



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Programming and Allocations Committee

DATE: October 8, 2004

FR: Executive Director

RE: Release for Comment of Proposed STP, CMAQ, and TE - Second-Cycle TEA-21 Reauthorization Program

### Introduction

MTC is responsible for programming Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Enhancement Activities (TE) funds in the San Francisco Bay Area. Even though Congress is still debating the final shape of the reauthorization bill, we believe it is prudent to program in advance to continue the region's excellent record of early delivery of federal funds when they are eventually released. The programming cycles for STP, CMAQ, and TE funds are broken into three two-year cycles. First Cycle includes FY 2003-04 and 2004-05, Second Cycle programs FY 2005-06 and 2006-07 apportionments, and Third Cycle covers FY 2007-08 and 2008-09. In June 2003, the Commission approved the first cycle of programming for the TEA-21 reauthorization period based on principles adopted in the 2001 Regional Transportation Plan (RTP). Subsequent programming cycles will carry out the intent of Transportation 2030 (T-2030), the 2005 RTP update.

Staff presented a final draft of the STP, CMAQ, and TE Second Cycle Program Policies and Procedures to the Partnership Technical Advisory Committees on April 5, 2004, receiving their concurrence. On April 28, 2004, the Commission adopted MTC Resolution No. 3615, which set forth the policies and procedures for the TE 21 Reauthorization Second-Cycle STP, CMAQ, and TE Program. Because the combined STP, CMAQ, and TE program is one of the most significant discretionary funding sources available for meeting our Regional Transportation Plan (RTP) goals, the Commission refined the programming guidelines during TEA 21 to strengthen the link between the region's STP, CMAQ, and TE investments with the needs as defined in the RTP.

Presented here are the Proposed FY 2005-06 through FY 2006-07 Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TE) funded list of projects proposed for adoption as the Second Cycle Program under federal Transportation Equity Act for the Twenty-First Century (TEA 21) Reauthorization. **The draft program, and corresponding Transportation Improvement Program (TIP) Amendment are scheduled for release for public comment on November 1, 2004, with a closing date for public comment of December 1, 2004. Staff will present the final proposed program and TIP amendment, and responses to significant public comments at the December 2004 Commission meeting. In December staff will request Commission adoption of the second-cycle programs and associated projects, and corresponding TIP amendment.**

This memorandum includes the following sections and attachments:

- Section I – TEA 21 Reauthorization Second-Cycle STP, CMAQ, TE Program Summary
- Section II – Meeting RTP Commitments
- Section III – TIP Amendment

- Section IV Project Delivery
- Section V – Revised Schedule
- Section VI– Attachments
  - Attachment A – Second-Cycle Programming Summary
  - Attachment B – Streets and Roads Rehabilitation Shortfall Project List
  - Attachment C TLC/HIP Project List
  - Attachments D-1 and D-2 Revised Schedules of Activities

**I. Second-Cycle STP, CMAQ, and TE Program Summary**

**Attachment A** presents a detailed funding summary for the Second-Cycle STP, CMAQ, and TE program. The fund estimate is based on the 2001 RTP revenue assumptions, with approximately \$295 million projected to be available for eight program elements as outlined in the Second Cycle Program Policies and Procedures (Attachment A). A brief overview of the core elements of the proposed STP, CMAQ, and TE First-Cycle program follows:

**Proposed Programming Summary**

Program Area	Funding Available (in thousands of dollars)		
	FY 2005-06	FY 2006-07	Total
1. Clean Air Program	\$ 7,900	\$ 3,450	\$ 11,350
2. Regional Operations Programs	\$ 30,100	\$ 25,900	\$ 56,000
3. Planning Activities	\$ 4,540	\$ 4,570	\$ 9,110
4. Local Streets and Roads Shortfall	\$ 28,658	\$ 28,658	\$ 57,316
5. Transit Capital Shortfall *	\$ 27,392	\$ 27,392	\$ 54,784
6. TLC/HIP *	\$ 18,000	\$ 18,000	\$ 36,000
7. Regional Bicycle/Pedestrian Program *	\$ 2,000	\$ 6,000	\$ 8,000
8. STIP/TCRP Backfill **	\$ 38,484	\$ 23,950	\$ 62,434
<b>Total</b>	<b>\$ 157,074</b>	<b>\$ 137,920</b>	<b>\$ 294,994</b>

\* The Transit Capital Rehabilitation Shortfall, HIP and Regional Bicycle/Pedestrian Program elements are still in development and are scheduled to be brought forward for Commission action in the spring of 2005.

\*\* Projects in this category have already been approved by the Commission and are already programmed in the TIP. Consequently, this category is not included as part of MTC proposed programming action in December. It has been included to provide an overview of the entire Second Cycle Program.

**Clean Air Program:** This category focuses on three areas:

- Spare the Air, Eastern Solano CMAQ, and other miscellaneous air quality management projects. CMAQ funds have been dedicated to the innovative Spare the Air program to encourage Bay Area residents to take transit or rideshare on days when weather forecasts suggest the region might exceed federal air quality standards.
- The Eastern Solano County CMAQ program is derived from CMAQ funding apportioned to the eastern portion of Solano County, which lies in the Sacramento Air Basin. The apportionment is approximately \$2.3 million each year. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible projects in the Eastern portion of Solano County. Usually these funds are prioritized to any transportation control measures (TCMs) that result from State Implementation Plan (SIP) for the Sacramento Air Basin. However, there are no current TCMs in the Sacramento Air Basin’s SIP and the SIP is expected to go into an air quality conformity lapse on October 1, 2005. Therefore, for the Cycle Two programming period MTC and the Solano Transportation Authority have agreed to fund critical transportation planning studies to be conducted in Solano County through an agreed upon \$2 million STP exchange, to fund MTC Regional Operations Programs operating in East Solano County, and to program the balance of the CMAQ to air quality conformity exempt projects in Eastern Solano County.

- The remainder of the funding in the Air Quality Management Strategies Program will be subject to further development. Any proposed projects would be defined through a subsequent TIP amendment, to be reviewed and approved by the Commission.

**Regional Operations Programs:** The projects eligible for this funding category are shown below. These projects are administered at the regional level as operational or regional grant programs. Five million dollars worth of programming has been deferred to Third Cycle programming to free up programming capacity in earlier years to accommodate the STIP/TCRP Backfill.

