APPENDIX A – 1

Adoption of the 2009 TIP
MTC Resolution No. 3875

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3875

This resolution adopts the 2009 Transportation Improvement Program (TIP).

Further discussion of the programming is contained in the Programming and Allocations Committee summary sheet dated May 14, 2008.

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2009 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3875

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) require the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and MTC Resolutions Nos. 2730 and 3075, which establish the current Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.216(m)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develops and uses a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented Expedited Project Selection Procedures (EPSP) for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3875, and MTC Resolution 3606 Revised; and

WHEREAS, MTC has found that the 2009 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629); now, therefore be it

RESOLVED, that MTC adopts the 2009 TIP, attached hereto as Attachment 'A' and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2009 TIP in cooperation with county Congestion Management Agencies, the Bay Area Air Quality Management District, transit operators, the California Department of Transportation (Caltrans), counties and other partner agencies, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the 2009 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2009 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2009 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the Expedited Project Selection Procedures (EPSP) developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3875, and MTC Resolution 3606 Revised; and, be it further

RESOLVED, that amendments to the 2009 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in MTC Resolution No. 3875, and that staff have the authority to make technical corrections, and the Executive Director has the signature authority to approve administrative modifications and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or to federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP shall be accomplished in accordance with procedures and guidelines set forth in MTC Resolutions Nos. 2730 and 3075 Revised, and as otherwise adopted by MTC; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2009 TIP satisfies the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the federal Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd

Bill Dodd, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 28, 2008.

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3875

2009 Transportation Improvement Program

The 2009 Transportation Improvement Program for the San Francisco Bay Area, adopted May 28, 2008, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- Expedited Project Selection Process
- TIP Amendment Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Amendments to the 2009 TIP

Amendments to the 2009 Transportation Improvement Program (TIP) will be included as they are approved.

APPENDIX A – 2

Project Selection Processes

Regional Transit Expansion Program (RTEP)

MTC Resolution No. 3434

Date:	December 19, 2001
W.I.:	12110
Referred by:	POC
Revised:	01/30/02-C
	07/27/05-C
	04/26/06-C
	10/24/07-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006 and October 12, 2007.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3434, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century,* provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on December 19, 2001.

ATTACHMENT A - Regional Transit Expansion Policy Criteria Evaluation Matrix

			Resolution 1876-Tier 1	TEA-21 Funds	TCRP	Dedicated Local Funding	Operations/ Maintenance	Supportive Land Use		Cost-Effectiveness	System Connectivity			System Access	Project Readiness
Project	**Sponsor**	**Project Cost 2001 $ Millions**	prior 1876 Tier 1 commitment	TEA-21 authorization or other federal appropriations	TCRP or other state level commitments	Local funds as a percent of total capital cost	Demonstrated operating plan	Residential densities around stations	Employment densities around stations	Cost per new transit rider	# connecting operators	Frequency	Regional gap closures	# of modal access options	# of pre-construction activities completed or in progress
BART to Warm Springs	BART	$ 634	Yes	Yes	Yes	H	Yes	M	M	M	M	H	No	H	M
BART: Warm Springs to San Jose	VTA	$ 3,710	No	Yes	Yes	H	Yes	H	M	M	H	H	Yes	H	L
MUNI 3rd St. LRT Phase 2 - New Central Subway	SFCTA/Muni	$ 647	No	Yes	Yes	M	Yes	H	H	L	H	H	No	H	H
BART/Oakland Airport Connector	BART	$ 232	No	Yes	No	M	Yes	M	M	H	M	H	Yes	H	M
Caltrain Downtown Extension/Rebuilt Transbay Terminal	SFCTA	$ 1,885	Yes	Yes	No	H	Yes	H	H	L	H	H	Yes	H	M
Caltrain Rapid Rail/Electrification	JPB	$ 602	No	No	No	H	Yes	M	H	L	H	M	No	H	M
Caltrain Express: phase 1	JPB	$ 127	No	No	Yes	L	Yes	M	H	H	H	M	No	H	H
Downtown East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	$ 518	No	No	No	H	Yes	H	M	L	H	H	No	H	M
Capitol Corridor: Phase 1 Expansion	CCJPA	$ 129	No	No	Yes	L	Yes	H	M	H	H	L	No	H	M
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	$ 151	No	No	No	L	Yes	H	H	H	L	H	No	H	L
Regional Express Bus Phase 1	MTC/Operators	$ 40	No	No	Yes	L	Yes	-	-	H	M	-	Yes	H	H
Dumbarton Rail	JPB	$ 129	No	No	No	H	No	M	M	L	H	L	Yes	H	L
BART/East Contra Costa Rail Extension	CCTA	$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
BART/Tri-Valley Rail Extension	ACCMA	$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
Altamont Commuter Express (ACE): service expansion	ACE	$ 121	No	No	No	L	-	M	M	H	M	L	No	M	-
Caltrain Express Phase 2	JPB	$ 330	No	No	No	H	-	M	H	-	H	-	No	H	-
Capitol Corridor: Phase 2 Enhancements	CCJPA	$ 284	No	No	Yes	L	Yes	H	M	-	H	L	No	H	M
Sonoma-Marin Rail	SMART	$ 200	No	No	Yes	L	No	L	M	-	H	L	No	H	L
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	AC Transit	$ 90	No	No	No	L	-	H	M	H	L	H	No	H	-

Note: "--" indicates that complete information is not available.

Resolution No. 3357 Criteria: Definitions and Measurement

Financial Criteria:

Honor 1876 commitments: Priority assigned to those projects of the original seven "Tier 1" Resolution No. 1876 projects that do not yet have a defined and secured financial agreement.
Rating: "Yes" or "No"

TEA-21/federal reauthorization: Current federal financial support exists for the project, through TEA-21 authorizing language for New Starts funding, or other federal appropriation commitments.
Rating: "Yes" or "No"

TCRP/State commitments: Current state financial commitment is secured by the project, through Traffic Congestion Relief Program funds, or other existing state funding commitments.
Rating: "Yes" or "No"

Dedicated local commitments: Local financial commitment for the project, based on percentage of local funds to total capital costs.
Rating: "High": Greater than 50%; "Medium": 30% to 50%; "Low": under 30%

Operations/Maintenance: Project can be maintained and operated once built, based on financial plans and policies submitted by the project sponsor, outlining sources and commitments of funds for the period of operations through the end of the RTP (2025) or for at least 10 years, whichever is longer. Any financial burden imposed by the transit expansion project may not undermine core bus service within the same system, especially that needed by transit dependent persons.
Rating: "Yes" or "No"

Performance Criteria:

Land Use: Evaluate potential system benefits accrued as a result of adjacent land uses along rail/bus corridors, based on year 2025 projected net residential and employment land use densities around planned stations or transit corridors.
Rating: "High": urban or urban core/CBD; "Medium": suburban; "Low": rural or rural suburban, as measured below:

Net Population Density	Total Population/ Residential Area square miles	Net Employment Density	Total Employment/ Commercial Area square miles
Rural	< 5,000	Rural	< 5,000
Rural-Suburban	5,000-10,000	Suburban	5,000-20,000
Suburban	10,000-20,000	Urban	20,000-50,000
Urban	20,000-50,000	Urban Core	50,000-100,000
Urban Core	>50,000	Urban CBD	>100,000

Cost-effectiveness: "Cost per new rider", measured as dollars per new rider (shifting from auto to transit; not transit to transit).
Rating: "High": $0 - $15/new rider; "Medium": $16 - $30/new rider; "Low": over $30/new rider

Note: Resolution No. 3357 also provides for another measure of cost effectiveness: "transit user benefits" that will be incorporated into this analysis at a later date once the methodology is available from the Federal Transit Administration.

System Connectivity: Assess the interconnected relationship of the transit expansion and the existing transit network, through measures of connections, service frequency and gap closures.
Rating:
A. Number of Connecting Operators: "High": 5 or more; "Medium": 3 to 4; "Low": 1 to 2

B. Frequency: Peak Period Headways: "High": 10 minutes or less; "Medium": 20 minutes to 11 minutes; "Low": Greater than 20 minutes

C. Gap Closures: " Yes" or "No" for completion of a major closure in the regional network.

System Access: Determine the ability of users to easily access (via walking, biking, auto or transit transfers) the new extensions, based on number of modal access options
Rating: "High": 4 or more; "Medium": 3; "Low": 1 to 2

Project Readiness: Priority assigned to projects that are able to proceed expeditiously to implementation, based on pre-construction activities completed or in progress as of December 2001.
Rating: "High": corridor evaluation+environmental analysis+preliminary design and engineering; "Medium": corridor evaluation+environmental analysis; "Low": Sketch planning or corridor evaluation only.

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 01/30/02-C
04/26/06-C

Attachment B
Resolution No. 3434

Regional Transit Expansion Policy: Recommended Program of Projects

PROJECT	COST (millions of 2006 $)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	175
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	68
BART/Oakland Airport Connector	350
Tri-Valley Transit Access Improvements to BART	464
East Contra Costa BART Extension (eBART)	407
BART to Warm Springs	686
BART: Warm Springs to San Jose/Santa Clara	4,792
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	128
Caltrain Electrification	471
Caltrain Express: Phase 2	250
Transbay Transit Center	2,589
Capitol Corridor Expansion	96
Capitol Corridor: Phase 2 Enhancements	100
Regional Express Bus **OPEN FOR SERVICE**	102
MUNI Third Street Light Rail Transit Project - New Central Subway	1,187
Altamont Commuter Express (ACE): service expansion	219
Sonoma-Marin Rail	353
Dumbarton Rail	313
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	573
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	180

ATTACHMENT C: Regional Transit Expansion Policy - Funding Strategy

(Project Capital Cost/Funding in Millions and 2006$)			*Committed Funding*						*Regional Discretionary Funding*										
Project	**Sponsor**	**Project Cost (2006 $)**	TCRP	Sales Tax	Resolution 1876	RTIP	Federal Earmarks	Other [see notes]	Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	ITIP	ITIP Intercity Rail	CARB/ AB 434	**Capital Shortfall**
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	AC Transit	175		20		10	2	3		75				65					-
AC Transit Enhanced Bus: Grand-MacArthur corridor	AC Transit	68				7								9					52
BART/Oakland Airport Connector	BART	350		80		59		140					31	30		10			-
Tri-Valley Transit Access Improvements to/from BART	BART/ACCMA/ LAVTA	464	25	23		57	11	8					16	65	95	164			-
East Contra Costa BART Extension (eBART)	BART/ CCTA	407	5	119		14		6					52	96	115				-
BART to Warm Springs	BART	686	100	203	205	69							24	85					-
BART: Warm Springs to San Jose/Santa Clara	VTA	4,792	649	3,358		149			636										-
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	Caltrain JPB	128	127					1											-
Caltrain Electrification	Caltrain JPB	471		308		28		12										29	94
Caltrain Express: Phase 2	Caltrain JPB	250		140												44			66
Transbay Transit Center	TJPA	2,589		301		26	67	444					53	150	150				1,398
Capitol Corridor Expansion	CCJPA	96						14									82		-
Capitol Corridor: Phase 2 Enhancements	CCJPA	100				2		50						13			35		-
Regional Express Bus **OPEN FOR SERVICE**	MTC	102	40											62					-
MUNI Third Street Light Rail Transit Project - New Central Subway	Muni	1,187	14	126		83			625										339
Altamont Commuter Express (ACE): service expansion	SJRRC, ACCMA, VTA	219		40				8			5						16		150
Sonoma-Marin Rail	SMART	353	37	24			7	28						35					222
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol	313		117		15								135			46		-
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	573		573															-
Expanded Ferry Service to Berkeley, Alameda/ Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other	WTA	180		47			19					25		89					-
TOTAL		**$ 13,503**	**$ 997**	**$ 5,479**	**$ 205**	**$ 518**	**$ 106**	**$ 714**	**$1,261**	**$ 75**	**$ 5**	**$ 25**	**$ 176**	**$ 834**	**$ 360**	**$ 218**	**$ 179**	**$ 29**	**$ 2,321**

Notes: For all projects, see Terms and Conditions.

Detail on 'other' funding is provided below:

1. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: $2.7 million is federal STP funds.
2. BART/Oakland Airport Connector: $27 million is Port of Oakland funds and $113 million private financing.
3. Tri-Valley Transit Access Improvements to BART: $8 million in Tri-Valley impact fees.
4. East Contra Costa BART Extension: $6 million in developer fees. Note that $150 million is included in Measure J for the project. Amounts not shown will be used to offset any cost increases or financi
5. BART: Warm Springs to San Jose/Santa Clara: New Starts request is $750 million in Year of Expenditure dollars. Confirmation of RTIP commitment pending reconciliation by VTA between the Santa Clara county-wide plan and MTC's Tra
6. Caltrain Express: $1 million is Joint Powers Board member contributions.
7. Caltrain Electrification: $12 million in regional STP/CMAQ funds.
8. Transbay Transit Center: Other funds include $439 million in land sales and tax increment revenue, and $5 million in lease and transferrable development rights.
9. Muni Third Street Light Rail Project: New Starts request is $762 million in Year of Expenditure dollars.
10. Capitol Corridor Expansion: Other includes $3 million in STP/CMAQ funds, $10 million in local funds, and $0.5 million in Prop 116 funds.
11. Capitol Corridor Phase 2 Enhancements: Other funds include contributions from ACE, UPRR, Port of Oakland, and Emeryville.
12. ACE Service Expansion: Other includes $8 million in San Joaquin federal fund contributions.

ATTACHMENT C: Regional Transit Expansion Policy - Funding Strategy

(Project Capital Cost/Funding in Millions and 2006$)			***Committed Funding***						***Regional Discretionary Funding***										
Project	**Sponsor**	**Project Cost (2006 $)**	TCRP	Sales Tax	Resolution 1876	RTIP	Federal Earmarks	Other [see notes]	Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	ITIP	ITIP Intercity Rail	CARB/ AB 434	**Capital Shortfall**

13. Sonoma-Marin Rail: Other includes $28 million in Prop. 116.

Definitions and Assumptions of Regional Discretionary Funding

- Federal Section 5309 New Starts: the total shown is an estimate for the 25-year RTP period. This estimate trends against recent historical averages of the Bay Area's New Starts funding compared to the nation, an average of 7% over the last 10 years. This represents a target for advocacy in Washington, D.C.; actual authorizations and appropriations are at the discretion of Congress.

- Federal Section 5309 Small Starts: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005. Small Start Capital Grants may not exceed $75 million under law. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.

- Federal Section 5309 Rail Modernization: These Federal Transit Administration formula funds are eligible for fixed guideway infrastructure projects. In the MTC region these funds are by policy devoted to capital replacement. The funding would replace diesel locomotives with electric locomotives when eligible for the Caltrain Electrification project.

- Federal Ferryboat Discretionary Program: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005; provides a special category for the construction of ferry boats and ferry terminal facilities. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.

