Oblig	Work Started	Alameda	City of Alameda	CML-5014(023)	ALA030008	Park St. Streetscape & Transit Hub - (PE portion)			CMAQ	\$141,648	\$141,648	28-Oct-03		\$219
5	Oblig	Awarded	Alameda	City of Hayward	STPL-5050(027)	ALA991036	Arteal Pavement Rehab - Phase III TEA-21			STP	\$1,493,162	\$1,493,162	23-Oct-03	-\$48,592	-\$48,373
6	Oblig	TEA	Alameda	City of Oakland	CML-5012(051)	ALA991080	Fruitvale Streetscape & Multi-Modal Trans Project			TEA	\$1,800,000	\$1,831,793	22-Oct-03	-\$31,793	-\$80,166
7	Oblig	Awarded	Alameda	City of Oakland	STPL-5012(061)	ALA010021	City of Oakland Street Resurfacing			STP	\$1,242,000	\$1,242,000	23-Oct-03		-\$80,166
8	Oblig	Awarded	Alameda	City of Oakland	STPL-5012(062)	ALA990058	Citywide sidewalk repair project.			STP	\$2,000,000	\$2,000,000	23-Oct-03		-\$80,166
9	Oblig	TEA	Alameda	City of Oakland	STPLER-5012(066)	ALA010024	Laurel - MacArther Blvd Streetscape			TEA	\$938,780	\$939,000	24-Oct-03	-\$220	-\$80,386
10	Oblig	Awarded	Alameda	City of Oakland	STPL-5012(055)	ALA991032	Oakland Street Resurfacing-MLK Jr Way			STP	\$1,159,714	\$1,159,714	24-Oct-03		-\$80,386
11	Oblig	Awarded	Alameda	City of Oakland	STPL-5012(054)	ALA991031	Oakland Street Resurfacing -MacArthur			STP	\$696,406	\$696,406	24-Oct-03		-\$80,386
12	Oblig	Work Started	Alameda	City of San Leandro	CML-5041(023)	ALA010068	W. Estudillo St. Streetscape & BART Connections - (PE Portion)			CMAQ	\$145,189	\$145,189	29-Oct-03		-\$80,386
13	Oblig	Work Started	Alameda	Port of Oakland	STPL-6057(009)	ALA991054	MV Encinal Ferry Vessel Refurbish			STP	\$297,979	\$297,979	27-Oct-03		-\$80,386
14	Oblig	Awarded	Contra Costa	City of El Cerrito	STPL-5239(007)	CC-991048	Potrero Avenue Rehabilitation			STP	\$338,900	\$288,115	27-Oct-03	\$50,785	-\$29,601
15	Oblig	Complete	Contra Costa	City of Richmond	STPL-5137(024)	CC-010010	Valley View Road Improvements			STP	\$511,470	\$511,470	24-Oct-03		-\$29,601
16	Oblig	Awarded	Marin	City of Corte Madera	STPL-5232(005)	MRN991046	Paradise Drive/San Clemente Dr Rehab			STP	\$191,000	\$191,000	29-Oct-03		-\$29,601
17	Oblig	Awarded	Marin	City of Larkspur	STPL-5166(011)	MRN991016	Doherty Drive Rehabilitation - Phase 1			STP	\$260,671	\$260,671	27-Oct-03		-\$29,601
18	Oblig	Awarded	Marin	City of Mill Valley	STPL-5113(004)	MRN991022	Buena Vista Ave Resurfacing	2/26/2002		STP	\$159,000	\$159,000	29-Oct-03		-\$29,601
19	Oblig	STIP	Marin	City of San Rafael	STPL-5043(017)	MRN010002	Second Street Resurfacing	AC - 09/09/02		STP	\$266,000	\$266,000	28-Oct-03		-\$29,601
20	Oblig	STIP	Marin	City of San Rafael	STPL-5043(018)	MRN991015	Fourth Street Resurfacing (Miracle Mile)	AC - 09/09/03		STP	\$250,000	\$250,000	28-Oct-03		-\$29,601
21	Oblig	Work Started	Marin	City of San Rafael	CML-5043(019)	MRN010038	Medway/Canal Enhancements - (PE Portion)			CMAQ	\$80,000	\$79,677	29-Oct-03	\$323	-\$29,278
22	Oblig	STIP AB 872	Marin	City of Sausalito	STPL-5098(006)	MRN010005	Bridgeway Rehabilitation Project			STP	\$83,033	\$83,033	28-Oct-03		-\$29,278
23	Oblig	Awarded	Marin	Marin County	STPL-5927(029)	MRN991014	North San Pedro Road, MP 0.54 to 1.76			STP	\$486,000	\$486,000	24-Oct-03		-\$29,278