**Regional Operations Programs for FY 2005-06 and FY 2006-07**

Programs	Funding Available (in thousands of dollars)		
	FY 2005-06	FY 2006-07	Total
511 – TravInfo™	\$ 3,000	\$ 7,900	\$ 10,900
TransLink®	\$ 18,500	\$ 7,000	\$ 25,500
Ride share	\$ 3,200	\$ 3,300	\$ 6,500
Freeway Operations/ Traffic Operations System (TOS)	-	\$ 2,200	\$ 2,200
Incident Management	\$ 1,200	\$ 1,200	\$ 2,400
Traffic Engineering Tech. Assist. Program (TETAP)	\$ 300	\$ 300	\$ 600
Arterial Re-timing	\$ 1,400	\$ 1,500	\$ 2,900
Pavement Mgmt System Technical Assist. Program (PTAP)	\$ 800	\$ 800	\$ 1,600
Regional Transit Information System (RTIS)	\$ 900	\$ 900	\$ 1,800
Regional Transit Marketing and Market Research Services	\$ 600	\$ 600	\$ 1,200
Performance Monitoring	\$ 200	\$ 200	\$ 400
<b>Totals</b>	<b>\$ 30,100</b>	<b>\$ 25,900</b>	<b>\$ 56,000</b>

**Planning Activities:** MTC continues to fund congestion management planning activities. Approximately 3% per year of the STP revenues are dedicated to the CMAs for planning purposes. Each county CMA is guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21. The CMA's are provided either the county's population share of 3% of the STP funds or \$240,000, whichever figure is higher. In addition, \$1.35 million (\$150,000 for each of the county CMAs) will be targeted for transportation land use planning coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS). The distribution of funds to the CMAs for planning purposes is shown in the following table:

**CMA Transportation/Land Use and 3% Planning Funds for FY 2005-06 and FY 2006-07**

County	FY 2005-06			FY 2006-07		
	3% Planning	Transportation / Land Use	Total	3% Planning	Transportation / Land Use	Total
Alameda	\$ 460,000	\$ 150,000	\$ 610,000	\$ 470,000	\$ 150,000	\$ 620,000
Contra Costa	\$ 300,000	\$ 150,000	\$ 450,000	\$ 310,000	\$ 150,000	\$ 460,000
Marin	\$ 240,000	\$ 150,000	\$ 390,000	\$ 240,000	\$ 150,000	\$ 390,000
Napa	\$ 240,000	\$ 150,000	\$ 390,000	\$ 240,000	\$ 150,000	\$ 390,000
San Francisco	\$ 250,000	\$ 150,000	\$ 400,000	\$ 250,000	\$ 150,000	\$ 400,000
San Mateo	\$ 240,000	\$ 150,000	\$ 390,000	\$ 240,000	\$ 150,000	\$ 390,000
Santa Clara	\$ 540,000	\$ 150,000	\$ 690,000	\$ 550,000	\$ 150,000	\$ 700,000
Solano	\$ 240,000	\$ 150,000	\$ 390,000	\$ 240,000	\$ 150,000	\$ 390,000
Sonoma	\$ 240,000	\$ 150,000	\$ 390,000	\$ 240,000	\$ 150,000	\$ 390,000
<b>Total</b>	<b>\$2,750,000</b>	<b>\$1,350,000</b>	<b>\$4,100,000</b>	<b>\$2,780,000</b>	<b>\$1,350,000</b>	<b>\$4,130,000</b>

***Shortfall Program***

Transit Capital Shortfall: Pursuant to commitments made in T-2030 Phase 1, STP/CMAQ funds are dedicated towards the rehabilitation needs of the transit capital priorities that are categorized as Score 16 and above. The distribution of STP/CMAQ funds to the transit operators for transit capital shortfall projects is dependent on the Federal Transit Administration’s (FTA) 5307/5309 distribution formula. The programming policies and guidelines for the Transit Capital Shortfall Program are currently being discussed with the Partnership. The \$55 million STP/CMAQ funds, following the direction of the T-2030 Phase 1 commitments, will be programmed in coordination with the next FTA 5307/5309 programming cycle in spring 2005.

Local Streets and Roads Shortfall: Through the T-2030 process, local road shortfall figures by county have been identified. Each county’s funding target is based on the annualized shortfall amount. The funding is intended for improving facilities on the Metropolitan Transportation System. However, Commission T-2030 policy does allow flexibility for counties to fund non-MTS projects in jurisdictions without MTS routes or those who can demonstrate there is no need on their MTS routes. Below is the distribution of the funding for this program to the nine Bay Area counties. In response to MTC’s call for projects, 88 rehabilitation projects were submitted for inclusion in the program. **Attachment B** presents the Local Streets and Roads Shortfall Program draft project listing for consideration for Commission approval as part of Second Cycle Programming in December, following the public review and comment period.

**Local Streets and Roads Funding Targets**

County	MTS Shortfall (% Share)	FY 2005-06	FY 2006-07	Total Apportionment
Alameda	10%	\$ 2,864,000	\$ 2,864,000	\$ 5,728,000
Contra Costa	11%	\$ 3,067,000	\$ 3,068,000	\$ 6,135,000
Marin	6%	\$ 1,690,000	\$ 1,690,000	\$ 3,380,000
Napa	6%	\$ 1,688,000	\$ 1,688,000	\$ 3,376,000
San Francisco	9%	\$ 2,673,000	\$ 2,673,000	\$ 5,346,000
San Mateo	7%	\$ 1,869,000	\$ 1,869,000	\$ 3,738,000
Santa Clara	28%	\$ 8,037,000	\$ 8,037,000	\$ 16,074,000
Solano	3%	\$ 943,000	\$ 944,000	\$ 1,887,000
Sonoma	20%	\$ 5,826,000	\$ 5,826,000	\$ 11,652,000
<b>Total</b>	<b>100%</b>	<b>\$ 28,657,000</b>	<b>\$ 28,659,000</b>	<b>\$ 57,316,000</b>

***Transportation for Livable Communities Program***

MTC reserves \$27 million annually in STP, CMAQ, and TE funds for this program, for a total of \$54 million in Second Cycle. In recognition of the STIP funding shortfall, \$36 million will be programmed in Second Cycle, with the balance deferred to Third Cycle. As shown in Attachment A, there would be higher funding levels for Transportation for Livable Communities/ Housing Improvement Program (TLC/HIP) in the Third Cycle so that the average annual programming amount over the four years would be \$27 million. Note this programming action will ensure compliance with Transportation Control Measure C, which requires that MTC commit \$27 million dollars to the TLC program by 2006. Nine million of the \$36 million in Second Cycle programming will be programmed as Transportation Enhancement (TE) funds as part of the County TLC program in the Regional Transportation Improvement Program (RTIP). The programming details for the County TLC RTIP-TE funds will be developed with the guidelines for the County TLC Program.