- Regional Measure 1 Rail Reserve: the total shown is an estimate for the 25-year RTP period, net of existing commitments to the BART Warm Springs extension. These funds from the base $1 Bay Bridge toll are directly allocated by the Commission to rail projects in the bridge corridor according to a statutory formula splitting the funds 70% to East Bay projects, and 30% to West Bay projects. This funding estimate assumes debt financing against this revenue stream.

- Regional Measure 2: Regional voter-approved measure providing $812 million to Resolution 3434 projects. The specific amounts are identified in statute for each project. This funding estimate assumes debt financing against this revenue stream.

- AB 1171: This is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the $1 seismic surcharge (the second half of the current $2 auto toll) on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Under certain financing provisions, a portion of that toll revenue will return to MTC acting as the Bay Area Toll Authority (BATA). This funding can be used for projects consistent with the voter approved Regional Measure 1 program—including congestion relief projects in corridors served by some proposed transit expansion projects—and is estimated over the 25-year period of the RTP to total $500 million based on debt financing; $360 million of this amount is being assigned to the Regional Transit Expansion program of projects.

- Interregional Transportation Improvement Program: the total shown is an estimate for the 25-year RTP period; other ITIP funding is assumed for highway and other projects. . An additional estimate for the 25-year period is assumed for the state's Intercity Rail Plan, for Capitol Corridor, Dumbarton Rail, and ACE projects. As ITIP funds are the state's discretionary portion of the State Transportation Improvement Program, this represents a target for advocacy in Sacramento. Actual programming commitments and allocations are at the discretion of the California Transportation Commission.

- CARB/AB 434: Both the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (AB 434) administer discretionary funding programs focused in whole or in part on reducing emissions from diesel engines. $29 million is assumed from the two programs combined to help fund the Caltrain electrification project. This funding target for advocacy over the RTP period is sized to the annual funding levels of the two programs.

Terms and Conditions

General Terms

1. Operating Funding – In order for an extension of service to be included in the Regional Transportation Plan (RTP), the project sponsor must provide evidence of its ability to fund operation of the service for a minimum of 10 years, or the duration of operations within the 25-year RTP time horizon, whichever is longer. These financial capacity determinations must also include a demonstration of the transit operator's ability to sustain levels of core bus services to low-income and minority populations, as required under MTC Resolution No. 3357. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be revisited in MTC's review of the operator's applicable Short Range Transit Plan.

2. Cost Increases – Commitments of regional discretionary funds (Section 5309 New Starts, Small Starts, and Fixed Guideway Modernization, Regional Measure 1 Rail Reserve, ITIP, AB 1171, CARB/AB 434, Regional Measure 2, Ferry Boat Discretionary) are capped at the amounts shown in Attachment C in 2006 dollars. Escalation adjustments will be made at the time funds are secured or allocated, except for bridge toll funds that are shown in year-of-financing dollars. Project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in Attachment C from other sources. Funding shortfalls must be addressed for projects to be included in the Regional Transportation Plan.

3. Amendment – The Commission shall consider amending this regional transit expansion program following the passage of major new funding sources that could advance projects with current shortfalls into the RTP. New funding sources also could be used to offset cost increases for projects already included in the RTP.

4. Station Access Planning: Consistent with recommendations of MTC's Regional Bicycle Plan, all new transit stations that are built as result of Resolution No. 3434 investments must provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities. Station access planning shall be consistent with the conclusions reached from the evaluation of FSM 5 in the 2001 Bay Area Ozone Attainment Plan.

Specific Conditions

1. Section 5309 New Starts – The region's first priority for federal New Starts funds is the BART extension to San Francisco International Airport until such time that the project receives its final appropriation from Congress, currently expected in 2006. Thereafter, the BART Warm Springs to San Jose extension and the Muni Central Subway project will share equal priority.

2. Section 5309 Small Starts – The region's priority for federal Small Starts funds is the AC Transit Oakland/San Leandro Bus Rapid Transit Project. Given that the regulations are still being finalized and that there are other projects in the region that may be eligible and have a demonstrated need for more secure funding, the Commission may consider endorsing one additional regional candidate project after FTA finalizes the regulations.

3. AB 1171 – These funds will be subject to terms and conditions established by MTC acting as the Bay Area Toll Authority (BATA) and are contingent upon the availability of excess toll revenue net of debt service. The balance of these funds not committed in Attachment C will be reserved as follows: $100 million reserved for the north connector and weave correction components of the I-80/680 interchange project, and $40 million for other congestion relief improvements in the Northern Bridge group—Antioch, Benicia-Martinez, Carquinez and Richmond-San Rafael — corridors. Should AB 1171 funds exceed $500 million, the next increment up to $60 million will also be reserved for Northern Bridge group corridor improvements. The next increment above the $60 million will be distributed evenly between the East Contra Costa BART Extension (eBART) and Tri-Valley Transit Access Improvements to BART projects, not to exceed $25 million each, in addition to the sums stipulated in Attachment C. Any increment above these amounts will be allocated at the discretion of the Commission.

4. BART Warm Springs to San Jose – In addition to the general terms for operating funding imposed on all projects, the BART Warms Springs to San Jose project is included in the RTP contingent upon approval by the BART and VTA Boards of an operating and maintenance agreement regarding extension of service into Santa Clara County and associated impacts of the extension on the core BART system. If a TDA "lien" is implemented pursuant to the BART/VTA agreement after 2009, MTC will condition allocation of the remaining TDA funds subject to the following:

   At the time that the BART to San Jose extension commences revenue service, or at any point thereafter, should VTA's bus service levels have not achieved, or later fall below, a

600 fleet/500 peak target, then MTC shall hold public hearings at which VTA must demonstrate that services to Title VI communities have been assured, based on MTC's Lifeline Transportation analysis, as validated and amended by transit operators and the Congestion Management Agencies.

Should VTA choose to identify TDA funds as the guaranteed operating and maintenance subsidy pursuant to the BART/VTA agreement and demonstrate that it has secured other funding sources to replace the TDA revenue so guaranteed, then MTC shall not condition its allocation of TDA funds as described above.

5. Caltrain Electrification: Continued Commission support for a regional commitment of STP/CMAQ and CARB/AB 434 funds to the project is contingent upon the three JPB member agencies reaching agreement by December 1, 2007 on project scope and how to close the project's remaining funding shortfall.

6. Caltrain Express Phase 2: Before the next revision to Resolution 3434 or by the 2009 RTP, whichever occurs first, Peninsula JPB member agencies agree to define the member contributions for the funding plan.

7. Downtown to East Valley: Light Rail and Bus Rapid Transit: Before the next revision to Resolution 3434 or by the 2009 RTP, whichever occurs first, VTA will confirm their funding commitment through Measure A, or identify alternative revenue sources that may be requested to close any funding shortfall that could result should the Measure A expenditure plan not cover the entire cost.

MTC RESOLUTION 3434 TOD POLICY FOR REGIONAL TRANSIT EXPANSION PROJECTS

1. Purpose

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

(a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;

(b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and

(c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to

TABLE 1
Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold is met with current development?
BART East Contra Costa Rail Extension	BART/CCTA	Commuter Rail	No
BART – Downtown Fremont to San Jose / Santa Clara (a) Fremont to Warm Springs (b) Warm Springs to San Jose/Santa Clara	(a) BART (b) VTA	BART extension	No
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes
Sonoma-Marin Rail	SMART	Commuter Rail	No
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WTA	Ferry	No

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasiblity of housing development.

3. Definitions and Conditions of Funding

For purposes of this policy "regional discretionary funding" consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309- New Starts
- FTA Section 5309- Bus and Bus Facilities Discretionary
- FTA Section 5309- Rail Modernization
- Regional Measure 1- Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) [1]

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

[1] The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

TABLE 2 **REGIONAL TOD POLICY IMPLEMENTATION PROCESS FOR TRANSIT EXTENSION PROJECTS**		
Transit Agency Action	**City Action**	**MTC/CMA/ABAG Action**
All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning.		
Environmental Review/ Preliminary Engineering /Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed.		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

TABLE 3: CORRIDOR THRESHOLDS
HOUSING UNITS – AVERAGE PER STATION AREA

Project Type / Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	2,500*

Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.

Threshold figures above are an average per station area for all modes except ferries based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);
- Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC's Station Area Planning Grants.
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.

- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);
- The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.
- The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;

- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.

The Station Area Plans shall be conducted according to the guidelines established in MTC's Station Area Planning Manual.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

APPENDIX A – 3

Project Selection Processes

Policies and Procedures for the Transportation for Livable Communities (TLC) Capital Funding Program of Projects

MTC Resolution No. 3483

Date: June 26, 2002
W.I.: 1611
Referred by: PAC
Revised: 05/26/04-C

ABSTRACT

Resolution No. 3483, Revised

This resolution adopts the FY 2001-02 capital funding program for MTC's Transportation for Livable Communities program, funded with Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transportation Enhancement Activities (TEA) funds.

The following attachment is provided with this resolution:

Attachment A— FY 2001-02 TLC Capital Program of Projects

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated June 12, 2002.

This resolution was revised on May 26, 2004 to adjust Attachment A.

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated May 5, 2004.

Date: June 26, 2002
W.I.: 1611
Referred by: PAC

RE: FY 2001-02 Transportation for Livable Communities Capital Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3483, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq*.; and

WHEREAS, MTC has developed a process and criteria to be used in the selection of capital Transportation for Livable Communities (TLC) projects to be funded with federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transportation Enhancements Activities (TEA) funds, as set forth in MTC Resolution No. 3326 and

WHEREAS, in cooperation with other public agencies in the Bay Area Partnership and the MTC Advisory Council, MTC used the application and process and criteria set forth in Resolution No. 3326 to develop the TLC capital program, to be amended in the FY 2003 Transportation Improvement Program (TIP);

WHEREAS, the FY 2001-02 TLC capital program projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the FY 2001-02 Transportation for Livable Communities Capital Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that MTC authorizes MTC staff to review and approve these TLC capital projects during their design and engineering phase to ensure that the projects are consistent with their concept plans; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 26, 2002.

Date: June 26, 2002
W.I.: 1611
Referred by: PAC
Revised: 05/26/04-C

Attachment A
MTC Resolution No. 3483, Revised

FY 2001-2002 Transportation for Livable Communities Capital Program*

Attachment A: Projects recommended to be funded in June 2002 with currently available TLC capital funds (projects in this section are listed by county and are not in priority order)

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Alameda County				
City of San Leandro	W. Estudillo Street Streetscape and BART-Downtown Connections**	Provides pedestrian connection between the Central San Leandro BART Station and Downtown through streetscape and pedestrian improvements along W. Estudillo Street through the Washington Plaza Shopping Center to the AC Transit Bus Rapid Transit stop located on East 14th Street; and highlights historic buildings along W. Estudillo Street. Project supports new senior housing, recent rezoning to allow greater mixed-use and higher-density residential uses in the Plaza Redevelopment Area, and BART's future plans to build a 200-unit housing complex on an existing surface parking lot adjacent to the BART station (approximately 80+ units per acre). Project elements include pedestrian-scale street lights, bulb-outs, diagonal parking, architectural gateway into the Plaza, murals, improved pedestrian crossings through the Downtown area, and redesign of the transit/historic plaza on East 14th Street.	$1,000,000	$129,561
City of Oakland	Coliseum Transit Hub Streetscape Improvements**	Provides pedestrian and streetscape improvements along San Leandro Street between 73rd and 66th Avenues and along 66th and 69th Avenues between San Leandro and Snell Streets to address pedestrian safety and access from the residential neighborhoods to the Coliseum BART station, AC Transit buses, and local businesses. Project supports the City and BART's future redevelopment of the Coliseum BART Station Area, which includes a transit village (50 housing units per acre) on the current BART parking lot, a high-density employment center on the west side of San Leandro Street, and revitalization of the Coliseum Gardens housing development on the northeast side of the BART station. Project elements include a 15-foot wide crosswalk with bulb-outs, lighted bollards, and pedestrian signal across San Leandro Street to the BART station entrance, surveillance cameras, new sidewalks, pedestrian-scaled lights and banners, new street trees, and new median on San Leandro Street.	$1,000,000	$129,561
City of Alameda / Park Street Business Association	Park Street Streetscape and Santa Clara Avenue Transit Hub**	Improves the pedestrian environment on Park Street from Central Avenue to Lincoln Avenue through corner, mid-block and transit sidewalk extensions *and* reinforces the transit hub on Santa Clara Avenue from Park Street to Oak Street through curb extensions and streetscape improvements (pedestrian-scale lighting, street trees and planters, bike racks and lockers, and street furnishings). Project is located within the Business and Waterfront Improvement Project redevelopment area and supports the recent rezoning of the business district to "Community Commercial" classification that permits residential uses above ground floor retail.	$921,000	$119,325

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Contra Costa County				
City of El Cerrito / El Cerrito Economic Development Board, El Cerrito Redevelopment Agency, and Chamber of Commerce	Fairmont Street Pedestrian and Streetscape Improvements	Provides traffic calming and pedestrian safety improvements along the portion of Fairmont Avenue in front of the El Cerrito Plaza BART station and by the Ohlone Greenway crossing. Project eliminates one traffic lane, constructs diagonal parking, bulbouts at the Fairmont Avenue/Liberty intersection, widens sidewalks, plants new trees, and installs pedestrian-scaled lighting along Fairmont Avenue. Also, extends sidewalks and widens median to shorten crosswalk at BART station where BART pillar obstructs motorists view of pedestrian and bike traffic crossing Fairmont Avenue. Project supports the recently redeveloped El Cerrito Plaza and other City redevelopment activities, including the renovation of the El Cerrito Theatre on San Pablo Avenue.	$500,000	$64,780
Marin County				
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 (which has been closed for 20 years and partially collapsed). Project connects the San Rafael Transportation Center with the Larkspur Ferry Terminal.	$1,500,000	$194,341
City of San Rafael Public Works	Medway/Canal Enhancements**	Constructs wider sidewalks, improved lighting, landscaping, bus stop and crosswalk improvements ar the Medway/Canal/Belvedere intersection to improve pedestrian circulation and transit access. The low-income Canal area is densely populated and therefore has extensive foot traffic between residences and nearby commercial areas. Project supports the City's redevelopment efforts in the Canal Neighborhood Improvement Area, including housing improvement programs, rehabilitation loans, code enforcement, and zoning changes to support community serving commercial and mixed-used projects (under study).	$900,000	$116,605
San Francisco City and County				
BART / San Francisco County Transportation Authority	Northeast 16th/Mission Streets BART Plaza Redesign**	Renovates the Northeast BART Plaza at 16th and Mission Streets to enhance access to BART and MUNI and improve the overall appearance and function of the BART plaza. Project complements recent improvements such as in-station bicycle parking and new automatic fare equipment as well as supports BART's discussion with adjacent property owners to promote redevelopment. Project elements include replacement of the solid wall around entrance with transparent metal guardrail to improve visibility, expanded plaza through elimination of perimeter fencing and raised planters, pedestrian-scaled lighting, and plaza pavers.	$1,298,000	$168,170
San Mateo County				
City of East Palo Alto / City of East Palo Alto Redevelopment Agency	Bay Road Streetscape and Traffic Calming Improvements	Constructs streetscape and traffic calming improvements on Bay Road between University Avenue and Clarke Avenue--the gateway to the Ravenswood Business District. Project elements include bicycle lanes, bulb-outs with planters, improvements to sidewalks and bus stops, medians along Bay Road and a landscaped roundabout and raised crosswalks at Bay Road/Clarke Avenue. Project supports the City's recent and long-term redevelopment efforts including the planned Civic Center that includes public plaza, neighborhood-oriented retail uses and office development (under plan review), Nugent Square housing development (to break ground fall 2002), and new housing opportunity at Illinois Street/Purdue Avenue (community workshops underway).	$700,000	$90,692