24	Oblig	Awarded	Marin	Marin County	STPL-5927(030)	MRN991020	Sir Francis Drake Blvd., MP 3.08 to 3.63			STP	\$624,000	\$624,000	24-Oct-03		-\$29,278
25	Oblig	Awarded	Marin	Marin County	STPL-5927(031)	MRN991021	Sir Francis Drake Blvd. East Overlay			STP	\$296,500	\$296,500	27-Oct-03		-\$29,278
26	Oblig	TEA	Marin	Marin County	STPLER-5927(039)	MRN010010	Olema - Bolinas Path	AC - 09/12/03		TEA	\$30,000	\$30,000	28-Oct-03		-\$29,278
27	Oblig	STIP	Napa	Caltrans / Napa	CML-6204(049)	NAP950004	Route 29 / Trancas Street Interchange			CMAQ	\$262,000	\$262,000	28-Oct-03		-\$29,278
28	Oblig	TEA	Napa	City of American Canyon	STPLER-5470(001)	NAP991024	American Canyon Rd/SR29 Landscaping	AC - 9/15/2003		TEA	\$67,377	\$67,377	28-Oct-03		-\$29,278
29	Oblig	Awarded	Napa	Napa County	STPL-5921(025)	NAP991016	Maintenance Overlay - Howell Mountain Ro	7/22/2002		STP	\$480,868	\$480,868	24-Oct-03		-\$29,278
30	Oblig	Awarded	Napa	Napa County	STPL-5921(026)	NAP010005	Silverado Trail Resurfacing	7/22/2002		STP	\$155,441	\$155,441	29-Oct-03		-\$29,278
31	Oblig	Awarded	Region-Wide	BAAQMD	CML-6297(003)	MTC990015	Spare the Air - FY 03-04			CMAQ	\$1,000,000	\$1,000,000	24-Oct-03		-\$29,278
32	Oblig	Awarded	Region-Wide	MTC	CML-6084(060)	MTC990002	TransLink@ FY 02-03			CMAQ	\$10,332,000	\$10,332,000	23-Oct-03		-\$29,278
33	Oblig	Awarded	Region-Wide	MTC	CML-6084(061)	MTC990006	TravInfo@ FY 02-03			CMAQ	\$5,410,000	\$5,410,000	23-Oct-03		-\$29,278
34	Oblig	Awarded	Region-Wide	MTC	STPCML-6084(087)	MTC990018	Traffic Eng Tech Asst Prog (TETAP) - (CMAQ Portion) - FY 03-04			CMAQ	\$1,200,000	\$1,200,000	23-Oct-03		-\$29,278
35	Oblig	Awarded	Region-Wide	MTC	STPCML-6084(087)	MTC990018	Traffic Eng Tech Asst Prog (TETAP) (STP Portion) - FY 03-04			STP	\$250,000	\$250,000	23-Oct-03		-\$29,278
36	Oblig	STIP Impact	Region-Wide	MTC	CML-6084(077)	MTC990003	Regional Rideshare - FY 03-04 Remaining Balance			CMAQ	\$599,503	\$599,503	24-Oct-03		-\$29,278
37	Oblig	Awarded	Region-Wide	MTC	STPL-6084(081)	MTC990014	Regional Transit Info - FY 03-04			STP	\$700,000	\$700,000	24-Oct-03		-\$29,278
38	Oblig	Awarded	Region-Wide	MTC	STPL-6084(086)	MTC990017	Pavement Mgmt Tech Asst Prog (PTAP) - FY 03-04			STP	\$700,000	\$700,000	24-Oct-03		-\$29,278
39	Oblig	Awarded	Region-Wide	MTC	CML-6084(080)	MTC990013	Transit Marketing - FY 03-04			STP	\$500,000	\$500,000	27-Oct-03		-\$29,278
40	Oblig	TEA	San Francisco	Port of San Francisco	STPL-6169(008)	SF-991024	Embarcadero Promenade Pedestrian Imps123			STP	\$226,000	\$226,000	28-Oct-03		-\$29,278
41	Oblig	TEA	San Francisco	Port of San Francisco	STPLER-6169(009)	SF-991025	Renovation of Pier 43 Ferry Arch.			STP	\$255,000	\$255,000	28-Oct-03		-\$29,278
42	Oblig	TEA	San Mateo	City of San Mateo	STPLER-5102(024)	SM-991097	San Mateo Main St. Ped & Tr Center Links			TEA	\$813,610	\$814,000	24-Oct-03	-\$390	-\$29,668
43	Oblig	Awarded	San Mateo	San Mateo County	STPL-5935(016)	SM-991048	Sand Hill Road Resurfacing			STP	\$142,409	\$142,409	28-Oct-03		-\$29,668
44	Oblig	STIP	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (TEA Portion)			TEA	\$489,891	\$489,891	24-Oct-03		-\$29,668