TLC/HIP programs are administered through a separate call for projects as outlined in MTC Resolution No. 3618. Most recently a TLC project solicitation took place over the summer for its capital program.

**Attachment C** shows the proposed TLC Capital Program project listing under consideration for Commission approval in December 2004 as part of TEA-21 Reauthorization Second Cycle Programming. Additional information, and presentation of the proposed TLC Capital Program is included as Item 4 on the October 8, 2004 Programming and Allocations Committee meeting agenda.

A \$9 million HIP program will be administered next year for FY 2006-07 funds.

In addition, the TLC planning grant program also receives funds under this category. The planning grants are typically awarded on an annual basis and a call for projects is typically held in the Spring. MTC Staff proposes continuing the TLC regional planning effort with a contribution of \$440,000 (88%) in STP funds matched with \$60,000 (12%) from MTC's share of TDA funds, for FY 2005-06 and FY 2006-07.

***Regional Bicycle/Pedestrian Program***

The newly introduced Regional Bicycle/Pedestrian Program was established through the T-2030 Phase 1 decisions, and is funded with CMAQ at \$8 million annually. Due to regional funding shortfalls for existing transportation projects, \$8 million of Second Cycle funding was deferred into Third Cycle programming. The programming policies and guidelines for bike and pedestrian projects were developed last spring and adopted by

the Commission in July 2004. For the \$8 million remaining in Second Cycle, MTC staff plans to issue a call for projects in October 2004, with the final project programming to occur in April 2005.

## **II. Meeting the RTP Commitments**

Projects included in the Second Cycle STP, CMAQ, and TE Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires be consistent with federal planning and programming requirements. Each project to be included in the Second Cycle Program must be consistent with the goals and objectives of the RTP. At its December 2003 meeting, the Commission adopted Transportation 2030 (T-2030) Phase 1 commitments, which have provided direction to the composition of the Second Cycle Program.

The Commission's T-2030 decisions hold constant the 2001 RTP level of investments for the core system management programs (clean air, regional operations, and CMA planning programs), maintains the tripling of the TLC/HIP program, and commits more absolute dollars to transit capital and local streets and roads rehabilitation in comparison to the 2001 RTP. In addition, a new commitment of \$200 million over 25 years to regional bicycle and pedestrian program was approved.

## **III. 2005 TIP Amendment/Air Quality Conformity**

The Second-Cycle STP, CMAQ, and TE program will be amended into the 2005 TIP upon adoption of the program. The TIP Amendment is being noticed concurrently with the Second-Cycle Program. Since the Second-Cycle Program proposes only air quality exempt projects, an air quality conformity analysis will not be performed for the TIP amendment.

## **IV. Project Delivery**

MTC Resolution 3606 established a unified set of project delivery policies for all of MTC's STP and CMAQ funding for TEA 21 Reauthorization. The new project funding adopted as part of the Second-Cycle STP and CMAQ program will be subject to these policies which set forth an obligation request submittal deadline of April 1<sup>st</sup>, and an obligation deadline of June 30<sup>th</sup> of the fiscal year the funds are programmed in the TIP. Project sponsors are required to submit the request for obligation to Caltrans Local Assistance by April 1 of the fiscal year programmed, and receive an obligation/FTA transfer of the funds by June 30<sup>th</sup>. Therefore, projects programmed in FY 2005-06 have an obligation request submittal deadline (to Caltrans) of April 1, 2006 and an obligation/FTA Transfer deadline of June 30, 2006. Projects programmed in FY 2006-07 have an obligation request submittal deadline (to Caltrans) of April 1, 2007 and an obligation/FTA transfer deadline of June 30, 2007. Any funds not obligated within the fiscal year of programming in the TIP will be subject to the availability of obligation authority (OA).

All funding programmed in the STP and CMAQ First-Cycle TEA-21 Reauthorization Program is contingent upon the approval of TEA-21 reauthorization/continuance and subject to the availability of obligation authority in FY 2005-06 and FY 2006-07.

## **V. Schedule**

This item notices the release of the Second Cycle program. A TIP amendment will be prepared reflecting this program and be available for public comment beginning November 1 through December 1, 2004 as part of the ABAG Intergovernmental Review Process. **Attachment D-1** outlines past and upcoming actions associated

with Second Cycle policy development and programming. **Attachment D-2** details the individual schedules of second cycle programs. In December 2004, MTC staff will present the Second-Cycle Program to the Programming and Allocations Committee and the Commission for approval in December. The TIP amendment for the Second-Cycle Program will then be forwarded to Caltrans, the Federal Highway Administration, and the Federal Transit Administration for approval. Project Sponsors are expected to be able to access FY 2005-06 STP and CMAQ funds as soon as the TIP amendment is approved (anticipated February 1, 2005) and FY 2005-06 OA is available (Congressional action). The Regional Bicycle/Pedestrian, Transit Rehabilitation Shortfall, and HIP program elements will be brought back to the Commission at a later date for final consideration and approval.

## **VI. Attachments**

The following documents are included with this memorandum:

- Attachment A – Second-Cycle Programming Summary
- Attachment B – Streets and Roads Rehabilitation Shortfall Project List
- Attachment C – TLC Project List
- Attachments D-1 and D-2 – Revised Schedules of Activities

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Steve Heminger

# Metropolitan Transportation Commission Programming and Allocations Committee

October 4, 2004

Item Number 3b

## Second Cycle STP/CMAQ Program

**Subject:** Release for Comment of Proposed STP, CMAQ, and TE – Second Cycle TEA-21 Reauthorization Program

**Background:** MTC is responsible for programming Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Enhancement Activities (TE) funds in the San Francisco Bay Area. Even though Congress is still debating the final shape of the reauthorization bill, we believe it is prudent to program in advance to assure delivery of federal funds when they are eventually released. The programming cycles for STP, CMAQ, and TE funds are divided into three two-year cycles. Generally, First Cycle programs FY 2003-04 and FY 2004-05 apportionments, Second Cycle includes FY 2005-06 and FY 2006-07 and Third Cycle covers FY 2007-08 and FY 2008-09 apportionments based on estimates provided by Caltrans and the Federal Highway Administration (FHWA) and consistent with the Regional Transportation Plan revenue assumptions.