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Santa Clara County				
City of San Jose / City of Santa Clara and Santa Clara Valley Transportation Authority	River Oaks Bike/Pedestrian Bridge**	Constructs a pedestrian and bicycle bridge over the Guadalupe River to connect existing housing and employment centers in the cities of Santa Clara and San Jose (west side of the Guadalupe River) to the River Oaks light-rail transit station (east side of Guadalupe River). Project supports the high density housing across from the River Oaks light-rail transit station in San Jose, employment centers at North First Street/River Oaks in San Jose, and new housing construction along Lick Mill Road in Santa Clara.	$1,000,000	$129,561
Santa Clara Valley Transportation Authority	San Fernando Light-Rail Station Plaza	Constructs a multi-use neighborhood plaza at the Vasona San Fernando Light-Rail Transit Station that would also connect to the Los Gatos Creek Trail. Project elements include landscaping, water feature, information kiosk, pedestrian-scaled lighting and other amenities. Directly north of the station, the City of San Jose proposes a large transit-oriented development that includes high-density housing, offices and retail uses, and a trail segment through the development site that will connect the station to the Los Gatos Creek Trail.	$885,000	$114,661
City of Palo Alto / Caltrain Joint Powers Board	Caltrain/Homer Street Pedestrian/Bicycle Undercrossing	Constructs a pedestrian/bicycle undercrossing of the Caltrain railroad right-of-way between the Palo Alto Medical Foundation campus and the Homer Street/Alma Street intersection, which is approximately 800 feet south of the Palo Alto Caltrain station. Project will link the Palo Alto Medical Fouciical South of Forest Area neighborhood to the east.	$464,000	$60,116
Solano County				
City of Suisun City	Driftwood Drive Pedestrian Way	Constructs a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the Suisun/Fairfield train depot that is used by Amtrak's Capitol Corridor service. Project elements include construction of walkways on both sides of the Suisun Marina and associated landscaping, and this project is one phase of a larger project to create a public plaza at the waterfront. Project is within the City Redevelopment Area and supports the City's redevelopment efforts to revitalize the Old Town/Downtown area.	$ 350,000	$45,346
Vacaville Redevelopment Agency / City of Vacaville	Davis Street Pedestrian and Gateway Improvements	Provides wider sidewalks, landscaped bulb-outs, sidewalk improvements, and pedestrian-scaled lighting to improve pedestrian circulation on Davis Street and draw people toward historic Main Street, the Ulatis Creek Walk, and a new commercial center at the redeveloped Basic American Foods Industrial site.	$482,000	$62,448
Sonoma County				
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. Project is a part of the Downtown River Apartments, an 81-unit affordable development with 5,500 sq. ft. of ground floor retail space, a community center with a computer learning lab, and numerous outdoor amenities in the heart of the historic downtown Petaluma.	$358,000*	$46,383*
*Subject of 05/26/04 amendment. To be programmed in next cycle of TLC in 2004			**TOTAL**	**$11,358,000**

APPENDIX A – 4

Project Selection Processes

Guidance for SAFETEA First Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds In FY 2003/04 – 2004/05

MTC Resolution No. 3536

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/27/05-C

ABSTRACT

Resolution No. 3536, Revised

This resolution adopts the policy and procedures for the First Cycle Program, in advance of the reauthorization of the Transportation Equity Act of the 21st Century (TEA 21). The policy and procedures contain the project categories that are to be funded with FY 2003-04 and FY 2004-05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds for inclusion in the 2003 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – First Cycle Program: Policies and Procedures

This resolution was revised on April 27, 2005 to reduce the CMAQ funding for the Regional Express Bus program and reprogram this funding to a new program, the Lifeline Transportation Program.

Further discussion of the First Cycle Program and future STP, CMAQ, and Transportation Enhancement Activities (TEA) is contained in the MTC Executive Director's Memoranda to the Programming and Allocations Committee dated March 5, 2003 and April 13, 2005.

Date: March 26, 2003
W.I.: 1512
Referred By: PAC

RE: FY 2003-04 and 2004-05 STP, CMAQ, and TEA First Cycle Program: Policies and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3536

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Enhancement Activities (TEA) funded projects; and

WHEREAS, MTC has developed a policy and procedure to be sued in the selection of projects to be funded with STP and CMAQ funds for Fiscal Year (FY) 2003-04 and 2004-05 (23 U.S.C. Section 133), as set forth in Amendment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with Caltrans, operators of publicly-owned mass transit services, county congestion management agencies, the Bay Area Air Quality Management District, the Association of Bay Area Governments, and other local government entities, will develop a two-year program of CMA planning, air quality management, and regional operating and procurement commitment projects to be funded with anticipated STP and CMAQ funds in FY 2003-04 through FY 2004-05 for inclusion in the 2003 Transportation Improvement Program (TIP); and

WHEREAS the 2003 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the process and criteria to be used in the selection of STP and CMAQ funded candidate projects for inclusion in the 2003 TIP, as set forth in Attachment A of this Resolution; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on March 26, 2003.

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/27/05-C

TEA 21 REAUTHORIZATION
First Cycle Program
STP, CMAQ, and TEA
FY 2003-04 and FY 2004-05

Policies and Procedures
March 26, 2003

Section I
Background

The federal Transportation Equity Act for the 21st Century (TEA 21) is set to expire on September 30, 2003. Among several programming opportunities, TEA 21 authorized the San Francisco Bay Area Region to program approximately $375 million in Surface Transportation Program (STP) funds, $330 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and $50 million in Transportation Enhancement Activities Program (TEA) funds between 1997 and 2003. Approximately $125 million was available each year over the six-year period of the act, for a total of $755 million. All of these funds have been fully programmed.

The last time we approached the reauthorization of an expiring act, the region proceeded with the programming of funds prior to the adoption of the new Act to ensure a continuous and seamless programming process for federal transportation funding. This strategy of programming also allows the region to deliver projects in a timely fashion, ensuring that timely use of funds policies and requirements are met.

Once again the region is prepared to undertake a similar 'advanced' programming activity by programming future funds in advance of the actual reauthorization. Note that several unresolved issues complicate the programming of these funds, such as MTC's 2001 Regional Transportation Plan (RTP) commitment to local streets and roads and transit capital shortfalls, unknown revenues to be realized from TEA 21 reauthorization and a recently proposed TEA program shift within the State. In response to these unresolved matters affecting the funding as we approach Reauthorization, the advance programming activity will focus on programming only what is necessary to maintain a seamless transition.

Section II
Six-Year TEA 21 Reauthorization Legislation

STP, CMAQ, and TEA - 1 • 2 • 3 Programming Under TEA 21 Reauthorization

As presented at the October 2002 and February 2003 Bay Area Partnership Board meeting, the region will proceed with a 1 • 2 • 3 approach for programming STP, CMAQ, and TEA revenues under TEA 21 Reauthorization, assumed again to comprise a six-year period. The region will continue to program to the full apportionment level rather than OA, with obligations for projects programmed in the last year of reauthorization subject to the availability of OA. Projects funded under each cycle will be subject to the project delivery policies currently under revision by MTC and the Partnership Technical Advisory Committee and working group(s).

In order to incorporate any revised policies that may emerge regarding transit/local streets and roads shortfalls, Transportation for Livable Communities and Housing Improvement Program (TLC/HIP), and other issues that will be resolved in the update of the long range transportation plan, it is necessary to defer as much programming as possible until the 2005 Regional Transportation Plan (RTP) is completed. To accomplish this, minimal revenues will be programmed in the first two years of the reauthorized transportation program, with the bulk of new programming occurring in FY 2005-06 and beyond. While this sequencing may put pressure on meeting regional and state project delivery requirements, particularly TEA funds,

it does allow investment decisions to be more closely aligned with policies in the upcoming RTP.

First Cycle
The First Cycle programming will cover the minimal amount necessary to ensure a seamless transition into TEA 21 reauthorization. Funding will be programmed to projects with continuous annual funding needs and air quality management strategies, with the remaining balance used to address outstanding programming commitments arising from the OA shortfall from ISTEA and TEA 21. Due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments, Cycle One commitments will result in the full FY 2003-04 STP, CMAQ, and TEA apportionments, and about 65% of FY 2004-05 STP, CMAQ, and TEA apportionments, to be programmed by September 30, 2003. This is described in more detail in Section V: First Cycle Programming Policies.

Second Cycle
Second Cycle will cover STP, CMAQ, and TEA apportionments for the remainder of FY 2004-05 and all of FY 2005-06 and will not be programmed until Summer 2005 (beginning FY 2005-06) to allowing for completion of the 2005 RTP. Access to the 35% balance of FY 2004-05 STP, CMAQ, and TEA apportionment would be delayed by about one year. The three-year window for obligating any single year of federal apportionment will allow the region to manage any project delivery deadlines on those funds.

This second cycle would include the "on-going commitment" category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, County TEA, and discretionary funding all as confirmed through the 2005 RTP. Additional programming commitments could arise out of the 2005 RTP. It is expected Cycle Two will be programmed between June and September 2005.

Third Cycle
Third Cycle will cover three years of STP, CMAQ, and TEA apportionments (FY 2006-07, FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the second cycle and resulting from the 2005 RTP. It is expected that Cycle Three will be fully programmed by September 30, 2006. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization act. Programming to full apportionment benefits the region with accelerated project delivery, results in lower project costs, and delivery of projects to the public sooner, which outweigh the risks of programming to higher levels than can be obligated in a given year. We have consistently been the beneficiaries of advanced federal obligation authority. Note that obligations for projects programmed in the last year of Cycle Three could be subject to the availability of OA. It may therefore be necessary to carry the programming of these projects into the first year of the following transportation act.

Section III
Guiding Principles

- Investments made in the First Cycle Program must carry out the objectives of the Regional Transportation Plan (RTP) and be consistent with its improvements and programs [23 USC 134 (h)]. This First Cycle Program will be in accordance with the

policies adopted as part of the 2001 RTP. The Second and Third Cycle Program will be in accordance with the 2005 RTP.

- MTC and the Bay Area Partnership developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. Pursuant to that discussion, the following factors must be considered in the development of priorities and procedures for programming STP, CMAQ, and TEA funds:

    - The diverse nature of the Bay Area transportation system requires multi-modal investments.
    - A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of Partnership sponsors.
    - Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.

    While this policy document is subject to revision once TEA 21 reauthorization legislation is passed, future policies will likely retain these essential features.

- Assembly Bill 1012 (AB 1012) emphasizes the importance of readiness and adherence to planned delivery schedules. Project sponsors that are unable to meet these requirements are subject to significant financial penalties.

- The MTC region will continue to program to apportionment, which is officially distributed to the Regions by Caltrans. While MTC will program to apportionment, approximately the last ten percent of the total six-year TEA 21 reauthorization legislation apportionment amount will be contingent on the availability of OA. Most likely this ten percent will affect projects programmed in FY 2008-09.

- MTC will have final program approval.

Section IV
Fund Estimate

Baseline revenue assumptions for TEA 21 reauthorization legislation have not been set at the federal level as of yet. For the First Cycle Program, the revenue projections adopted with the 2001 RTP will be used as guidance for programming. When legislation is passed, the revenue projections will be updated to reflect the legislated funding levels.

In the 2001 RTP, STP, CMAQ, and TEA revenues are assumed to grow at 2% per year based on Caltrans' FY 2001-02 projections. This amounts to $140.8 million in STP, $124.4 million in CMAQ, and $18.2 million in TEA funds for FY 2003-04 and FY 2004-05. Note that Caltrans' estimates and MTC's RTP estimates are proving conservative as compared to early TEA 21 Reauthorization discussions.

Table 1: FY 2003-04 Estimated STP, CMAQ, and TEA Revenues*

Program	Fiscal Year Revenue (in millions of dollars)		
	FY 2003-04	FY 2004-05	Total
Surface Transportation Program	69.7	71.1	140.8
Congestion Mitigation and Air Quality Improvement Program (CMAQ)[2]	61.9	62.5	124.4
Transportation Enhancement Activities Program (TEA)	9.0	9.2	18.2

[1] Revenues based on 2001 RTP projections
[2] The Fund Estimate does not include Eastern Solano County CMAQ funds. The 2001 RTP estimates that approximately $1.2 million per fiscal year in CMAQ funds is projected to be apportioned to Eastern Solano County.

Section V
First Cycle Programming Policies
A. Programming Assumptions

- First Cycle projects will be programmed based on TEA 21 legislative guidelines. Once Reauthorization Legislation has been passed, the projects adopted as part of First Cycle will be reviewed for consistency with the new legislative criteria.

- The STP, CMAQ, and TEA fund estimate for First Cycle is based on the 2001 RTP revenue projections. When reauthorizing legislation is passed on TEA 21, the fund estimate will be updated to reflect the authorized funding revenue for STP, CMAQ, and TEA. Any overprogramming will become a commitment in the Second Cycle and is likely to be minor.

- Approximately $140 million exists in carryover programming from ISTEA and TEA 21 ($48 from ISTEA and $92 from TEA 21) that are awaiting obligation.

- Most of the nine-county MTC region lies within the Bay Area Air Quality Management District's Air Basin. One exception is the Eastern portion of Solano County, which lies within the Yolo/Solano Air Quality Management District's (YSAQMD) air basin. The Sacramento Area Council of Governments (SACOG) is responsible for air quality conformity of the YSAQMD's air basin, while MTC has the planning and programming authority for Eastern Solano County. Per the existing Memorandum of Understanding between MTC and SACOG, Eastern Solano County CMAQ funding will be reserved for projects in the eastern portion of that county. The Eastern Solano County CMAQ funds will be available for programmed during Second Cycle or earlier, as necessary for air quality purposes.

- The Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost

increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds.

B. Programming Schedule

Development of the First Cycle Program under these procedures will be done in accordance with the schedule outlined in Appendix A of this policy and procedures document.