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total	
45	Oblig	STIP	3/3/03 Awdd \$1,239,728	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (CMAQ Portion)		\$700,000	CMAQ	\$700,000	\$700,000	24-Oct-03	-\$29,668
46	Oblig	STIP	3/3/03 Awdd \$1,239,728	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (STP Portion)		\$110,109	STP	\$110,109	\$110,109	24-Oct-03	-\$29,668
47	Oblig	TEA		Santa Clara	City of Milpitas	STPLER-5314(001)	SCL991056	Berryessa Creek Bike/Ped Trail		\$375,000	TEA	\$375,000	\$375,000	27-Oct-03	-\$29,668
48	Oblig	TEA		Santa Clara	City of Morgan Hill	STPLER-5152(011)	SCL010030	Bufferfield Blvd Linear Park from Main to San Pedro		\$460,000	TEA	\$460,000	\$460,000	27-Oct-03	-\$29,668
49	Oblig	TEA		Santa Clara	City of San Jose	STPLER-5005(067)	SCL991067	Guadalupe River Park Trail Project		\$500,000	TEA	\$429,176	\$429,176	24-Oct-03	-\$29,668
50	Oblig	TEA		Santa Clara	City of San Jose	STPLER-5005(068)	SCL991068	Los Gatos Creek - (CON1) Phase 1		\$301,000	TEA	\$301,000	\$301,002	27-Oct-03	-\$2
51	Oblig	TEA		Santa Clara	City of Santa Clara	STPLER-5019(014)	SCL010024	San Tomas Aquino/Saratoga Creek Trail	AC - 09/12/03	\$1,700,000	TEA	\$1,700,000	\$1,700,000	22-Oct-03	-\$29,670
52	Oblig	TEA		Santa Clara	City of Sunnyvale	STPLER-5213(015)	SCL991059	Calabazas Creek Trail - TEA project	AC - 09/15/03	\$381,000	TEA	\$310,176	\$310,176	27-Oct-03	-\$29,670
53	Oblig	TEA		Santa Clara	Santa Clara County	STPLER-5937(083)	SCL010026	Bascom Ave. Median & Landscaping		\$639,000	TEA	\$639,000	\$639,000	24-Oct-03	-\$29,670
54	Oblig	TEA		Santa Clara	Santa Clara County	STPLER-5937(086)	SCL010027	Elliot Avenue Sidewalk Project		\$205,000	TEA	\$205,000	\$205,000	27-Oct-03	-\$29,670
55	Oblig	TEA		Solano	City of Dixon	STPLER-5056(010)	SOL010008	Downtown Dixon Streetscape. (TEA portion)	AC - 09/04/03	\$48,086	TEA	\$48,086	\$48,086	28-Oct-03	-\$29,670
56	Oblig	TEA		Solano	City of Dixon	STPLER-5056(010)	SOL010008	Downtown Dixon Streetscape. (STP portion)	AC - 09/04/03	\$188,914	STP	\$188,914	\$188,914	28-Oct-03	-\$29,670
57	Oblig	STIP	6/6/02 Awdd \$64,999	Solano	City of Rio Vista	STPL-5099(007)	SOL991040	Front Street Overlay Project		\$83,000	STP	\$83,000	\$83,000	22-Oct-03	-\$29,670
58	Oblig	FY 04		Solano	City of Vacaville	CML-5094(035)	SOL010040	Davis St. Ped & Gateway Improvements		\$482,000	CMAQ	\$482,000	\$482,000	24-Oct-03	-\$29,670