Last April the Commission adopted the policies which set out the program elements and levels of funding for the Second Cycle of the TEA-21 Reauthorization. After several months of competitive grant activity and refinement of project lists, staff is requesting final programming of Second Cycle funding to the program elements. Approximately \$295 million is being proposed for programming at this time and in the spring.

(1) Clean Air Program	\$11,350,000
(2) Regional Operations	\$56,000,000
(3) CMA Planning Activities	\$9,110,000
(4) Local Streets & Roads Shortfall	\$57,300,000
(5) Transit Capital Shortfall	\$54,800,000*
(6) TLC/HIP	\$36,000,000*
(7) Regional Bicycle and Pedestrian	\$8,000,000*
(8) <u>STIP/TCRP Backfill</u>	<u>\$62,434,000**</u>
<b>TOTAL</b>	<b>\$294,994,000</b>

\* The Transit Capital Rehabilitation Shortfall, HIP and Regional Bicycle/Pedestrian program elements are still in development and are scheduled to be brought forward for Commission action in the spring of 2005.

\*\* Already programmed earlier this year and not part of the proposed programming action in December.

This action releases the second cycle program and corresponding TIP amendment for STP/CMAQ funding is scheduled to be released for a 30-day public review and comment period on November 1, 2004. The Commission is scheduled to approve the program and the TIP amendment at its December meeting.

**Issues:** None. The programming is consistent with the second cycle funding policies approved by the Commission in April 2004.

**Attachments:** Executive Director's Memorandum

Memo to PAC- Proposed STP/CMAQ/TE – Second cycle TEA -21 Reauthorization Program  
October 8, 2004  
Page 2 of 7

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**TEA 21 Reauthorization - Second Cycle Program  
PROGRAMMING SUMMARY \***  
(amounts in thousands of dollars)  
October 8, 2004

\* Actual Year of Obligation May Vary From Programming Year Shown.

107%      82%      114%      93%      99%

Programming Summary	First Cycle		Second Cycle		Total
	03/04	04/05	05/06	06/07	
<b>Total Revenues Available for Programming (Apportionments)</b>	<b>132,100</b>	<b>134,700</b>	<b>137,400</b>	<b>149,100</b>	<b>553,300</b>
1. Clean Air Program	11,769	27,985	7,900	3,450	51,104
2. Regional Operations Programs	24,550	39,450	30,100	25,900	120,000
3. Planning Activities	4,495	4,517	4,540	4,570	18,122
4. Transit and Local Streets & Roads Shortfall	-	-	56,050	56,050	112,100
5. Transportation for Livable Communities (TLC) Programs	-	-	18,000	18,000	36,000
6. Regional Bicycle/Pedestrian Program	-	-	2,000	6,000	8,000
7. STIP Backfill	-	-	38,484	23,950	62,434
8. OA Limitation Carryover	100,310	38,234	-	-	138,543
<b>Total Programming</b>	<b>141,124</b>	<b>110,186</b>	<b>157,074</b>	<b>137,920</b>	<b>546,303</b>
<b>Balance Remaining</b>	<b>(9,024)</b>	<b>24,514</b>	<b>(19,674)</b>	<b>11,180</b>	<b>6,997</b>

\* Actual Year of Obligation may vary from Programming Year shown.

Estimated Revenues	First Cycle		Second Cycle		Total
	03/04	04/05	05/06	06/07	
<b>FUNDING SOURCES - Adjusted April 2, 2004</b>					
STP	69,400	70,800	72,200	73,600	286,000
CMAQ	60,500	61,700	62,900	64,200	249,300
CMAQ - (Eastern Solano) *1	2,200	2,200	2,300	2,300	9,000
RTIP - TE	-	-	-	9,000	9,000
<b>Total Estimated Revenues (Apportionments)</b>	<b>132,100</b>	<b>134,700</b>	<b>137,400</b>	<b>149,100</b>	<b>553,300</b>