C. Adoption into the 2003 TIP

This First Cycle Program will be adopted as an amendment to the 2003 TIP. The projects proposed for adoption in the First Cycle Program are air quality exempt projects, and therefore, a new air quality conformity analysis and finding will not be required.

D. Funds Programmed

The First Cycle Program will program STP and CMAQ funds for FY 2003-04 and a portion of FY 2004-05. TEA funds will be programmed with Second Cycle. If AB 1012 delivery deadlines for TEA funds necessitate the programming of TEA funds prior to the adoption of a Second Cycle, TEA funds will be programmed before Second Cycle. Additionally, the programming of TEA funds is dependent on the California Transportation Commission's (CTC) determination of the TEA policy for TEA 21 Reauthorization. MTC will assign STP or CMAQ funding to the First Cycle Program projects as appropriate. CMAQ funding will be assigned to the First Cycle Program projects, where eligible.

Of the FY 2003-04 and FY 2004-05 estimated revenue, Cycle One will program approximately $93 million in new projects and programs for air quality strategies, planning activities, and for projects requiring the continuation of funding to ensure existing annualized commitments and the needs of ongoing contracts are met. Categories for this funding include the following:

- STP CMA Planning Activities (approximately $8 million: $4.5 million each for FY 2003-04 and FY 2004-05, of which $1.35 million is dedicated each year to transportation land use coordination activities)
- Air Quality Management Strategies (approximately $41 million for programs in FY 2003-04 and FY 2004-05)
- Regional operating and procurement commitments (approximately $44 million: $24 million in FY 2003-04 and $20 million in FY 2004-05)

There is $140 million in projects already programmed by MTC awaiting the obligation of federal funds. Most of these projects are on the shelf and ready to go to construction. Approximately $140 million of programming capacity for First Cycle will be used to address the these carryover needs resulting from programming to full apportionment during ISTEA and TEA 21. Remaining revenues for FY 2004-05 will be reserved for programming under Cycle Two.

E. Project Categories

First Cycle programming will program the following project categories: Regional Coordination Projects with annual operating needs, Air Quality Management Strategies, CMA Planning Funds and Carryover projects due to OA limitations under ISTEA and TEA 21. Screening Criteria for the new projects are included in Appendix B.

Table 2: Programs to be funded in First Cycle

CMA Planning Activities	
CMA Planning Activities	Approximately 6% of the regional STP funds coming to the region will be reserved for overall CMA planning activities. For First Cycle Program, the planning funds will be based on the estimated STP revenue adopted in the 2001 RTP. 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.
Air Quality Management Strategies	
Spare the Air Program	Aims to reduce ozone on days when the Bay Area's air pollution is expected to exceed federal and state air quality standards by encouraging people to drive less on Spare the Air days.
Regional Rideshare Program	Aids in shifting individuals from single occupant vehicles (SOVs) to carpools, vanpools and other transportation alternatives and help individuals sustain this shift in order to mitigate the growth of traffic congestion and motor vehicle emissions in the Bay Area.
Air Quality Strategies	The air quality challenges we face will continue to place a demand on available funding in order to meet the Transportation Control Measures (TCMs) and Further Study Measures identified in the 2001 State Implementation Plan. Additionally, our SIP for attaining the one-hour, national ambient air quality standard for ozone will be revisited in 2003-2004.

Table 2 (Continued)

Regional (MTC) Operating and Procurement Commitments	
Freeway Operation Systems	Freeway operations refers to the activities that directly affect the safety, travel time, travel route selection, time of travel, or mode of travel, of travelers using or planning to use the freeway network. The goals of improving safety, efficiency, and reliability of the freeway system are dependent on several real-time freeway operation functions, including monitoring, surveillance, incident detection, providing information to motorists, incident clearance, and restoring network capacity. Caltrans, CHP and MTC work together, and with local agencies, to improve freeway operations.
Incident Management	Includes: Freeway Service Patrol, the Bay Area's freeway incident detection and removal program and the Call Box Program, installation and operations of the yellow call boxes on roadsides in the nine-county Bay Area.
Pavement Management Technical Assistance Program (P-TAP)	Assists Bay Area jurisdictions in implementing and maintaining pavement management systems (PMS) for their local roadway network.
Performance Monitoring	This program monitors changes in system performance over time with a focus on the customer's perspective.
Regional Transit Information System	Transit information services system designed to make it easier for transit users to plan trips throughout the Bay Area.
Regional Transportation Marketing	Generates market research data to inform product development, to develop and implement promotional campaigns for those projects, to develop project performance standards and to evaluate and report on project performance for MTC's customer service projects (includes TransLink®, TravInfo®, the TakeTransit Trip Planner, the regional rideshare program, Freeway Service Patrol and the Callbox Program).
Traffic Engineering Technical Assistance Program (TETAP)/ Arterial Signal Re-timing	Provides consultant assistance to local agencies to 1) retime traffic signal systems, and 2) analyze an existing problem, conceptualize solutions, and provide technical assistance with a grant application to implement the preferred solution.
TransLink®	The universal transit ticket program will establish a single regional system for collecting fares on all of the Bay Area's transit systems. The nine-county Bay Area will be first in the U.S. to have a single card that can be used on all forms of public transit in the region: buses, trains and ferries.
TravInfo®	The Bay Area's advanced traveler information system, also known as 511, which provides real-time information on traffic incidents, slowdowns, road construction activity, and major transit service interruptions as well as direct telephone connections to transit, paratransit, and rideshare agencies.

Table 2 (Continued)

Lifeline Transportation Program	
Lifeline Transportation Program	The goal of this new program is to support lifeline transportation services and seek to improve the mobility of low-income individuals through various funding and planning activities. The program will be administered by the County Congestion Management Agencies (CMAs) and funds will be distributed to each county based on an agreed upon formula. Standard evaluation criteria for the project selection will be jointly developed by the CMAs and MTC. Once the CMAs and MTC jointly approve the collection of projects to be awarded funding under this program, recipients will work with MTC to submit their projects into the TIP.

F. Local Match

Projects funded with STP, CMAQ, or TEA funding require a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP, CMAQ, or TEA is 11.47% of the project cost. The Federal Highway Administration (FHWA) will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

G. Obligation Authority Prioritization

ISTEA and TEA 21 projects that were programmed, but not obligated due to TEA 21 obligation authority (OA) limitations, are one of the region's highest priorities to receive OA made available through the successor legislation of TEA 21.

H. Project Delivery

The regional STP, CMAQ, and TEA program is project specific. The STP, CMAQ, and TEA funds for projects in an existing program are for those projects alone.

The region will establish an obligation deadline for projects included in the First Cycle Program. It is expected that project funding will be obligated by September 30 of the year the project is programmed for in the TIP. Due to the region's uncertainty about future OA, funds programmed in the First Cycle will have the year programmed in the TIP plus one, to obligate the STP and CMAQ funding. For example, the obligation deadline for a project with CMAQ funding programmed for FY 2003-04 is September 30, 2005. MTC will actively monitor project status with relation to federal, state and regional delivery policies and funding deadlines. The Joint Finance Working Group will work to ensure timely project delivery, identify problems, and recommend actions to the Partnership Technical Advisory Committee.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Policy for Enforcing Fund Obligation Deadlines and Project Substitution for STP, CMAQ, and TEA funds (MTC Resolution No. 3239). Revisions to MTC Resolution No. 3239 are forthcoming.

I. Project Amendments

Any proposed changes will be carefully reviewed by MTC staff and subject to the approval of the Commission.

J. Project Application

Project sponsors must submit a completed project application for each project proposed for funding in First Cycle Program. The application consists of the following three parts and will be available on the internet (as applicable) accessible through mtc.ca.gov.

1. STP, CMAQ, and TEA Application

2a. Resolution of local support * (Appendix C)

2b. Opinion of legal counsel * (Appendix C)

3. CMAQ Emissions Benefit Analysis, available at: http://www.arb.ca.gov/planning/tsaq/eval/eval.htm

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support as documented in Appendix E.

- Appendix A -

- STP, CMAQ, and TEA - TEA 21 Reauthorization: First-Cycle Programming Recommended Schedule of Activities 2003	
October 28, 2002	Presentation of First Cycle Programming Recommendations to Partnership Board
February 5, 2003	Joint Finance Working Group review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures
February 10	Presentation of Final First Cycle Programming Proposal to Partnership Board
February 18	Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures
March 5	Programming and Allocations Committee review of STP, CMAQ, and TEA First Cycle Policy and Procedures
March 26	Commission adoption of STP, CMAQ, and TEA First Cycle Policy and Procedures
March 26 – April 1	Sponsor submittals of project applications
April 2	Joint Finance Working Group review of proposed First Cycle Program
April 21	PTAC review of proposed First Cycle Program
May 14	PAC review – authorize Public Hearing and release of Draft First Cycle Program
June 11	Public Hearing on Draft First Cycle Program prior to PAC meeting
June 18	Close of Public Comment Period on Draft First Cycle Program
July 9	First Cycle Program and TIP Amendment to PAC
July 24	First Cycle Program and TIP Amendment to Commission for adoption
July 25 – September 30	Final TIP Amendment submitted to Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) for approval

- Appendix B -
First Cycle STP, CMAQ, and TEA Project Screening Criteria

Eligible Projects

A. Eligible Projects. STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, Fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

Planning Prerequisites

B. RTP Consistency. Projects included in the STP, CMAQ, and TEA First Cycle Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires to be consistent with federal planning and programming requirements. Each project to be included in the First Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

C. CMP Consistency. Local projects must be consistent with the County Congestion Management Plan (CMP), or the adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the First Cycle Program.

D. Bicycle Consideration. Any local roadway or transit project must show reasonable consideration of bicycle facilities. Specifically, the following must be answered:

1. Have the needs of bicyclists been considered in the design of the project?

2. Is bicycle travel impeded by this project? If yes and a roadway projects, has a parallel bicycle facility been designed to accommodate bicyclists?
3. For transit vehicles and facilities: has bicycle access been facilitated by the project?
4. Have you reviewed local, county, and regional bike plans for roadway design consistency? Please attach an excerpt from the regional or local bike plan near the vicinity of your project.

Project Costs and Phases

E. Project Phases. Projects should be separated into the following project components:

1. Environmental Document and Preliminary Engineering (EDPE)
2. Final Design, Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW), and right of way related activities
4. Construction, construction management and engineering, including surveys and inspections, equipment acquisition, and purchase of rolling stock. (CON)

The project sponsor/CMA must display the project in these four components in the final submittal. First Cycle Program funding amounts programmed for any component shall be rounded to the nearest $1,000.

F. Fiscal Years of Programming. The First Cycle Program covers a two-year period, FY 2003-04 and FY 2004-05. It is expected that funds will be obligated in the year programmed in the TIP.

Readiness Standards

G. Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for obligation the fiscal year plus one in which the funds are programmed in the TIP. Once obligated, the sponsor will have three years, including the fiscal year in which the funds were obligated, to expend funds. For construction, the sponsor will have one year to award a contract and three years to expend funds. It is therefore very important that projects be ready to proceed in the year programmed.

H. The Project Must Be Fully Funded. Section 134 (h) of Title 23 of United States Code states that the regional program “shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project”. All local projects included in the final First Cycle Program must be accompanied by an authorizing resolution stating the sponsor’s commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Sample Resolution - Appendix C of this guidance.

MTC will program a project component only if it finds that the component itself is fully funded, either from STP, CMAQ, or TEA funds or from other committed funds. MTC will regard funds other than STP, CMAQ, and TEA as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or other federal approval.

I. **Field Review for Federally Funded Local Projects.** By requesting funding for a federally-funded project in the TIP, the project sponsor agrees to contact Caltrans and schedule and complete a project field review within 6-months of the project being included or amended into the TIP. For the First Cycle, Caltrans field reviews should be completed by March 1, 2004. This requirement only applies to projects receiving federal funds subject to FHWA local federal-aid field review requirements. Project funding transferred to FTA do not require a field review.

J. **Premature Commitment of Funds.** A project sponsor may not be reimbursed for expenditures made prior to the authorization to proceed. Therefore, the project sponsor must not incur costs prior to an authorization to proceed from FHWA (or authorization for Advance Construction (AC)), or a transfer of funds to FTA (or pre-award authority).

- Appendix C -
STP, CMAQ, and TEA First Cycle Project Application:
Part 2a - Sample Resolution of Local Support

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to TEA 21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program in fiscal year 2003-04 and 2004-05 for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 11.47%; and

2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program or the Congestion Mitigation and Air Quality Improvement Program of TEA 2I in the amount of ($ STP/CMAQ request) for (project description) ; and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at ($ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for

the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

J:\SECTION\ALLSTAFF\RESOLUT\TEMP-RES\MTC\tmp-3536.doc

- Appendix D -
STP, CMAQ, and TEA First Cycle Project Application: Part 2b - Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 2a (Appendix C). If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TEA First Cycle Program funds

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the STP, CMAQ, and TEA First Cycle Program made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STP, CMAQ, and TEA First Cycle Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

- Appendix E -
Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 2b (Appendix D).

APPENDIX A – 5

Project Selection Processes

Guidance for SAFETEA Second Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds In FY 2005/06 – 2006/07

MTC Resolution No. 3615

Date: April 28, 2004
W.I.: 1512
Referred by: PAC
Revised: 01/26/05-C
04/27/05-C
10/25/06-C

ABSTRACT

Resolution No. 3615, Revised

This resolution adopts the policy and procedures for the Second Cycle Program, in advance of the reauthorization of the Transportation Equity Act of the 21st Century (TEA-21). The policy and procedures contain the project categories that are to be funded with FY 2005-06 and FY 2006-07 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Transportation Enhancement Activities (TE) Funds for inclusion in the forthcoming 2005 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Second Cycle Programming Policies

This resolution was revised on January 26, 2005 to modify the Second Cycle STP programming policy pertaining to the Transit Capital Shortfall.

This resolution was revised on April 27, 2005 to redirect $2.5 million in FY 05-06 CMAQ funding from the Air Quality Management Strategies reserve for the Regional Express Bus program to a new program, the Lifeline Transportation program.

This resolution was revised on October 25, 2006 to redirect $9.4 million in Second Cycle STP funds to AC Transit's Early Bus Replacement project [Attachment A, pages 11-12].

Further discussion of the Second Cycle Program and future STP, CMAQ, and TE is contained in the MTC Executive Director's Memoranda to the Programming and Allocations Committee dated April 14, 2004, January 12, 2005, and April 13, 2005; and the Programming and Allocations Committee Memorandum dated April 14, 2004, January 12, 2005, April 13, 2005, and October 4, 2006.