59	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL010016	Tennessee Street Overlay: Monterey to Halliday - (CON)	Obligated PS.	\$173,000	STP	\$173,000	\$173,000	24-Oct-03	-\$29,670
60	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991047	Broadway Overlay: Highway 37 to Mini Drive - (CON)	Obligated PS.	\$300,000	STP	\$300,000	\$300,000	24-Oct-03	-\$29,670
61	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991048	Rollingwood Dr. Overlay - (CON)	Obligated PS.	\$176,000	STP	\$176,000	\$176,000	24-Oct-03	-\$29,670
62	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991049	Solano Av. Overlay: Georgia to Mariposa - (CON)	Obligated PS.	\$326,000	STP	\$326,000	\$326,000	24-Oct-03	-\$29,670
63	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991050	Santa Clara St. overlay: Carolina St. to Maine St. - (CON)	Obligated PS.	\$105,000	STP	\$105,000	\$105,000	24-Oct-03	-\$29,670
64	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991090	Oakwood St. overlay: Teakwood to Springs Road - (CON)	Obligated PS.	\$87,000	STP	\$87,000	\$87,000	24-Oct-03	-\$29,670
65	Oblig	Not Awarded	Not Awarded	Solano	Solano County	STPL-5923(054)	SOL991051	Pleasants Valley Road Rehabilitation - (PE&ROW portion)		\$114,000	STP	\$25,470	\$46,035	29-Oct-03	-\$20,565
66	Oblig	Awarded	Not Awarded	Sonoma	City of Healdsburg	STPL-5027(007)	SON991020	Healdsburg Avenue Overlay		\$266,000	STP	\$225,000	\$225,000	28-Oct-03	-\$50,235
67	Oblig	Awarded	10/22/02 Awdd \$577,935	Sonoma	City of Rohnert Park	STPL-5379(011)	SON991026	Various Overlays - 2000		\$314,000	STP	\$314,000	\$314,000	27-Oct-03	-\$50,235
68	Oblig	STIP	Awdd 10/03	Sonoma	Sonoma County	CML-5920(069)	SON991035	West County Bike Trail: Phase 7.		\$450,000	CMAQ	\$450,000	\$450,000	22-Oct-03	-\$50,235
69	Oblig	Awarded	Not Awarded	Sonoma	Sonoma County	STPL-5920(080)	SON991023	Stony Point Road - Stage 5A		\$1,650,000	STP	\$1,650,000	\$1,650,000	23-Oct-03	-\$50,235
70	Oblig	TEA		Sonoma	Sonoma County	STPLER-5920(081)	SON010026	West County Bike Trail: Phase 10 Green Valley Rd		\$240,000	TEA	\$240,000	\$216,983	27-Oct-03	\$23,017
71	Oblig	Awarded	Not Awarded	Sonoma	Sonoma County	STLP-5920(079)	SON010020	Old Redwood Highway Class II Bike Lanes		\$250,000	STP	\$223,441	\$223,441	28-Oct-03	-\$27,218
									\$52,073,949	\$50,284,878	\$50,312,096	-\$27,218	-\$27,218		