Programming	First Cycle		Second Cycle		Total
	03/04	04/05	05/06	06/07	
<b>1. CLEAN AIR PROGRAM</b>		15%		4%	9%
Bus Catalyst Devices	8,816	4,838	-	-	13,654
Solano County Eastern Solano CMAQ	-	-	4,400	2,450	6,850
Air Quality Management Strategies	-	20,000	2,500	-	22,500
Spare the Air	1,000	1,000	1,000	1,000	4,000
Regional Express Bus Operating	1,953	2,147	-	-	4,100
<b>Air Quality Management Total</b>	<b>11,769</b>	<b>27,985</b>	<b>7,900</b>	<b>3,450</b>	<b>51,104</b>
<b>2. REGIONAL OPERATIONS PROGRAMS</b>		24%		20%	22%
511 - Travinfo	6,000	5,300	3,000	7,900	22,200
TransLink®	10,400	23,800	18,500	7,000	59,700
Ride share	4,800	2,800	3,200	3,300	14,100
Freeway Operations/ Traffic Operations System (TOS)	-	3,600	-	2,200	5,800
Incident Management	-	-	1,200	1,200	2,400
Traffic Engineering Tech. Assist. Program (TETAP)	250	250	300	300	1,100
Arterial Re-timing	1,200	1,200	1,400	1,500	5,300
Pavement Mgmt System Technical Assist. Program (PTAP)	700	700	800	800	3,000
Regional Transit Information System (RTIS)	700	800	900	900	3,300
Regional Transit Marketing and Market Research Services	500	600	600	600	2,300
Performance Monitoring	-	400	200	200	800
<b>Regional Annual Commitments Total</b>	<b>24,550</b>	<b>39,450</b>	<b>30,100</b>	<b>25,900</b>	<b>120,000</b>
<b>3. PLANNING ACTIVITIES</b>		3%		3%	3%
TLC/HIP Planning Grants	442	442	440	440	1,764
3% STP CMA Planning funds *3	2,703	2,725	2,750	2,780	10,958
MTC/CMA Transportation/Land Use Planning Support	1,350	1,350	1,350	1,350	5,400
<b>Planning Activities Total</b>	<b>4,495</b>	<b>4,517</b>	<b>4,540</b>	<b>4,570</b>	<b>18,122</b>
<b>4. SHORTFALLS</b>		0%		39%	20%
Local Streets and Road Shortfall	-	-	28,658	28,658	57,316
Transit Capital Shortfall	-	-	27,392	27,392	54,784
<b>Shortfall Total</b>	<b>-</b>	<b>-</b>	<b>56,050</b>	<b>56,050</b>	<b>112,100</b>
<b>5. Transportation for Livable Communities (TLC/HIP) Program</b>		0%		13%	7%
Regional TLC	-	-	18,000	-	18,000
Housing Incentive Program (HIP)	-	-	-	9,000	9,000
County TLC/HIP *2	-	-	-	9,000	9,000
<b>TLC/HIP Total</b>	<b>-</b>	<b>-</b>	<b>18,000</b>	<b>18,000</b>	<b>36,000</b>
<b>6. Regional Bicycle/Pedestrian Program</b>		0%		3%	1%
County Bike/Ped Program	-	-	-	-	-
Regional Bike/Ped Program	-	-	2,000	6,000	8,000
<b>Regional Bike/Ped Program Total</b>	<b>-</b>	<b>-</b>	<b>2,000</b>	<b>6,000</b>	<b>8,000</b>
<b>7. STIP/TCRP Backfill</b>		0%		22%	11%
STIP/TCRP Backfill	-	-	38,484	23,950	62,434
<b>Crisis Management Total</b>	<b>-</b>	<b>-</b>	<b>38,484</b>	<b>23,950</b>	<b>62,434</b>
<b>8. OA LIMITATION CARRYOVER *4</b>		52%		0%	25%
TEA-21 Projects Obligated in FY 2002-03 with TEA-3 OA	11,257	-	-	-	11,257
TEA-21 Projects Obligated in FY 2003-04	89,053	-	-	-	89,053
TEA-21 Projects Obligated in FY 2004-05	-	3,234	-	-	3,234
Rollover from ISTEPA	-	35,000	-	-	35,000
<b>OA Limitation Carryover Total</b>	<b>100,310</b>	<b>38,234</b>	<b>-</b>	<b>-</b>	<b>138,543</b>
<b>TOTAL CYCLE PROGRAMMING</b>	<b>141,124</b>	<b>110,186</b>	<b>157,074</b>	<b>137,920</b>	<b>546,303</b>
		251,309		294,994	

**DRAFT LOCAL STREETS AND ROADS SHORTFALL PROGRAM**

TEA-21 Reauthorization, Second Cycle Programming

Status as of 9/20/2004

Project Sponsor	Project Name	FY 2005-06	FY 2006-07	Total STP		Total Project Cost
				Funding	Local Match	
Alameda Co.	East Avenue Rehabilitation	0	532,000	532,000	70,000	602,000
Berkeley	University Ave Rehabilitation	0	705,000	705,000	92,000	797,000
Fremont	Rehabilitation on Various Streets	1,753,000	0	1,753,000	328,000	2,081,000
Hayward	Hesperian Boulevard Rehabilitation		553,000	553,000	72,000	625,000
Livermore	S. Vasco Road Rehabilitation	300,000	0	300,000	39,000	339,000
Oakland	Rehabilitation on Various Streets	499,000	1,074,000	1,573,000	205,000	1,778,000
San Leandro	Washington Avenue Rehabilitation	312,000	0	312,000	41,000	353,000

**ALAMEDA COUNTY**

<b>County Bid Targets</b>	<b>2,864,000</b>	<b>2,864,000</b>	<b>5,728,000</b>
<b>Proposed Programming</b>	<b>2,864,000</b>	<b>2,864,000</b>	<b>5,728,000</b>
<b>Balance</b>	<b>0</b>	<b>0</b>	<b>0</b>

**CONTRA COSTA COUNTY**

Concord	Clayton Road Rehabilitation	0	600,000	600,000	252,000	852,000
Pittsburg	Leland Road Rehabilitation	600,000	0	600,000	261,000	861,000
Martinez	Alhambra Avenue Rehabilitation	0	600,000	600,000	78,000	678,000
Orinda	Moraga Way Rehabilitation	0	600,000	600,000	350,000	950,000
Antioch	James Donlon Blvd. Rehabilitation	600,000	0	600,000	830,000	1,430,000
Walnut Creek	California Blvd Rehabilitation	500,000	0	500,000	280,000	780,000
Danville	Diablo Road Street Rehabilitation	0	533,000	533,000	70,000	603,000
Hercules	Rehabilitation on Various Streets	600,000	0	600,000	78,000	678,000
Pleasant Hill	Taylor Blvd Rehabilitation	600,000	0	600,000	276,000	876,000
Clayton	Clayton Rd -Marsh Creek Rd Rehabilitation	284,000	0	284,000	37,000	321,000
Pinole	Appian Way Rehabilitation	0	309,000	309,000	255,000	564,000
Richmond	Carlson Blvd Rehabilitation	0	309,000	309,000	201,000	510,000

<b>County Bid Targets</b>	<b>3,067,000</b>	<b>3,068,000</b>	<b>6,135,000</b>
<b>Proposed Programming</b>	<b>3,184,000</b>	<b>2,951,000</b>	<b>6,135,000</b>
<b>Balance</b>	<b>(117,000)</b>	<b>117,000</b>	<b>0</b>

**MARIN COUNTY**

Corte Madera	Corte Madera Ave Sidewalk Rehabilitation	80,000	0	80,000	20,000	
Fairfax	Sir Francis Drake Blvd Rehabilitation	6,000	97,000	103,000	14,000	117,000
Marin County	Rehabilitation on Various Streets	521,000	931,000	1,452,000	171,759	1,623,759
Mill Valley	Rehabilitation on Various Streets	0	211,000	211,000	29,000	240,000
Novato	Ignacio Boulevard Rehabilitation	62,000	451,000	513,000	66,465	579,465
San Anselmo	Sir Francis Drake Blvd Rehabilitation	170,000	0	170,000	24,000	194,000
San Rafael	Fourth Street Rehabilitation	637,000	0	637,000	82,530	719,530
Sausalito	Spencer Ave Rehabilitation	102,000	0	102,000	22,227	124,227
Tiburon	Mar West Street Rehabilitation	112,000	0	112,000	338,000	450,000