Date: April 28, 2004
W.I.: 1512
Referred By: PAC

RE: Second Cycle Programming Policy for STP, CMAQ, and TE funds TEA-21 Reauthorization

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3615

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Enhancement Activities (TE) funded projects; and

WHEREAS, MTC has developed a policy and procedure to be used in the selection of projects to be funded with STP, CMAQ, and TE funds for Second Cycle of TEA-21 Reauthorization (23 U.S.C. Section 133), as set forth in Amendment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with Caltrans, operators of publicly-owned mass transit services, county congestion management agencies, the Bay Area Air Quality Management District, the Association of Bay Area Governments, and other local government entities, will develop a two-year program of Clean Air, Regional Operations, CMA Planning, Transit Capital Shortfall, Local Streets and Road Shortfall, Transportation for Livable Communities/ Housing Improvement Program, Regional Bicycle and Pedestrian and STIP Backfill projects to be funded with anticipated STP, CMAQ, and TE funds in Second Cycle of TEA-21 Reauthorization for inclusion in the 2005 Transportation Improvement Program (TIP); and

WHEREAS, five million dollars in deferred Second Cycle programming will be programmed in Third Cycle for the Regional Operations Program; and

WHEREAS, for the TEA-21 Reauthorization period, the Transportation for Livable Communities/Housing Improvement Program will be funded at $108 million from the STP, CMAQ, TE Program; and

WHEREAS, for the TEA-21 Reauthorization period, the Regional Bicycle Pedestrian Program will be funded at $32 million from the STP, CMAQ, TE Program; and

WHEREAS the 2005 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the process and criteria to be used in the selection of STP, CMAQ, and TE funded candidate projects for inclusion in the forthcoming 2005 TIP, as set forth in Attachment A of this Resolution; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on April 28, 2004

Date: April 28, 2004
W.I.: 1512
Referred by: PAC
Revised: 01/26/05-C
04/27/05-C
10/25/06-A

TEA-21 Reauthorization

Second Cycle STP/CMAQ/TE Programming Policy for FY 2005-06 and FY 2006-07

Second Cycle STP/CMAQ/TE Program Programming Policies

Table of Contents

Section I: Background 3

Section II: Regional Six-Year TEA 21 Reauthorization Programming Plan 3

Section III: 2005 Transportation Improvement Program (TIP) and Air Quality Conformity 6

Section IV: Public Involvement 6

Section V: Fund Estimate 7

Section VI: Programming Schedule 8

Section VII: Second Cycle Programming Policies 9

A. General policies 9
B. Eligible Project Categories 9
C. Project Category Specific Policies 10
D. Project Eligibility 17
E. Local Match 19
F. Project Application Process and Criteria 19
G. Project Delivery 20
H. Project Amendments 21

Appendix A: Schedule of Activities *23*

Appendix B: Funding Targets for CMA Solicitation Programs *24*

Appendix C: Second Cycle Application *25*

Appendix D: Sample Resolution of Local Support *34*

Appendix E: Sample Opinion of Legal Counsel *37*

Appendix F: Optional Language to add to the Resolution for Local Support *38*

Appendix G: Regional Project Delivery Policy *39*

Section I: Background

The federal Transportation Equity Act for the 21st Century (TEA-21), which expired on September 30, 2003, authorized the use of federal funds for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TE) programs on projects across the San Francisco Bay Area between fiscal years 1998-2003. On September 24, 2003 Congress extended TEA-21 legislation for five months and set a new expiry date of February 29, 2004 to keep federal funding for transportation projects flowing. The funding levels included in the extension bill are based upon the funding levels of the FY 2004 federal budget. A second extension bill was passed on February 27, 2004 that carries forward the policies of TEA-21 until April 30, 2004. Legislative discussions on the composition of the next reauthorization bill are currently being held in Congress and Congress is hopeful about passing a new reauthorization bill before the expiration of the current extension bill.

Distributed among several programming opportunities, TEA-21 authorized the San Francisco Bay Area Region to program approximately $370 million in Surface Transportation Program (STP) funds, $326 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and $49 million in Transportation Enhancement Activities Program (TE) funds between 1998 and 2003. Approximately $124 million was available each year over the six-year period of the act, for a total of $745 million. All of these funds have been fully programmed.

In anticipation of a TEA-21 reauthorization bill, MTC decided to program approximately $256 million in STP and CMAQ funds in a new programming cycle, First Cycle (2003-04 and 2004-05). See MTC Resolution Nos. 3536 and 3547 for details on First Cycle programming. The overarching goals behind First Cycle Programming are to meet continued planning needs, the needs of annual operating programs, the needs of air quality programs, and to reconcile overprogramming from TEA-21. Programming for subsequent fiscal years will be consistent with the funding commitments agreed upon through Transportation 2030 (T-2030), the update to the 2001 Regional Transportation Plan (RTP).

In December 2003, the MTC Commission reached consensus on Phase 1 level funding commitments in T-2030. Based on these decisions, MTC has the basic framework and direction to proceed with programming projects for FY 2005-06 and 2006-07.

Section II: Regional Six-Year TEA 21 Reauthorization Programming Plan

In October 2002, the Bay Area Partnership and associated committees discussed the six-year plan for programming TEA-21 Reauthorization STP, CMAQ, and TE funding and agreed on a 1 • 2 • 3 programming approach over a total of three cycles. In this original proposal, First Cycle was intended to program one fiscal year of Reauthorization funding, Second Cycle would program two years, and Third Cycle would program the remaining three years of Reauthorization. Since then, developments in the T-2030 Phase 1 decisions and regional funding needs have stimulated a modification to the six-year programming plan for TEA-21 Reauthorization. Since FY 2004-05 STP/CMAQ/TE revenues are not anticipated to substantially exceed the fund estimate assumptions in First Cycle and the redirection of TE into the State Transportation Improvement Program (STIP), the six-year TEA-21 reauthorization programming plan has been modified. As a result, programming will continue to span

three cycles, but each cycle will consist of two fiscal years worth of programming. The policies set forth herein reflect a 2 • 2 • 2 programming approach to Reauthorization.

The region will continue to program to the full apportionment level rather than Obligation Authority (OA) levels, with the stipulation that obligations for projects programmed in the last year of reauthorization are subject to the availability of OA. Projects funded through First, Second, and Third Cycles are subject to the project delivery policies (MTC Resolution No. 3606) adopted by the MTC Commission in October 2003. The bulk of new programming occurs in FY 2005-06 and beyond. Programming to full apportionment benefits the region with accelerated project delivery, results in lower project costs, and delivery of projects to the public sooner, which outweigh the risks of programming to higher levels than can be obligated in a given year. We have consistently been the beneficiaries of advanced federal obligation authority. However, since the region is programming STP, CMAQ, and TE prior to the reauthorization of TEA-21, Third Cycle programming will serve to balance prior programming activities from First and Second Cycles. This will ensure that the six-year programming is in consistent with the TEA-21 Reauthorization bill.

MTC and the Bay Area Partnership developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. Pursuant to that discussion, the following factors must be considered in the development of priorities and procedures for programming STP, CMAQ, and TE funds:

- The diverse nature of the Bay Area transportation system requires multi-modal investments.
- A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of Partnership sponsors.
- Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.
- This policy document is subject to revision once TEA-21 Reauthorization legislation is passed, but future policies are likely to retain these essential features.
- Projects selected must meet the program criteria of the STP, CMAQ, TE guidelines developed at the State and Federal Levels.
- Per the existing Memorandum of Understanding (MOU) between MTC and SACOG, Eastern Solano County CMAQ funding will be reserved for projects in the eastern portion of that county. Most of the nine-county MTC region lies within the Bay Area Air Quality Management District's Air Basin. One exception is the Eastern portion of Solano County, which lies within the Yolo/Solano Air Quality Management District's (YSAQMD) air basin. The Sacramento Area Council of Governments (SACOG) is responsible for air quality conformity of the YSAQMD's air basin, while MTC has the planning and programming authority for Eastern Solano County. The second exception is the Northern Sonoma air basin, which is an attainment area.

First Cycle

The First Cycle programming covers the minimal amount necessary to ensure a seamless transition

into TEA 21 reauthorization. Funding is programmed to projects with continuous annual funding needs and air quality management strategies, with the remaining balance used to address outstanding programming commitments arising from the OA shortfall from ISTEA and TEA 21. Due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments, Cycle One commits anticipated FY 2003-04 and 2004-05 STP, CMAQ, and TE revenues.

Second Cycle
Second Cycle will program anticipated STP, CMAQ, and TE apportionments for FY 2005-06 and 2006-07 and any unprogrammed apportionments from FY 2004-05. The recent California Transportation Commission (CTC) decision to redirect the TE funds into the Regional Transportation Improvement Program (RTIP) changes the TE funding distribution in the region. Beginning with FY 2003-04, half of the TE funds will be programmed to projects in each County's TLC/HIP program, while the other half will be programmed to TE eligible projects at each county's discretion. All of the TE funded projects will be administered through the RTIP in addition to any other programs the projects may fall under. Please refer to the 2004 RTIP Policies and Procedures for more specific details on the TE funding agreement between the counties and MTC (Resolution No. 3608).

This second cycle includes the "on-going commitment" category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, Regional Bicycle and Pedestrian, and STIP Backfill funding as confirmed through Transportation 2030 and follow-up discussions between partner agencies. The fiscal climate under which this policy is developed has sparked temporary program adjustments to respond to the lack of available funding to ongoing projects. Several agreements have been incorporated into this policy as a result of the compromises. Specifically, $5 million from the Regional Operations, $18 million from the TLC/HIP, and $8 million from the Regional Bicycle and Pedestrian Program will be deferred to Third Cycle for programming. The programming capacity freed up by these deferrals will be dedicated towards backfilling existing STIP projects that are financial casualties of the recent state fiscal crisis. The Commission is expected to adopt Second Cycle programming 2004 and 2005, depending on the readiness of program categories.

Third Cycle
Third Cycle will cover two years of STP, CMAQ, and TE apportionments (FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the Second Cycle and resulting from T-2030. Additionally, MTC will program the deferred programming from Second Cycle. The Third Cycle will continue to follow the direction adopted in Phase 1 T-2030 and account for any necessary program adjustments from First and Second Cycle activity based on the passage of TEA-21 Reauthorization. It is anticipated that Third Cycle will be programmed by September 30, 2006.

Spillover programming from Second Cycle, due to obligation authority limitations, may need to be accommodated in FY 2007-08 of Third Cycle. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization act. Note that obligations for projects programmed in the last year of Cycle Three are subject to the availability of OA. It may therefore be necessary to carry the programming of these projects into the first year of the following transportation act.

The region intends to balance apportionments and obligation authority (OA) limitations of the forthcoming TEA-21 Reauthorization bill through Third Cycle.

Section III: 2005 Transportation Improvement Program (TIP) and Air Quality Conformity

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or is regionally significant for air quality conformity or modeling purposes. All projects included in the MTC-prepared TIP must be derived from and/or consistent with the long-range transportation plan for the Bay Area, MTC's RTP. Federal regulations also require an opportunity for public comment prior to the TIP or any formal TIP amendment approvals.

Additionally, MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC must certify that, taken as a whole, the program of projects included in the TIP will not worsen air quality.

Projects approved as part of Second Cycle will be amended into the 2005 TIP. Because the air quality conformity finding is being performed on the 2005 TIP, any non-exempt projects that were not incorporated into the 2005 TIP air quality conformity finding will not be considered for funding in Second Cycle. In Eastern Solano County, non-exempt projects that were not incorporated into SACOG's 2003 TIP air quality conformity finding will not be considered for funding in Second Cycle. Specifically, for Eastern Solano County CMAQ project proposals, MTC encourages the Solano Transportation Authority to submit projects for immediate programming (prior to the adoption of the 2005 TIP) due to the possible air quality conformity issues facing the SACOG region. Future programming of non-exempt projects and access to funding is dependent upon the air quality conformity findings in the SACOG region. SACOG's air quality conformity status does not impact the ability to add or amend exempt projects in MTC's TIP.

Section IV: Public Involvement

Public Involvement Process

MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. The MTC website provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It also contains all of MTC's current planning and programming documents and publications located in the MTC-Association of Bay Area governments (ABAG) Library. The site posts agendas and packets as well as audiocasts, making it possible for interested parties to listen at their convenience to all Commission and standing committee meetings held in the MetroCenter's Lawrence D. Dahms Auditorium.

The projects proposed for MTC's STP/CMAQ/TE program must be consistent with the Regional Transportation Plan (RTP). Extensive outreach is held throughout the nine-county San Francisco Bay area to solicit comments on major plans and programs. Meetings are located and scheduled to maximize public participation (including evening meetings). MTC also conducts workshops, community forums, conferences, and other events to keep the public informed and involved in various transportation projects and plans and to elicit feedback from the public and MTC's partners. Additionally, when programming projects from the RTP, MTC publicizes all of the committee meetings and provides written materials to accompany the agenda items.

Under the STP/CMAQ/TE Program, Congestion Management Agencies (CMAs) or equivalent agencies are also responsible for project selection for some categories of funding. Hence, CMAs are required to comply with MTC's public outreach standards. Below are suggestions for CMAs to pursue in seeking suggestions and comments on proposed projects that will be submitted to MTC for inclusion in the STP/CMAQ/TE Program. Further guidance is contained in the CMA Guidelines for Public Involvement Strategy for Transportation 2030.

- Hold public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
- Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take action.
- In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
- Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

Title VI

Investments made in the STP/CMAQ/TE program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, the CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Section V: Fund Estimate

Baseline revenue assumptions for TEA-21 reauthorization legislation have not been established as of yet. First and Second Cycle Programs revenue projections are based on the 2001 RTP estimates and assumptions regarding TEA-21 Reauthorization. When Reauthorization legislation is passed, the approved funding levels and any necessary adjustments to First and Second Cycles will be reflected in Third Cycle.

Based on historical revenues and assumptions regarding TEA-21 Reauthorization, approximately $147 million in STP, $136 million in CMAQ (including Eastern Solano County), and $9.0 million in TE funds is available in Second Cycle. Any unprogrammed apportionments from FY 2004-05 will be programmed as part of Second Cycle to STIP Backfill projects. In September 2003, the California Transportation Commission voted to redirect TE apportionments from the regional STP-CMAQ program to the RTIP beginning with TEA-21 Reauthorization funding. In the 2004 RTIP policies, half of the TE funds will be dedicated to the STP/CMAQ/TE program for use on the TLC/HIP program.

Table 1: FY 2005-06 and 2006-07Second Cycle Estimated STP, CMAQ, and TE Revenues[1]

Program	Second Cycle Revenue (in thousands of dollars)
Surface Transportation Program	**146,900**
Congestion Mitigation and Air Quality Improvement Program (CMAQ)[2]	**131,300**
CMAQ – Eastern Solano County[2]	**4,800**
Transportation Enhancement Activities Program (TE)[3]	**9,000**
TOTAL	**292,000**

[1] Revenues based on 2001 RTP projections and assumptions about TEA-21 Reauthorization.
[2] Eastern Solano County CMAQ funds are listed separately and encompass four years worth of CMAQ apportionments, FY 2003-04 through FY 2006-07. The estimated annual apportionment is $1.2 million per fiscal year in CMAQ funds.
3 The TE funds represented here are the regional share (half) of the RTIP-TE that is to be dedicated to the County TLC Program.