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
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P. O. BOX 942873
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November 4, 2003

METROPOLITAN PLANNING ORGANIZATIONS

Dear Executive Directors;

Subject: Financial Constraint for the 2002 California FSTIP

On August 8, 2003 the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) sent a joint letter to the State indicating that previous financial assumptions of the 2002 FTIP/FSTIP may no longer be valid due to the newly signed state budget which impacted transportation funding. Therefore, the Metropolitan Planning Organizations (MPOs) and the State will need to provide updated financial information sufficient to demonstrate financial constraint of the FTIP/FSTIP before FHWA/FTA approve any new amendments.

Since that time the State has worked with the MPOs, the Regional Transportation Planning Agencies (RTPAs) and FHWA/FTA to reach consensus on possible solutions for this requirement. The following direction has been agreed upon by the FHWA/FTA to address the current situation.

1. All amendments that were approved by the MPO boards prior to the passage of the new State budget would be reviewed and approved by FHWA/FTA.
2. MPOs should maximize the use of the administrative amendment process whenever changes to existing projects in the current FTIP are necessary based on the administrative amendment guidelines and discussions with the State Office of Federal Transportation Management Program.
3. To add or delete any project in the FTIP, it is necessary to demonstrate financial constraint for the current MPO FTIP based on the knowledge of the current financial information. Moving, adding, or deleting projects may also trigger the need for the MPO to perform a new emission analysis to determine air quality conformity. Caltrans has developed the attached Options to Demonstrate Financial Constraint for the 2002 FTIP. An MPO can choose to follow the attached information to show financial constraint or they may wait until the upcoming 2004 FSTIP to demonstrate financial constraint.

If you have any questions please feel free to call Rachel Falsetti at 916-654-2983.

Sincerely,

A handwritten signature in black ink that reads "Jim Nicholas".

JIM NICHOLAS

Chief
Division of Transportation Programming

Attachment

- c: RBrummett- Kern Council of Governments
- NPapadakis- Assoc of Monterey Bay Area Govts
- JGreene- San Joaquin County Council of Govts
- DKovacich- Shasta Co Regional Trans Planning
- JWells- Tahoe Metropolitan Planning Organization
- JClark- Butte County Assoc of Govts
- JBrown- Merced County Assoc of Govts
- MTuttle- Sacramento Area Council of Govts
- TDeCarli- San Luis Obispo Council of Govts
- MPisano- So. California Assoc of Govts
- GFinney- Tulare County Assoc of Govts
- BGoodwin- Council of Fresno County Govts
- SHeminger- Metropolitan Transportation Commission
- GGallegos- San Diego Association of Govts
- JKemp- Santa Barbara County Assoc of Govts
- GDickson- Stanislaus Council of Govts

Worksheet and Options to Demonstrate Financial Constraint For 2002 FTIP

If an MPO submits a formal FTIP amendment, they will need to demonstrate that the TIP, including the proposed amendment is financially constrained. To demonstrate financial constraint, MPOs will need to update the financial plans for their TIPs. The updated financial plans should include financial information showing that committed and reasonably available revenues are sufficient to implement the projects in the TIP, while the existing transportation system is being adequately operated and maintained.

To assist the MPOs with the update of their financial plan and the demonstration of financial constraint for their TIP, Caltrans is identifying the following options that MPOs may wish to consider and utilize:

1. MPOs that plan to perform a new emission analysis to determine air quality conformity.

- Move projects to the 04/05 years demonstrating that funds will be reasonably available in FY 04/05.
- Delete non-TCM projects and utilize funds on other affected projects.
- Use uncommitted locally generated revenues (Local, Measure, GARVEE, LONP, TIFIA, etc.*) to make up shortfall of previously expected revenues. Provide supporting documents that replacement funds will be available and earmarked for those projects.
- Use the draft Fund Estimate, which will include reasonably available SAFETEA funds, for financial analysis.
- Delete non-regionally significant 100% locally and state funded projects from the TIP and utilize funds on affected projects in the TIP.
- Utilize un-programmed CMAQ, TEA and RSTP funds on qualified projects.
- Borrow authorization from other MPOs to the extent that it can be done under the current state and federal legislation.

2. MPOs that do not plan to perform a new emission analysis to determine air quality conformity.

- Move projects that have no effect on air quality to the 04/05 years demonstrating that funds are reasonably available in FY 04/05.
- Delete exempt non-TCM projects and utilize funds on other affected projects.
- Use uncommitted locally generated revenues (Local, Measure, GARVEE, LONP, TIFIA, etc. *) to make up shortfall of previously expected revenues. Provide supporting documents that replacement funds are available and earmarked for those projects.
- Use the draft Fund Estimate, which will include reasonably available SAFETEA funds, for financial analysis.