<b>County Bid Targets</b>	<b>1,690,000</b>	<b>1,690,000</b>	<b>3,380,000</b>
<b>Proposed Programming</b>	<b>1,690,000</b>	<b>1,690,000</b>	<b>3,380,000</b>
<b>Balance</b>	<b>0</b>	<b>0</b>	<b>0</b>

**NAPA COUNTY**

American Canyon	American Canyon Road Rehabilitation	0	287,000	287,000	413,000	700,000
City of Napa	3rd Street Rehabilitation	1,218,000	0	1,218,000	163,000	1,381,000
City of Napa	Jefferson Street Rehabilitation	357,000	0	357,000	51,000	408,000
Napa County	Yountville Cross Road Rehabilitation	0	330,000	330,000	43,000	373,000
Napa County	Silverado Trail Rehabilitation	0	424,000	424,000	55,000	479,000
Napa County	Wooden Valley Road Rehabilitation	0	760,000	760,000	110,000	870,000

<b>County Bid Targets</b>	<b>1,688,000</b>	<b>1,688,000</b>	<b>3,376,000</b>
<b>Proposed Programming Levels</b>	<b>1,575,000</b>	<b>1,801,000</b>	<b>3,376,000</b>
<b>Balance</b>	<b>113,000</b>	<b>(113,000)</b>	<b>0</b>

**SAN FRANCISCO COUNTY**

Project Sponsor	Project Name	FY 2005-06	FY 2006-07	Total STP		Total Project Cost
				Funding	Local Match	
SF DPW	16th Street Rehabilitation	2,673,000	0	2,673,000	894,351	3,567,351
SF DPW	Valencia Street Rehabilitation	0	2,673,000	2,673,000	1,898,913	4,571,913
<b>County Bid Targets</b>		<b>2,673,000</b>	<b>2,673,000</b>	<b>5,346,000</b>		
<b>Proposed Programming</b>		<b>2,673,000</b>	<b>2,673,000</b>	<b>5,346,000</b>		
<b>Balance</b>		<b>0</b>	<b>0</b>	<b>0</b>		

### SAN MATEO COUNTY

Atherton	Valparaiso Avenue Rehabilitation	72,000	0	72,000	68,000	140,000
Belmont	Old County Road Rehabilitation	0	134,000	134,000	41,000	175,000
Burlingame	Airport Boulevard Rehabilitation	160,000	0	160,000	140,000	300,000
Daly City	Mission Street Rehabilitation	0	395,000	395,000	188,000	583,000
East Palo Alto	Bay Road Rehabilitation	122,000	0	122,000	18,000	140,000
Foster City	Chess Drive Rehabilitation	0	128,000	128,000	122,000	250,000
Hillsborough	Crystal Springs Road Rehabilitation	114,000	0	114,000	16,000	130,000
Menlo Park	Sand Hill Road Rehabilitation	0	184,000	184,000	24,000	208,000
Millbrae	Millbrae Avenue Rehabilitation	0	\$110,000	110,000	110,000	220,000
Pacifica	Palmetto Avenue Rehabilitation	196,000	0	196,000	39,000	235,000
Redwood City	Rehabilitation on Various Streets	365,000	0	365,000	85,000	450,000
San Bruno	Rehabilitation on Various Streets	294,000	0	294,000	132,000	426,000
San Carlos	Alameda de las Pulgas Rehabilitation	0	162,000	162,000	78,000	240,000
San Mateo	Alameda de las Pulgas Rehabilitation	448,000	0	448,000	198,600	646,600
SSF	Grand Avenue Rehabilitation	0	290,000	290,000	200,000	490,000
Woodside	Tripp Road Repaving	64,000	0	64,000	36,000	100,000
County of SM	Rehabilitation on Various Streets	50,000	450,000	500,000	111,000	611,000
<b>County Bid Targets</b>		<b>1,869,000</b>	<b>1,869,000</b>	<b>3,738,000</b>		
<b>Proposed Programming</b>		<b>1,885,000</b>	<b>1,853,000</b>	<b>3,738,000</b>		
<b>Balance</b>		<b>(16,000)</b>	<b>16,000</b>	<b>0</b>		

### SANTA CLARA COUNTY

Campbell	Bascom Avenue Rehabilitation	303,000	0	303,000	154,000	457,000
Cupertino	Rehabilitation on Various Streets	331,000	0	331,000	73,000	404,000
Gilroy	Rossi Lane and Murray Avenue Rehabilitat	289,000	0	289,000	63,000	352,000
Los Altos	Grant Road Rehabilitation	0	107,000	107,000	590,000	697,000
Los Altos Hills	Page Mill Road	0	131,000	131,000	94,000	225,000
Los Gatos	Rehabilitation on Various Streets	278,000	0	278,000	40,000	318,000
Milpitas	South Park Victoria Drive	249,000	249,000	498,000	280,000	778,000
Morgan Hill	Cochrane Road Rehabilitation	282,000	0	282,000	101,000	383,000
Mountain View	Miramonte Avenue Rehabilitation	367,000	0	367,000	484,000	851,000
Palo Alto	University Avenue and Page Mill Road Ref	556,000	0	556,000	150,000	706,000
San Jose	Rehabilitation on Various Streets	2,396,000	4,188,000	6,584,000	853,000	7,437,000
City of Santa Clara	Stevens Creek Boulevard Rehabilitation	328,000	0	328,000	42,000	370,000
City of Santa Clara	Lick Mill Boulevard Rehabilitation	0	328,000	328,000	42,000	370,000
Saratoga	Rehabilitation on Various Streets	374,000	0	374,000	1,100,000	1,474,000
Sunnyvale	Rehabilitation on Various Streets	150,000	1,035,000	1,185,000	154,000	1,339,000
Santa Clara Co.	Montague Expressway Rehabilitation	2,000,000	2,000,000	4,000,000	259,000	4,259,000
Santa Clara Co.	Page Mill Road Rehabilitation	100,000	0	100,000	19,000	119,000
<b>County Bid Targets</b>		<b>8,037,000</b>	<b>8,037,000</b>	<b>16,074,000</b>		
<b>Proposed Programming</b>		<b>8,003,000</b>	<b>8,038,000</b>	<b>16,041,000</b>		
<b>Balance</b>		<b>34,000</b>	<b>(1,000)</b>	<b>33,000</b>		

### SOLANO COUNTY

Benicia	Columbus Parkway Rehabilitation	0	75,000	75,000	10,000	85,000
Dixon	ADA Ramps at Various Locations	0	75,000	75,000	10,000	85,000