Section VI: Programming Schedule

Development of the Second Cycle Program under these procedures will be done in accordance with the schedule outlined in Appendix A of this policy. This policy was developed in collaboration with the Bay Area Partnership and associated committees. STIP Backfill projects will be programmed under the 2004 RTIP in April. The Clean Air, Regional Operations, and CMA Planning categories will be programmed with the 2005 TIP update in July. Following policy adoption by the Commission in April, MTC will conduct a call for projects beginning in May, with a program adoption anticipated by December 2004 for the local streets and road and TLC/HIP programs. The Regional Bicycle and Pedestrian and Transit Capital Shortfall Programs will be programmed at a later date and amended into the Second Cycle Program.

Section VII: Second Cycle Programming Policies

A. General policies

- Second Cycle projects will be programmed based on TEA-21 legislative guidelines. Once TEA-21 Reauthorization is authorized, the projects adopted as part of Second Cycle will be reviewed for consistency with the new legislation.

- The STP, CMAQ, fund estimate for Second Cycle is based on the 2001 RTP revenue projections. When reauthorizing legislation is passed on TEA-21, the fund estimate will be updated to reflect the authorized funding revenue for STP, CMAQ. Any programming in excess of actual apportionments from First and Second Cycles will be carried over into FY 2007-08.

- Projects are subject to the provisions of the Regional Project Delivery Policies (MTC Resolution No. 3606, attached).

- The Eastern Solano County CMAQ funds will be available for programming as soon as projects are identified and brought forward by the Solano Transportation Authority.

- The Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds.

- Projects proposed must be either exempt or currently modeled in the air quality conformity finding of the 2005 TIP.

- MTC will have final program approval.

- The regional STP, CMAQ, and TE program is project specific. The STP, CMAQ, and TE funds for projects in an existing program are for those projects alone.

B. Eligible Project Categories

Categories eligible for funding include the following:

1. Clean Air Program
2. Regional Operations Programs
3. Planning Activities
4. Transit Capital Shortfall
5. Local Streets and Roads Shortfall
6. Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP)
7. Regional Bicycle and Pedestrian Program
8. STIP Backfill
9. Lifeline Transportation Program

C. Project Category Specific Policies

The Clean Air Program: This category focuses on two specific programs: Spare the Air and the Eastern Solano CMAQ. The region has confirmed its commitment towards contributing regional funds to the Spare the Air campaign, and the project sponsor will apply for funding directly through MTC.

The administration of the Eastern Solano CMAQ funds differs slightly. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible projects in the Eastern portion of Solano County. Approximately four year's worth of CMAQ funds will be available for programming to eligible CMAQ projects in Eastern Solano County in Second Cycle. A portion of these funds may be dedicated to the regionally administered programs in an amount consistent with the services provided. MTC will accept funding requests from an STA approved list of projects. Hence, projects sponsors wishing to apply for CMAQ funds in Eastern Solano will need to consult the STA first. MTC will provide a target funding amount for the STA to develop a priority list of projects to fund with the CMAQ funds allotted to that part of the region. The STA will develop their project listing in consultation the Yolo/Solano Air Quality Management District. Projects must physically lie or directly impact the Eastern Solano portion of the county and must be eligible for CMAQ funding.

Regional Operations Programs: The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, TETAP, PTAP, Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and performance monitoring. These projects are administered at the regional level and are administered as operational or regional grant programs. Project sponsors in this category apply directly for funding through MTC. Five million dollars worth of programming in the Regional Operations program will be deferred to Third Cycle for programming.

Planning Activities: MTC continues to fund congestion management planning activities. Approximately 3% of the STP revenues are dedicated to the CMAs for planning. The planning funds are based on the estimated STP revenue assumptions adopted in the 2001 RTP. 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 TLC planning grant program also receives funds under this category, but is administered through a separate process. The planning grants are usually awarded on an annual basis and a call for projects is typically held in the Spring. Please refer to the TLC Planning Grant Program for more details.

Transit Capital Shortfall: According to the findings in Phase 1 of Transportation 2030 (T-2030), the Federal Transit Administration (FTA) Formula funds and available local revenues will fund less than $10 billion of the $11 billion in score 16 transit capital projects during the T-2030 period – leaving a shortfall of $1.3 billion. Through its T-2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs (for details on the specifications of Score 16 projects,

please refer to the transit capital priorities process). Table 1, below, shows the T-2030 shortfall by operator.

Table 1: Transportation 2030 Score 16 Shortfall by Operator

	AC Transit	BART	GGBHTD	Vallejo	Total
$s (In thousands)	143,386	1,073,005	36,103	43,395	1,295,889
% of Shortfall	11.1%	82.8%	2.8%	3.3%	100%

In April 2004, the Commission reserved the annualized shortfall amount to be met by STP funds, or $54.8 million in total, to meet this transit commitment. At the time, the Commission did not stipulate how the funds would be distributed to the transit properties, other than to condition that the programming would be dependent on the FTA formula fund distribution.

Since that time, there has been agreement to apportion the transit funds in accordance with the T-2030 shortfalls, with two significant caveats. First, the amount directed to BART will be used to meet their future fleet replacement needs – see additional detail below. Second, the residual amount will be directed to those operators with a score 16 shortfall after the FY 2005-06 and FY 2006-07 FTA formula funds have been programmed, with priority given to those operators that were identified as having a T-2030 shortfall.

In October 2006, the Commission amended this policy to direct the residual amount to AC Transit's Early Bus Replacement project. AC Transit will replace 71 federal buses scheduled for replacement in 2009 with 50 buses in 2006. The difference will be a net reduction to their fleet and not eligible for replacement through Transit Capital Priorities. The buses AC Transit proposes to purchase do not currently meet the federal Buy America provision. Therefore, the STP funds will be directed to the Alameda County Congestion Management Agency (ACCMA) for an STP-eligible capital project. In exchange, ACCMA has programmed the AC Transit bus project using non-federal STIP funds. The table below identifies the funding targets for the transit capital element.

Operator	**Funding Targets**	
	$	**%**
BART	45,361,000	82.8%
ACCMA (AC Transit's Early Bus Replacement Swap)	9,423,000	17.2%
Total	54,784,000	100.0%

Financing the BART Fleet Replacement

The T-2030 capital shortfall analysis revealed that BART's shortfall was driven by their fleet replacement project, which is scheduled for replacement beginning in FY 2013. To insure that funds will be available for the fleet replacement project, MTC in conjunction with BART will create a sinking fund so that the funds will be held in reserve until BART's fleet is eligible for replacement. However, because the STP funds have a three-year expiration date, the Commission will direct the STP funds to fund BART's Transbay Seismic Retrofit Program, and

hold in reserve either Regional Measure 2 or BART's Measure AA general obligation bond proceeds—funds that would have otherwise been dedicated to BART's Transbay Seismic Retrofit Program—for the fleet replacement project.

It should be noted that any creative financing mechanism that uses RM2 funds will not change the amount of funding allocated to RM2 projects in the voter approved expenditure plan or the schedule for delivering those projects.

Local Streets and Roads Shortfall: The MTC Commission also reiterated their commitment towards alleviating the local streets and roads rehabilitation needs. Through the T-2030 process, county shortfall figures have been identified. Each county's funding target in Second Cycle, provided by MTC, is based on the annualized shortfall amount committed to in T-2030. Initial project solicitations will be conducted at the CMA level. Thereafter, each CMA will submit their approved list of funding requests to MTC for final program approval. Projects can include pavement and non-pavement elements. The local streets and road shortfall funding is intended for improving facilities on the Metropolitan Transportation System. However, the MTC 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. The project sponsor must demonstrate a Pavement Condition Index number of 70 or greater on their MTS routes before being granted the exception to use these funds off of the MTS. First priority will be given to MTS projects within a jurisdiction. Flexibility for funding projects off of the MTS will be evaluated on a case-by-case basis by the various county CMAs. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Second Cycle Programming Policies. See Appendix B for county funding targets.

TLC/HIP: This is a grant program that is administered through a separate call for projects and program guidelines and criteria. Overall the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP) must meet the criteria of the STP/CMAQ/TE program. However, the program is very specific and customized program guidance has been developed (For more details, please refer to Resolution No. 3618). While the project selection process is administered separately from Second Cycle, the schedule for the upcoming TLC/HIP program closely mirrors the Second Cycle schedule. The projects selected to receive TLC/HIP grants will be incorporated into the Second Cycle Program and TIP Amendment. Refer to MTC's website for additional application and TLC/HIP guidance information. The call for projects will be held in May of 2004, with a proposed project list anticipated by Fall 2004.

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 economic situation the region currently faces, $36 million will be programmed in Second Cycle, with $18 million deferred to Third Cycle. Nine million of the $36 million in Second Cycle programming will be programmed as RTIP-TE funds as part of the County TLC program in the RTIP. The programming details for the County TLC RTIP-TE funds will be developed with the guidelines for the County TLC Program. 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.

Regional Bicycle and Pedestrian: This is a grant program, funded at $8 million annually and is administered as a separate program by MTC in cooperation with the CMAs. Overall, this program must meet the framework of the STP/CMAQ/TE program. This is a newly introduced program in the STP/CMAQ/TE program, adopted through the T-2030 Phase 1 decisions. The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25 %. CMAs select projects for the 75% and submit a prioritized project list for the 25% share to the region. From the prioritized list of projects from each county, the region will select a final set of projects to be awarded the 25% funding. Over a 12-year programming period, counties will receive 100% of their county population share.

A CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco County are the two counties meeting this threshold and are eligible for exercising the crediting option. The crediting option allows these counties to receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects. The CMAQ credit can be used on any CMAQ eligible project in the county.

This program will be funded at $32 million between fiscal years (FY) 2005-06 and 2008-09. A single call for projects for the entire $32 million is anticipated in late 2004, of which $8 million in selected projects will be amended into the 2005 TIP (over FY 2005-06 and 2006-07). Because the 2005 TIP does not extend beyond FY 2006-07, the remaining $24 million in projects that are ultimately selected in the Regional Bicycle and Pedestrian Program will be programmed in the 2007 TIP.

STIP Backfill: In consultation with the Partnership and individual project sponsors, MTC has deferred $5 million from the Regional Operations, $18 million from TLC/HIP, and $8 million from the Regional Bicycle and Pedestrian program in STP/CMAQ/TE funding. The deferred funds are being programmed to ready-to-go existing STIP projects that do not have sufficient funding due to the state's fiscal crisis. The repayment of the displaced programmatic funding in Second Cycle will be made up for in the Third Cycle of federal programming. Any remaining unprogrammed apportionments from FY 2004-05 will also be programmed to projects in this category.

Staff developed a number of Guiding Principles in making its final recommendation. High priority projects were deemed to be safety- related, necessary to meet air quality commitments, and critical to the rehabilitation of our existing system. As well, there are a number of high profile STIP projects that are relying on future Traffic Congestion Relief Program (TCRP) allocations to make them whole, with the TCRP funds completing complex funding packages for these projects. The $62 million made available will be committed to backfilling the STIP projects. The STP/CMAQ funding for STIP Backfill is being programmed to specific STIP projects in conjunction with the 2004 Regional Transportation Improvement Program (RTIP) Adoption (MTC Resolution No. 3612).

Lifeline Transportation Program: The goal of this new program is to support lifeline transportation services and seek to improve the mobility of low-income individuals through various funding and planning activities. The program will be administered by the County Congestion Management Agencies (CMAs) and funds will be distributed to each county based on an agreed upon formula. Standard evaluation criteria for the project selection will be jointly developed by the CMAs and MTC. Once the CMAs and MTC jointly approve the collection of projects to be awarded funding under this program, recipients will work with MTC to submit their projects into the TIP. The total amount of CMAQ funding contributing to this program is $4.445 million, $1.545 million from First Cycle and $2.5 million from Second Cycle. The program is funded through other fund sources and the CMAQ funds are a contributory share of a larger program. The projects under this program are exempt from the Regional Project Delivery Policies and instead have an obligation deadline of April 1, 2007.

Table 2: Specific Program Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
Clean Air	This program category aims to support projects and programs that reduce air pollutants. Second Cycle has identified Spare the Air projects, Regional Express Bus Operations, and CMAQ projects in Eastern Solano County as eligible projects.	▪ E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval. ▪ Regional Express Bus and Spare the Air will apply directly through MTC	May 2004/ July 2004	$6.5 million
Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	Directly through MTC's Call for Projects	May 2004/ July 2004	$56 million
CMA Planning Funds	STP Planning, T-PLUS, and TLC/HIP Planning Grants.	▪ MTC staff will submit the planning grant funds directly ▪ TLC Planning Grants – Through the TLC/HIP Program Call for Projects	CMA Planning Funds – May 2004/ July 2004 TLC Planning Grants – TBA	$9 million
Transit Capital Shortfall	Transit capital rehabilitation projects, score 16 and above.	N/A	TBA	$55 million
Local Streets and Roads Shortfall	Local roadway rehabilitation projects on the Metropolitan Transportation System (MTS). Pavement and Non-pavement elements are both eligible for funding.	CMAs will solicit projects and subsequently submit an approved list of projects to MTC for final approval.	May 2004/ December 2004	$57 million
TLC/HIP	TLC/HIP projects	Through the TLC/HIP Program	May 2004/ December 2004	$36 million

[continued on next page]

Table 2: Specific Program Policies Summary (Continued)

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
Regional Bicycle and Pedestrian	The MTC Commission approved a new program category under T-2030 decisions to create a program dedicated specifically to funding bicycle and pedestrian programs.	Through the Regional Bicycle and Pedestrian Program	TBA	$8 million
STIP Backfill	Ready-to-go existing STIP projects (list of projects has been determined through collaboration with CMAs)	Directly through MTC's Call for RTIP Projects	April 2004	$62 million
Lifeline Transportation	That result in improved mobility for low-income residents of the counties, expected to be consistent with region Lifeline Program goals.	CMAs or other entity with concurrence from MTC will solicit projects and subsequently submit an approved list of projects to MTC for final approval.	January 2006	$2.5 million
			Total Second Cycle Program:	$292 million

D. Project Eligibility

1. **Eligible Projects.** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

   CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, Fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

2. **RTP Consistency.** 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 identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

3. **CMP Consistency.** Local projects must be consistent with the County Congestion Management Plan (CMP), or the adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the Second Cycle Program.