- Delete non-regionally significant 100% locally and state funded projects from the TIP and utilize funds on affected projects in the TIP.
- Utilize un-programmed CMAQ, TEA and RSTP funds on qualified projects.
- Borrow authorization from other MPOs to the extent that it can be done under current state and federal legislation.

* Notes:

- Consideration must be given to the timeframe that certain replacement funds take to be available, such as GARVEE, TIFIA, etc.
- MPOs must provide sufficient documentation to show that replacement funds will be available or will reasonably be available in the year these funds are programmed.

FINANCIAL CONSTRAINT SUMMARY FOR 2002 FTIP:

MPO NAME:

AVAILABLE REVENUES:

FUNDING PROGRAM	FY 2002/03	FY 2003/04	FY 2004/05	TOTAL
FEDERAL TRANSIT ADMINISTRATION SECTION FUNDS				
1- FTA3037				
2 - FTA5303				
3 - FTA5307				
4 - FTA5308				
5 - FTA5309(a)				
6 - FTA5309(b)				
7 - FTA5309(C)				
8 - FTA5310				
9 - FTA5311				
10-				
11-				
FEDERAL DISCRETIONARY FUNDS				
1 - ITS				
2 - PLH				
3 - RECREATIONAL TRAILS PROGRAM				
4-				
5-				
6-				
FEDERAL DEMONSTRATION PROGRAM				
1 - DEMONSTRATION - TEA21				
2 -				
3 -				
FEDERAL FUNDS - LOCAL				
1 - CMAQ				
2 - RSTP				
3 - TEA				

4 - HBRR				
5 - HES				
6-				
7-				
STATE FUNDING PROGRAMS				
1 - STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)				
2 - STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)				
3 - TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)				
4 - MINOR PROGRAM				
5 -				
REGIONAL/LOCAL				
1 - REGIONAL MEASURE(S)				
2 - LOCAL SALES TAX FUNDING				
3 - TDA				
4 - DEVELOPER FUNDS				
5 - PRIVATE FUNDS				
6-				
MISCELLANEOUS FUNDS				
1 -				
2 -				
TOTAL REVENUE				

Notes:

1. List all the funding available to your region.

FINANCIAL CONSTRAINT SUMMARY FOR 2002 FTIP:

MPO NAME:

PROGRAMMING SUMMARY:

FUNDING PROGRAM	FY 2002/03	FY 2003/04	FY 2004/05	TOTAL
FEDERAL TRANSIT ADMINISTRATION SECTION FUNDS				
1- FTA3037				
2 - FTA5307				
3 - FTA5309(Fixed Guideway Modernization)				
4 - FTA5309(New Starts)				
5 - FTA5309(Bus and Bus Related)				
6-				
7-				
FEDERAL DISCRETIONARY FUNDS				
1 - ITS				
2 - PLH				
3 - RECREATIONAL TRAILS PROGRAM				
4-				
5-				
6-				
FEDERAL DEMONSTRATION PROGRAM				
1 - DEMONSTRATION - TEA21				
2 -				
3 -				
FEDERAL FUNDS - LOCAL				
1 - CMAQ				
2 - RSTP				
3 - TEA				
4 - HBRR				
5 - HES				
6-				
7-				

STATE FUNDING PROGRAMS				
1 - STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)				
2 - STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)				
3 - TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)				
4 - MINOR PROGRAM				
5 -				
REGIONAL/LOCAL				
1 - REGIONAL MEASURE(S)				
2 - LOCAL SALES TAX FUNDING				
3 - TDA				
4 - DEVELOPER FUNDS				
5 - PRIVATE FUNDS				
6-				
MISCELLANEOUS FUNDS				
1 -				
2 -				
TOTAL PROGRAMMED				



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: November 17, 2003

FR: Alan Eliot, Performance Audit Project Manager

RE: Upcoming RFP for Award of TDA Triennial Performance Audits Contract

Under the Transportation Development Act MTC is required to have a performance audit of itself and each of the transit operators in the region conducted every three years. These audits are funded out of MTC's TDA planning and administration funding. The operators (including MTC) are divided into three groups, with one group subject to audits each year, on a revolving basis. The audits included in each audit cycle are conducted under a three-year contract with a professional auditing firm. The most recent contract expired in June 2003, and the process is underway to issue an RFP to award the contract for the next three-year audit cycle. Audits will be scheduled to conclude in June of each fiscal year, and will be conducted as follows:

FY 2003-04: MTC, Muni, VTA, LAVTA, Union City, Benicia, Fairfield-Suisun.