Project Sponsor	Project Name	FY 2005-06	FY 2006-07	Total STP		Total Project Cost
				Funding	Local Match	
Fairfield	Fairfield Roadway Rehabilitation	426,000	0	426,000	56,000	482,000
Rio Vista	Hillside Terrace Rehabilitation	0	75,000	75,000	10,000	85,000
Solano County	Rehabilitation on Various Streets	129,000	473,000	602,000	78,000	680,000
Suisun City	Emperor Drive Rehabilitation	75,000	0	75,000	10,000	85,000
Vacaville	Alamo Drive Rehabilitation	0	246,000	246,000	32,000	278,000
Vallejo	Rehabilitation on Various Streets	313,000	0	313,000	41,000	354,000
<b>County Bid Targets</b>		<b>943,000</b>	<b>944,000</b>	<b>1,887,000</b>		
<b>Proposed Programming</b>		<b>943,000</b>	<b>944,000</b>	<b>1,887,000</b>		
<b>Balance</b>		<b>0</b>	<b>0</b>	<b>0</b>		

## SONOMA COUNTY

Cotati	W. Sierra/E. Cotati Ave Rehabilitation	0	420,000	420,000	55,000	475,000
Cloverdale	Rehabilitation on Various Streets	0	180,000	180,000	23,000	203,000
Healdsburg	Healdsburg Avenue Overlay	0	190,000	190,000	24,000	214,000
Petaluma	Rehabilitation on Various Streets	1,000,000	0	1,000,000	130,000	1,130,000
Rohnert Park	Rohnert Park Expy. Rehabilitation	0	850,000	850,000	111,000	961,000
Santa Rosa	Rehabilitation on Various Streets	1,354,000	698,000	2,052,000	265,000	2,317,000
Sebastopol	Rehabilitation on Various Streets	0	150,000	150,000	19,000	169,000
City of Sonoma	East Napa Street Rehabilitation	0	150,000	150,000	19,000	169,000
Windsor	Old Redwood Highway Rehabilitation	0	510,000	510,000	66,000	576,000
Sonoma County	Rehabilitation on Various Streets	3,628,000	2,522,000	6,150,000	798,000	6,948,000
<b>County Bid Targets</b>		<b>5,826,000</b>	<b>5,826,000</b>	<b>11,652,000</b>		
<b>Proposed Programming</b>		<b>5,982,000</b>	<b>5,670,000</b>	<b>11,652,000</b>		
<b>Balance</b>		<b>(156,000)</b>	<b>156,000</b>	<b>0</b>		

## REGIONAL TOTALS

<b>LSR Program Apportionment</b>	<b>28,657,000</b>	<b>28,659,000</b>	<b>57,316,000</b>
<b>Proposed Programming</b>	<b>28,799,000</b>	<b>28,484,000</b>	<b>57,283,000</b>
<b>Balance</b>	<b>(142,000)</b>	<b>175,000</b>	<b>33,000</b>

### FY 2004-2005 Transportation for Livable Communities Capital Program

Sponsor	Project Title	Description	TLC Funds	Local Match
<b>Alameda County</b>				
City of Union City Public Works Dept.	Union City Intermodal Station - Decoto Connections	Creates enhanced pedestrian path connecting the BART station to the future passenger rail station, two new TOD planned for the area & the existing neighborhood. Also provides enhancements to new East Plaza.	\$1,124,039**	\$146,062
City of Oakland	Revive Chinatown	Strengthens pedestrian-oriented district with improvements at key locations. Scramble traffic signals, bulb-outs, pedestrian countdown signals, high visibility crosswalk.	\$2,200,000 **	\$477,012
<b>Contra Costa County</b>				
City of Richmond	Richmond Transit Village: Intermodal Transit Station	Builds new station plaza, entrance and station building at the new Richmond Transit Village intermodal transit station.	\$1,580,702 **	\$218,500
<b>Marin County</b>				
County of Marin	Cal-Park Hill Tunnel Rehabilitation and Class I Bikeway*	Constructs a 5,800 foot long Class I bikeway between the cities of Larkspur and San Rafael, includes the rehabilitation of an existing CalPark railroad tunnel. Project connects the San Rafael Transportation Center with the Larkspur Ferry Terminal.	\$1,500,000	\$194,341
<b>San Francisco County</b>				
BART	Daly City BART - St. Charles Pedestrian & Bike Project	Constructs key pedestrian/bicycle link between San Francisco and the Daly City BART Station	\$500,800	\$350,000
SF Dept. of Public Works	Broadway Streetscape Improvements Project - Phase II	Continues streetscape and pedestrian safety improvements on Broadway, including: bulb-outs, street trees, pedestrian lighting, crosswalk enhancements	\$2,000,000**	\$260,000
<b>San Mateo County</b>				
City of South San Francisco	BART Linear Park- Huntington Ave. to Orange Ave.	Constructs first segment of class one bikeway, a connection to the San Bruno BART station, intersection safety improvements & n'hood connections.	\$1,932,900	\$285,940

## FY 2004-2005 Transportation for Livable Communities Capital Program (cont.)

Sponsor	Project Title	Description	TLC Funds	Local Match
<b>Santa Clara County</b>				
City of Gilroy	Monterey Streetscape Improvements – 4th St. to 6th St.	Provide streetscape improvements on Monterey Street in Gilroy's central downtown core, enhancing link to the newly rehabilitated Caltrain Depot and the Multi-Modal Transportation HUB project. Improvements would include widened sidewalks with decorative paving, ADA accessible ramps and enhanced paving at crosswalks, planting pockets at corner bulb-outs, attractive street trees in metal grates, new street furniture, and new pedestrian oriented lighting on attractive banner poles.	\$2,500,000**	\$347,946
City of Morgan Hill	Morgan Hill - Depot Street Capital Improvements	Constructs sidewalks, planting strips, bicycle lanes, pedestrian lighting, intersection paving, narrow traffic lanes along unfinished 6-block long street in eastern gateway to downtown.	\$2,626,638	\$341,314
<b>Solano County</b>				
City of Vallejo	Vallejo Station Pedestrian Links	Creates enhanced area around the new York Street Transit Center to create safe, comfortable environment for transit patrons.	\$2,070,921**	\$269,103
<b>Sonoma County</b>				
City of Petaluma / Eden Housing, Inc.	Downtown River Apartments Riverwalk and Streetscape Improvements*	Constructs a landscaped riverwalk along the Petaluma River, a new bike path on Grey Street, a bus stop, and a median with corral refuge area and in-pavement pedestrian warning lights on East Washington Street.	\$358,000	\$41,170
TOTAL PROGRAMMED			\$18,394,000	

\* These projects were included on the contingency list from the previous TLC funding cycle. At their May 2004 meeting, PAC awarded TLC funding for these two projects in light of the failure of a number of HIP projects.