4. **Accommodations for Bicyclists, Pedestrians and Persons with Disabilities.** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

   In selecting projects, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates
TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure." (http://www.fhwa.dot.gov/environment/bikeped/Design.htm)

State Policy Mandates
California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the STP/CMAQ/TE Program, must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates
All projects programmed in the STP/CMAQ/TE Program must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Furthermore, it is encouraged that all bicycle projects programmed in the STP/CMAQ/TE Program support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2001 Regional Bicycle Plan (a component of the 2001 RTP) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: http://www.mtc.ca.gov/projects/rtp/bicycle.htm

5. **Fully Funded Projects.** The Project Must Be Fully Funded. Section 134 (h) of Title 23 of United States Code states that the regional program "shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project". All local projects included in the Second Cycle Program must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Sample Resolution - Appendix B of this guidance.

MTC will program a project component only if it finds that the component itself is fully funded, either from STP, CMAQ, or TEA funds or from other committed funds. MTC will regard funds other than STP, CMAQ, and TE as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or other federal approval. Any cost increases are the responsibility of the project sponsor.

6. **Readiness Standards.** Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for obligation in the fiscal year in which the funds are programmed in the TIP. Once obligated, the sponsor will have five years, including the fiscal year in which the funds were obligated, to expend funds. For construction or equipment purchase projects (not applicable to FTA transfers), the project sponsor will have one year to award a contract and three years to expend funds. It is therefore very important that projects be ready to proceed in the year programmed.

E. Local Match

Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The Federal Highway Administration (FHWA) will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change. The local match for TE projects will be provided by the STIP.

F. Project Application Process and Criteria

Application Components: Project sponsors must submit a completed project application for each project proposed for funding in Second Cycle Program. MTC is migrating towards a universal online application for most of the funding programs administered by MTC. Applications for Second Cycle STP and CMAQ projects will be accepted through MTC's website (See Appendix C for details). In situations where a project sponsor cannot access MTC's online application, please contact MTC staff .

Applicants should apply for the appropriate fund source to the best of their knowledge. Where applicable and eligible, MTC will assign CMAQ funds to projects. For projects applying for CMAQ funds, an emissions benefit analysis will need to be submitted. CMAQ Emissions Benefit Analysis, available at: http://www.arb.ca.gov/planning/tsaq/eval/eval.htm. After the projects have been approved, applicants will also need to provide a resolution of local support and opinion of legal counsel (See Appendices D-F). MTC has the authority to deprogram projects that do not have a Resolution of Local Support and an Opinion of Legal Counsel on file.

Application Materials

		Notes:
1	STP and CMAQ Application	Accessible at: http://apps06.mtc.ca.gov/webfms/index.jsp.
2	CMAQ Emissions Analysis	Only applies to CMAQ eligible projects
3	Resolution of local support *	After MTC develops a draft list of projects, sponsors should begin developing their Resolution of Local Support.
4	Opinion of legal counsel *	After MTC develops a draft list of projects, sponsors should begin developing their Opinion of Legal Counsel.

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support.

G. Project Delivery

The Regional Project Delivery Policy (MTC Resolution No. 3606) establishes deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization. Projects programmed in Second Cycle of TEA-21 Reauthorization are subject to the provisions of MTC Resolution No. 3606 (Attached).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

STP, CMAQ, and TE funds are programmed in the fiscal year the project is to be obligated by FHWA or transferred to FTA. Projects selected in Second Cycle are expected to be obligated in FY 2003-04 through 2007-08. A project sponsor may not be reimbursed for expenditures made prior to the authorization to proceed. Therefore, the project sponsor must not incur costs prior to an authorization to proceed from FHWA (or authorization for Advance Construction (AC)), or a transfer of funds to FTA (or pre-award authority). The following are highlighted milestones.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP, CMAQ, and TE funds (MTC Resolution No. 3606).

Field Review for Federally Funded Local Projects. By requesting funding for a federally-funded project in the TIP, the project sponsor agrees to contact Caltrans and schedule and complete a project field review within 6-months of MTC's approval of the project in the TIP. This requirement only applies to projects receiving federal funds subject to FHWA local federal-aid field review requirements. It does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

Environmental Documentation Submittals. Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible to deliver the complete environmental submittal in a timely manner.

Obligation/Submittal Deadlines. The implementing agency is required to deliver a complete and valid funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

Encumbrance/Liquidation/Project Close-Out Deadlines. STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

H. Project Amendments

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on

program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the Transportation Improvement Program (TIP).

Appendix A: Schedule of Activities

- STP, CMAQ, and TE - TEA 21 Reauthorization: Second-Cycle Programming Schedule of Activities 2004			
Date	Local Streets and Roads Shortfall	TLC/HIP Program Cycle 1	Regional Bicycle and Pedestrian & Transit Capital Shortfall Programs
January – March 2004	Development of policies with Partnership Board and Advisory Council		
April 9, 2004		**POC** review and recommendation of Draft TLC/HIP Program Guidelines	
April 14, 2004	**PAC** review and recommendation of Draft 2nd Cycle Program Guidelines		
April 28, 2004	Commission adoption of 2nd Cycle Program Guidelines	Commission adoption of TLC/HIP Program Guidelines	Commission adoption of Bicycle and Pedestrian Program Policies
May 1, 2004	Program Development/ Issue Call for Projects	Issue Call for Projects	Development of the Bicycle and Pedestrian Program. A call for projects is anticipated in Fall 2004. More details will follow as developments progress for both the Regional Bicycle and Pedestrian Program and the Transit Capital Shortfall Program.
June 31, 2004		End Call for Projects (12 weeks)	
July 2004		Project Screening Executive Staff Review of Draft TLC/HIP Program	
August - September 2004	Aug. 31 - End Call for Projects (4 months)		
September 2004	Presentation of Program to Partnership Technical Advisory Committee		
October 6, 2004	PAC Mailing of Draft 2nd Cycle STP/CMAQ Program (including TLC/HIP Program), and TIP Amendment Project Lists		
October 13, 2004	PAC Review and authorization to release Draft 2nd Cycle STP/CMAQ Program and TIP Amendment and begin the public comment period		
October 18, 2004	Release Draft Programs for Public Comment/ Begin Public Comment Period		
November 10, 2004	PAC conducts public hearing review and recommendation of Project Lists		
November 19, 2004	End Public Comment Period		
December 8, 2004	PAC review and recommendation of Draft 2nd Cycle STP/CMAQ, and TIP Amendment Program		
December 22, 2004	Commission approval of 2nd Cycle STP/CMAQ, and TIP Amendment Program		
January/ February 2005	Caltrans, FHWA, and FTA approval of 2005 TIP Amendment		

Appendix B: Funding Targets for CMA Solicitation Programs

Eastern Solano CMAQ:
The Solano Transportation Authority, in consultation with the Yolo-Solano Air District may solicit CMAQ projects for the Eastern part of Solano County in the amount listed.

County	Total Second Cycle Funding Target
Eastern Solano	$ 4,800,000

Local Streets and Roads Shortfall: Each County's local streets and roads shortfall funding target in Second Cycle is based on the MTS shortfall needs calculated through T-2030. The annual need is based on 1/25th of the RTP Local Streets and Roads shortfall need. The following is the funding breakdown by county.

Table X: Local Streets and Roads Funding Targets			
County	MTS Shortfall Need (% Share)		Total Second Cycle Funding Targets (rounded up to nearest thousand)
Alameda	10%		$ 5,728,000
Contra Costa	11%		$ 6,135,000
Marin	6%		$ 3,380,000
Napa	6%		$ 3,376,000
San Francisco	9%		$ 5,346,000
San Mateo	7%		$ 3,738,000
Santa Clara	28%		$ 16,074,000
Solano	3%		$ 1,887,000
Sonoma	20%		$ 11,652,000
Total	100%		$ 57,316,000

* Amounts are approximate and funding is subject to availability. Some funds may be in FY 2007-08.

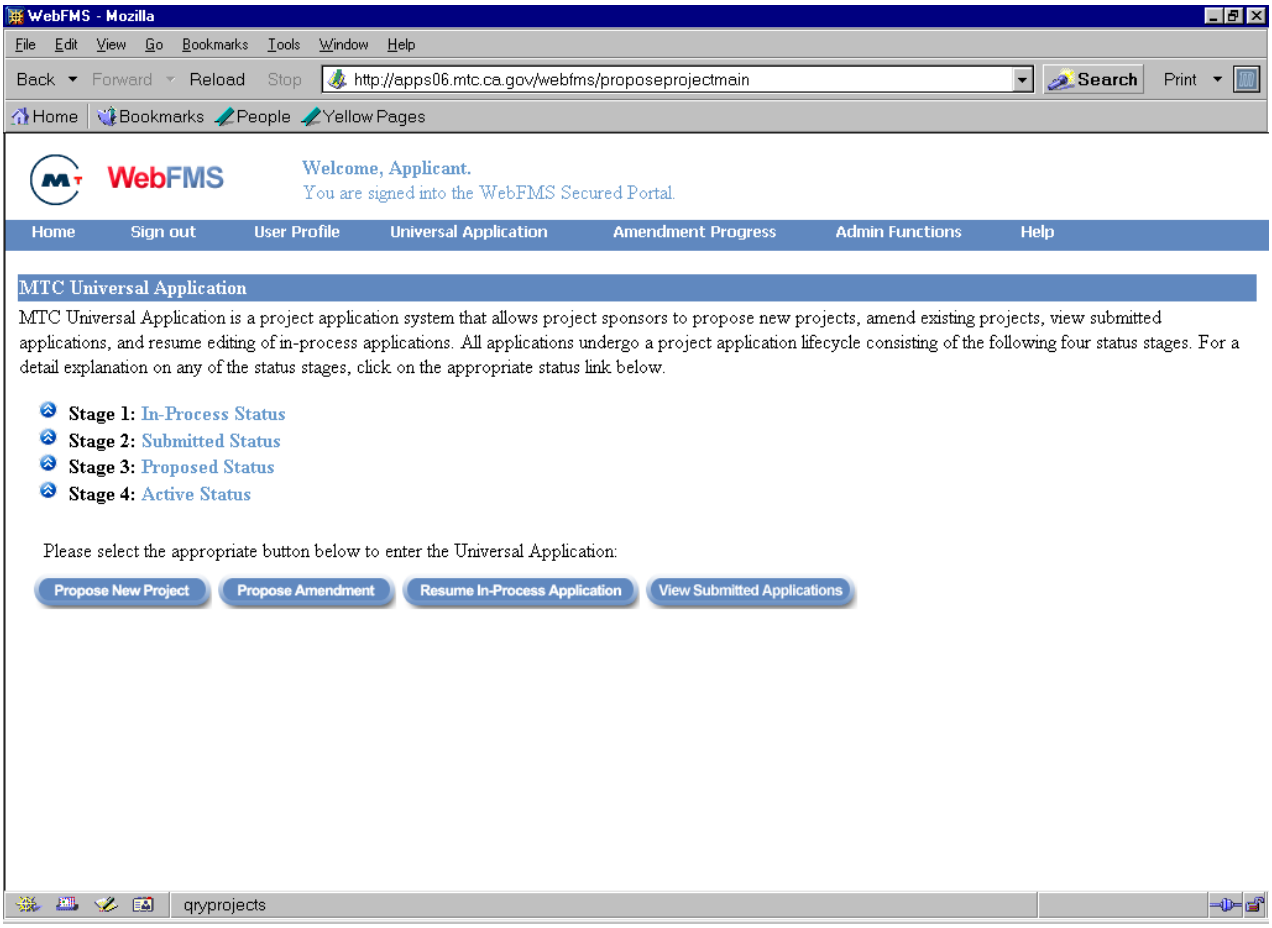
Appendix C: Second Cycle Application
General Guidelines

The Universal Application is a project application system that allows project sponsors and transit agencies to propose new projects to MTC, propose amendments to existing projects, view submitted applications, and resume editing of In-Process applications. The application is accessible at http://apps06.mtc.ca.gov/webfms/index.jsp. Please Contact Raymond Odunlami at 510-464-7717 for any technical problems with WebFMS. The following pages contain sample screen shots and instructions for the online application.

Setting up a Profile
Before an applicant may submit an application, a user profile must be created, confirmed, and approved by the WebFMS Fund Administrator. When entering the homepage of the WebFMS system, click on the "Sign In" tab. A link that will enable you to begin the process of setting up a profile will appear. Your profile should be set up in one working day of your submittal. After your profile has been set up, you will be able to proceed with the application submittal.

Note that if you are not currently signed onto the WebFMS Secure Portal, you will not see the Universal Application link. This link is only provided to transit operators and agencies to submit new project and project amendment applications.

Universal Application
PRE-STEP: Entering the Application Portal
After signing in, you will notice a "Universal Application" tab will appear in the blue bar at the top of the page. Click on the "Universal Application" tab. The Universal Application Main Menu presents the user with several options (shown below). Since the most common function will be to propose a new project, the instructions herein will reflect a new project application.



Click this button to begin an application for a new project.

Click this button to begin an application for an amendment to an existing transportation project.

Click this button to resume an In-Process application. Users who have saved their application but have not submitted the application should click this button. Also applications that are declined would be found here.

Click this button to view all submitted applications. Once applications have been submitted, users cannot make any more changes to the application, unless the application is later declined.

STEP 1: General Project Information

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop http://apps06.mtc.ca.gov/webfms/uaentry?dest=newproject Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project General Information - Step 1

Glossary | Application Assistant | Contact Us

**Project Title (Not to exceed 50 characters):

*County:

*Sponsor:

*Implementing Agency:

Example

Project Title: SR 29 Rio Del Mar Intermodal Station

County: Napa

Sponsor: Amer Canyon

Implementing Agency : Amer Canyon

** These fields must be inputted before navigating to another step.

* These fields must be inputted before the application can be submitted.

Next Save Submit Cancel

Done

STEP 2: Description

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop http://apps06.mtc.ca.gov/webfms/ua/uaprojectdescription?dest=uaprojectdescriptionform Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Description - Step 2 | Glossary | Application Assistant | Contact Us

*Mode:
*Type:
*Purpose:
*Project Description (Not to exceed 200 characters):
*Expanded Project Description:
*Transportation Problem to be addressed:

Example

Mode: Transit

Type: Mass Transit - Buildings & Oth

Purpose: Expansion

Project Description: American Canyon: Southwest corner of SR29 & Rio del Mar; Construct intermodal station including parking for 30 vehicles, bus transfer with a covered stop, bike racks & lockers.

Expanded Project Description: City of American Canyon: Southwest corner of SR29 & Rio del Mar; Construct intermodal station including new parking spaces for 30 vehicles, bus transfer lanes to accommodate up to 25 buses, covered stops for passengers, and 50 bike racks and lockers.

Transportation Problem to be addressed: Provide passenger amenities to encourage safe and comfortable transit use thereby increasing transit ridership.

* These fields must be inputted before the application can be submitted.

Previous Next Save Submit Cancel

Done

STEP 3: Location Information

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop http://apps06.mtc.ca.gov/webfms/ua/uaprojectlocation?dest=uaprojectlocationform Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Location - Step 3 | Glossary | Application Assistant | Contact Us

State Hwy Route:

Post Miles: From: (Miles) To: (Miles)

Post KM: From: (KM) To: (KM)

Map: Browse...