FY 2004-05: AC Transit (incl. E.B. Paratransit), BART, County Connection, Sonoma County Transit, Santa Rosa, Healdsburg, Petaluma.

FY 2005-06: Golden Gate Transit, SamTrans, WestCat, Tri Delta Transit, Dixon, NCTPA, Vallejo, Vacaville.

Audits of Transit Operators

The audits of transit operators include a Compliance Audit phase and an Audit Survey phase. The Compliance Audit covers a review of the operator's compliance with certain statutory provisions and the calculation and review of the five TDA-mandated performance indicators. The Audit Survey follows a goals and objectives approach, which assesses an operator's performance against its adopted goals and objectives, and related performance measures and standards. The need for operators to have adopted goals and objectives, and related performance measures and standards has been (and continues to be) a requirement embodied in the MTC Short Range Transit Plan Guidelines (MTC Resolution No. 3532).

A change in the scope of work from previous audit cycles is the inclusion of an optional "key issues" review, based on information emerging from the Compliance Audit and Audit Survey phases. A key issue review will allow the auditor to develop a greater depth of information, and pertinent recommendations in a given area, which otherwise could not be done under the Compliance Audit and Audit Survey phases. Either the transit operator's management, MTC's management, or the auditor may recommend a key issue, and all three would be required to agree to an audit plan for conducting the review.

MTC's intent is for each audit to be a cooperative exercise between the auditing firm, the transit operator's staff, and MTC staff, and for each audit to not only meet statutory requirements, but also provide the transit operator with constructive and useful recommendations for improving the efficiency and effectiveness of its operations. The findings and recommendations which emerge from an audit serve as the basis for the development of Productivity Improvement Program projects, which are incumbent upon all transit operators in the MTC region.

Notice will be sent to the management of each operator subject to an audit during the fiscal year notifying them of the upcoming audit and identifying the auditing firm and its key staff. The auditor will schedule the audit entrance conference in cooperation with the operator's management, which will also be attended by MTC staff.

Audit of MTC

The audit of MTC includes a Compliance Audit phase and an Audit Survey phase. The Compliance Audit covers a review of MTC's compliance with certain statutory provisions, and a review of MTC's TDA-STA administrative procedures and process. The Audit Survey follows a goals and objectives approach. MTC's adopted goals and objectives are stated in its Strategic Plan, with related tasks, services, and products identified in its Unified Work Program. The Strategic Plan and Unified Work Program are both part of MTC's annually-adopted Overall Work Program. The auditor will review and assess MTC's achievement of certain tasks, and the provision of related service and products.

A part of the review of MTC's TDA-STA administrative procedures includes comments from claimants. In the past, this has largely been the result of a mail-in survey distributed by the auditor. The scope of work for the upcoming audit requires that the auditor interview key staff from a sampling of claimants in the region. The intent of this change is to obtain more useful input and recommendations, rather than a simple tabulation of survey responses.

A change in the scope of work from previous audit cycles is the inclusion of an optional key issues review, based on information emerging from the compliance audit and audit survey phases. A key issue review will allow the auditor to develop a greater depth of information, and pertinent recommendations in a given area, which otherwise could not be done under the compliance audit and audit survey phases. Either MTC's management or the auditor may recommend a key issue, and both will be required to agree to an audit plan for conducting the review.

RFP Timetable

The RFP should be advertised beginning in December 2003, with a minimum thirty-day response period (accounting for the holidays), and the conclusion of the review of proposals in time for a February 2004 recommendation of an auditing firm to the MTC Administration Committee, and award of a contract in March.

The Transit Finance Working Group will be asked to select at least one representative of the transit operators to participate on the team reviewing the proposals. There will not be a proposer's conference; however, the review team will meet and follow a formal evaluation process.