\*\* TLC funding levels for these projects have been reduced from the amount originally requested by project sponsors.

**TLC Capital Grants Contingency List**  
- In Priority Order

<b>Sponsor</b>	<b>Project Title</b>	<b>Description</b>	<b>TLC Funds</b>	<b>Local Match</b>
City of Union City Public Works Dept.	Union City Intermodal Station - Decoto Connections	Provides enhancements to existing West Plaza, including new pedestrian lighting and distinct sidewalk paving, improved bicycle parking, landscaping, and screening of electrical substation.	\$ 1,713,500	\$146,062
City of Oakland.	MacArthur Transit Hub Streetscape Improvement Project	Transform 40 <sup>th</sup> Street into a welcoming public space that will encourage people to use the MacArthur Transit Hub. Specific project improvements include innovative colored lighting in the underpass, acoustic tiles on the underpass walls, bulb-outs and crosswalk improvements, a mid-block traffic signal at the access road to BART, and greening the underpass and street.	\$1,918,000	\$250,000
City of Los Gatos	Santa Cruz Ave. Improvements	Provide streetscape and gateway improvements, including new sidewalks, planters, lighting and traffic calming measures at key intersections/gateways.	\$1,485,000**	\$170,775
City of San Leandro	East 14 <sup>th</sup> Street South Area Revitalization Project	Enhance La Palma district along 14 <sup>th</sup> Street by providing wide sidewalks, enhancing and highlight crosswalks at key intersections, creating planning new street trees, installing pedestrian-oriented lighting, adding street furniture, creating placemaking elements, and enhancing bus stops and shelters.	\$1,600,000**	\$266,667
Richmond Redevelopment Agency	North Richmond Third Street Upgrades	Continue upgrades to Third Street in North Richmond by widening sidewalks, planting street trees, installing pedestrian bulbouts at corners, adding curb ramps, improving street lighting, and adding gateway entry markers to the southern end of the bridge over Wildcat Creek.	\$1,966,000	\$260,000

\*\* TLC funding levels for these projects have been reduced from the amount originally requested by project sponsors.

<b>- STP, CMAQ, and TEA -</b> <b>TEA 21 Reauthorization: Second-Cycle Programming</b> <b>Revised Proposed Schedule of Activities</b> <b>October 8, 2004</b>	
March 15 and April 5, 2004	Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, and TEA Second Cycle Policy and Procedures, and STIP Backfill Program
March 31, 2004	Partnership Board Review of proposed STP, CMAQ, and TEA Second Cycle Policy and Procedures, and STIP Backfill Program
April 14, 2004	Programming and Allocations Committee review of STP, CMAQ, and TEA Second Cycle Policy and Procedures, and STIP Backfill Program
April 28, 2004	Commission adoption of STP, CMAQ, and TEA Second Cycle Policy and Procedures, and STIP Backfill Program
October 6, 2004	Joint Finance Working Group review of proposed Second Cycle Program
October 8, 2004	PAC review – Release of Draft First-Cycle TEA 21 Reauthorization Program and TIP Amendment
October 18, 2004	PTAC review of proposed Second Cycle Program
November 1, 2004	Open Comment Period (30 days) on Draft First Cycle Program and TIP Amendment
December 1, 2004	Close of Public Comment Period on Draft First Cycle Program and TIP Amendment.
December 8, 2004	PAC review of final Second-Cycle Program and TIP Amendment and referral to Commission for approval.
December 15, 2004	First Cycle Program and TIP Amendment to Commission for adoption
December 31, 2004 to February 1, 2005	Final TIP Amendment submitted to and approved by, Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

**STP, CMAQ, and TE -  
Second Cycle Programming for TEA-21 Reauthorization  
Schedule of Activities  
Revised: October 8, 2004**

Activities	<u>Categories 1, 2, &amp; 3</u> Clean Air, Reg. Operations, Planning Activities	<u>Category 4</u> Transit Capital Shortfall	<u>Category 5</u> Local Streets and Roads Shortfall	<u>Category 6</u> TLC/HIP Program Cycle 1	<u>Category 7</u> Regional Bicycle and Pedestrian	<u>Category 8</u> STIP Backfill
Program Development	<i>April 28, 2004</i>	September – December 2004	<i>April 28, 2004</i>	<i>April 28, 2004</i>	April – July 2004	<i>January 2004</i>
Issue Call for Projects	May 2004	February 2005	May 3, 2004	mid-June 2004	September 30, 2004	<i>January 2004</i>
End Call for Projects	August 31, 2004	March 2005	August 31, 2004	July 17, 2004	January 14, 2005	<i>February 2004</i>
Project Screening and Review	September 1 – 10, 2004	March – April 2005	September 1 – 10, 2004	July 2004	January 17, 2005 – March 11, 2005	<i>February 2004</i>
Presentation to PTAC	October 18, 2004	April 2005	October 18, 2004	October 18, 2004	March 21, 2005	<i>February 9, 2004</i>
PAC Authorization to Release Program for Public Review	October 8, 2004	April 2005	October 8, 2004	October 8, 2004	April 2005	<i>March 3, 2004</i>
Begin Public Comment Period	November 1, 2004	May 1, 2005	November 1, 2004	November 1, 2004	April 2005	<i>March 5, 2004</i>
End Public Comment Period	December 1, 2004	June 1, 2004	December 1, 2004	December 1, 2004	May 2005	<i>April 6, 2004</i>
Proposed Second Cycle Programming to PAC	December 8, 2004	June 8, 2005	December 8, 2004	December 8, 2004	June 2005	<i>April 14, 2004</i>
Commission adoption of Second Cycle Programming	December 15, 2004	June 22, 2005	December 22, 2004	December 22, 2004	June 2005	<i>April 28, 2004</i>
TIP Amendment Approval of projects by FHWA, FTA, CALtrans	January/February 2005	July/August 2005	January/February 2005	January/February 2005	July 2005	October 2004