(Please attach a map file or mail a copy of the map of the project to MTC. Acceptable file formats are jpg, gif, png, pdf, doc)

Area: Non-Urbanized Area

*State Assembly Districts: 1 6 7 8 11 12 13 14 15 16 18 19 20 21 22 23 24 28

*State Senate Districts: 2 3 4 7 8 9 10 11 13 15

*Congressional Districts: 1 3 6 7 8 9 10 11 12 13 14 15 16

Example

Route: 880

Map: vtaprojname.gif

* These fields must be inputted before the application can be submitted.

Previous Next Save Submit Cancel

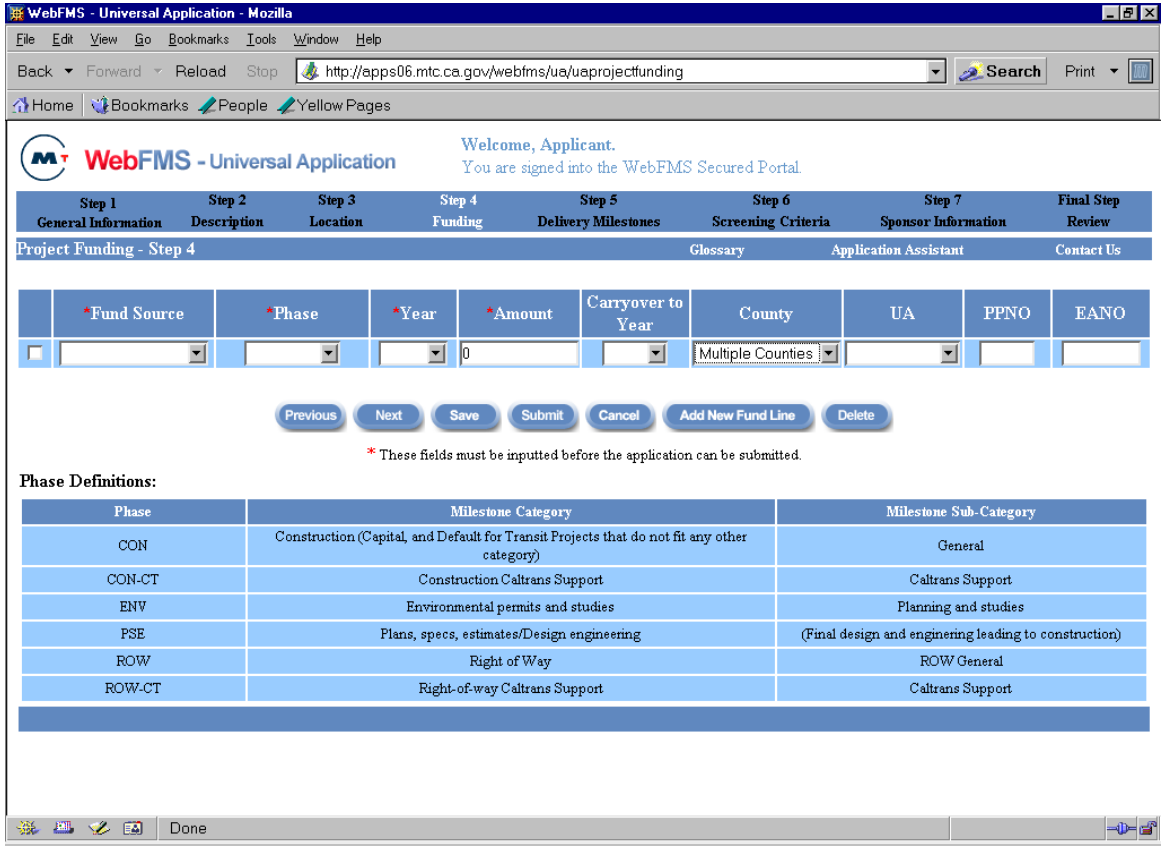
Done

STEP 4: Funding Information

Project Phases: Applicants must separate the projects and submit the funding according to project in the following four components:

1. Environmental Document and Preliminary Engineering (EDPE)
2. Final Design, Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW), and right of way related activities
4. Construction, construction management and engineering, including surveys and inspections, equipment acquisition, and purchase of rolling stock. (CON)

Project Costs: Funding amounts for any component shall be rounded to the nearest $1,000.
Fiscal Years of Programming: The Second Cycle Program covers a two-year period, FY 2005-06 and FY 2006-07.



STEP 5: Delivery Milestones

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop http://apps06.mtc.ca.gov/webfms/ua/uaprojectmilestones?dest=uaprojectmilestonesform Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Milestones - Step 5 | Glossary | Application Assistant | Contact Us

	Month	Year
*Begin Environmental Studies:		
*End Environmental Studies:		
*Begin Design Engineering:		
*End Plans, Specs, and Estimates:		
*Begin R/W Certification:		
*Advertise Construction (Ready to list):		
*Begin Construction (Award):		
*Project Completion:		

* These fields must be inputted before the application can be submitted.

Previous Next Save Submit Cancel

Done

STEP 6: Screening Criteria

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop http://apps06.mtc.ca.gov/webfms/ua/uaprojectscreening?dest=uaprojectscreeningform Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Screening - Step 6 Glossary Application Assistant Contact Us

* Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? Click here for more information on Caltrans Deputy Directive 64

* Is non-motorized travel impeded by this project?
If yes, has a cross-facility, non-motorized access been included in the project?

* Has a parallel non-motorized facility been designed to accomodate non-motorized travelers?

* Have you reviewed local county, and regional bike plans for roadway design consistency?

If applicable, please attach an excerpt from the bike plan in the vicinity of your project (Acceptable file formats are jpg, gif, png, pdf, doc): Browse...

* Is project consistent with MTC's RTP, other regional, local plans and programs (e.g. most recently adopted Short Range Transit Plan)?

SRTP Reference: FY Adopted: SRTP Page:
RTP Reference: FY Adopted: RTP Page: RTP Reference Number:
List other applicable plans:

* Is project supported by an adequate financial plan with all sources of funding identified and has

Done

STEP 7: Sponsor Information

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop http://apps06.mtc.ca.gov/webfms/ua/uaprojectsponsor?dest=uaprojectsponsorform Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Sponsor - Step 7 Glossary Application Assistant Contact Us

Sponsor ☐ Use User Profile Data

*Agency Name:
*First Name:
Middle Initial:
*Last Name:
*Title:
*Address Line 1:
Address Line 2:
*City:
*State: CA
*Zip Code:
*Telephone:
Fax:
*E-mail:

Implementing Agency ☐ Same as Sponsor

*Agency Name:
*First Name:
Middle Initial:
*Last Name:
*Title:
*Address Line 1:
Address Line 2:
*City:
*State: CA
*Zip Code:
*Telephone:
Fax:
*E-mail:

* These fields must be inputted before the application can be submitted.

Previous Next Save Submit Cancel

javascript:Validate(document.forms[0],false, false,",")

Appendix D: Sample Resolution of Local Support

STP, CMAQ, and TEA Second Cycle Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to TEA 21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program in Second Cycle for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 11.47%; and
2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface

Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that funds must be obligated by June 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TE Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TE funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TE funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program or the Congestion Mitigation and Air Quality Improvement Program of TEA-2I Reauthorization in the amount of ($ STP/CMAQ request) for (project description) ; and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at ($ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by June 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

Appendix E: Sample Opinion of Legal Counsel

STP, CMAQ, and TE Second Cycle Project Application

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix D. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TE Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TE Program

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the STP, CMAQ, and TEA First Cycle Program made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the STP, CMAQ, and TE Program.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TE Program funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STP, CMAQ, and TE Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Appendix F: Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TE Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TE Program for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TE funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in (Appendix E).

Appendix G: Regional Project Delivery Policy

Metropolitan Transportation Commission
Regional Project Delivery Policy
for TEA-21 Reauthorization - STP and CMAQ Funding
MTC Resolution No. 3606

General Policy

The region has established deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization.

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the Transportation Improvement Program (TIP).

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles.
Final decisions regarding the reprogramming of available funds will be made by the Commission.

Project Cost Savings/Reductions in Scope/Project Failures

From time to time projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA), within a timely manner, that the funds resulting from these 'project savings' will not be used.

Project savings accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the formula-based programs, such as county guaranteed funding returned to counties based on a population share, are available for redirection by the CMAs within the formula program, subject to Commission approval.

Project savings within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the 3% planning funds for CMA planning activities, are available for redirection by the Commission.

For all programs, the projects using the redirected savings prior to the obligation deadline must still obligate the funds within the original deadline.

Project savings or unused funding realized after the obligation deadline return to MTC. Any funds that have been obligated but remain unused will be deobligated from the project and returned to the Commission for redirection.

Project Advances

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and State Budget Authority (SBA) in a particular year, with current programmed projects that have met the delivery deadlines having priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered after April 1, and before June 30 of each fiscal year. In some years, OA may not be available for advancements until after June 30, but the request for the advanced OA must still be received by Caltrans prior to June 30.

Implementing agencies wishing to advance projects may request Advance Construction (AC) authorization from Caltrans (or pre-award authority from FTA) to proceed with the project using local funds until OA becomes available.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Funds to be Obligated/Transferred in the Fiscal Year Programmed in the TIP**

  STP and CMAQ funds are to be programmed, up to the apportionment level for that fiscal year, in the TIP within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP). This will improve the overall management of federal Obligation Authority (OA) within the region and improve the likelihood that OA and State Budget Authority (SBA) will be available for projects that are programmed in a particular fiscal year.

- **Field Reviews**

  Implementing agencies are required to request a field review within 6 months of MTC's approval of the project in the TIP for federal-aid projects receiving funding through the STP and CMAQ programs that are subject to AB 1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

  Failure for an implementing agency to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the TIP could result in the funding being subject to reprogramming.

- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline**

  Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way or construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects or planning activities.

- **Obligation/Submittal Deadlines**

  Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

  In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

  Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

  For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of June 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP. For example, projects programmed in FY 2005-06 of the TIP have an obligation/FTA transfer 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.

- Submittal Deadline: April 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- Obligation Deadline: June 30 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

April 1 - Regional submittal deadline. Compete package submittals received by April 1 of the fiscal year programmed in the TIP will receive first priority for obligations against available OA.

April 2 – June 30 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by June 30. If OA is limited, these projects would compete for OA with projects advanced from the following fiscal year on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

June 30 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years, must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Authorization of Advance Construction (AC) satisfies the regional obligation deadline requirement.

• Encumbrance/Liquidation/Project Close-Out Deadlines

STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

The following provisions are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding for reimbursement of incurred project costs.

- Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.
- Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers).
- Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be approved/awarded in an FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA.

Funds that miss the encumbrance, liquidation/project close out deadlines are subject to de-obligation if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance.

Implementing agencies with projects that require reappropriation in the State budget, or require a CWA from the California Department of Finance, or fail to meet the post-obligation provisions, or have projects that have been inactive for more than two years, regardless of federal fund source, are subject to MTC restrictions on receipt of OA for subsequent projects, and/or limitations on future programming of funds until the reappropriated/ inactive projects are cleared up and a firm commitment date is provided to Caltrans Local Assistance for meeting the next project milestone.

MTC	State FY 1	State FY 2	State FY 3	State FY 4	State FY 5	State FY 6
Milestone Deadline	June 30	June 30	June 30	June 30	June 30	
Programming						
Obligation						
Encumbrance						
Award						
Liquidation						
Project Close-Out						

- ## Inactive Projects

  Most projects can be completed well within the state's seven-year deadline for project close-out. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than a few years. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion.

  Implementing agencies that have projects that have not been closed out within one year of final expenditure, or have projects that remain inactive for more than two years, regardless of federal fund source, will have future OA limited for subsequent projects, and/or have restrictions on future programming. Completed phase invoicing and project close-out within a reasonable time will help ensure the implementing agency remains in good standing.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funding due to a missed state deadline.

Although the policy is limited to the regional STP and CMAQ funds managed by MTC, the state deadlines sited apply to all federal-aid funds administered by the state. Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

APPENDIX A – 6

Project Selection Processes

Program Guidelines for MTC's Regional Bicycle and Pedestrian Program (RBPP) Funded with Congestion Mitigation and Air Quality (CMAQ) Program Funds

MTC Resolution No. 3644

Date: July 28, 2004
W.I.: 1125
Referred by: PAC

ABSTRACT

Resolution No. 3644

This Resolution adopts the program guidelines for MTC's Regional Bicycle and Pedestrian Program (RBPP) funded with Congestion Mitigation and Air Quality (CMAQ) Program funds.

The following attachment is provided with this Resolution:

Attachment A— Regional Bicycle and Pedestrian Program Guidelines

Date: July 28, 2004
W.I.: 1125
Referred by: PAC

RE: Regional Bicycle and Pedestrian Program Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. NO. 3644

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has developed a process and criteria to be used in the selection and ranking of Regional Bicycle and Pedestrian Program (RBPP) projects to be funded with Congestion Mitigation and Air Quality Program (CMAQ) funds attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC will use the process and criteria set forth in the attachments of this Resolution to develop a program of projects for the Regional Bicycle and Pedestrian Program to be amended into the Transportation Improvement Program (TIP).

RESOLVED, that MTC approves the process and criteria to be used in the selection of Regional Bicycle and Pedestrian projects to be amended into the TIP, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this Resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on July 28, 2004.

Date: July 28, 2004
W.I.: 1125
Referred by: PAC

Attachment A
MTC Resolution No. 3644
Page 1 of 9

Regional Bicycle and Pedestrian Program
Program Guidelines

I. Program Description

The Regional Bicycle and Pedestrian Program was created by the Commission to fund the construction of the Regional Bicycle Network and regionally significant pedestrian projects. The Commission committed $200 million in Phase One of Transportation 2030 to support the regional program over a 25-year period. These guidelines govern the first four years worth of Federal Congestion Management and Air Quality Mitigation (CMAQ) funding, a total of $32 million for FY 2005/06 through FY 2008/09.

Sub-Programs: The program funds in the first four years are divided into two portions: 25% of the total funds is designated as the Regional Portion, a competitive program in which projects will be selected based on evaluation criteria in these guidelines; the remaining 75% of the funds is designated as the County Portion which is distributed to county congestion management agencies (CMAs) based on their county population shares. The CMAs, with review of bicycle and pedestrian interests, will select projects for the 75% county portion based on criteria developed by the CMA and will identify projects to submit to MTC for consideration for the 25% regional portion. Consistent with MTC Resolution No. 3615, each county will receive 100% of its population share of funding over a 12-year period. Table 1 shows each county's total four-year 75% program level; annual targets consistent with the programming policies in MTC Resolution 3615 will be provided by MTC in the call for projects. Table 2 shows each county's 100% 12-year population share.

Table 1: Program Funding Levels FY 05/06 – FY 08/09

	Funds Available
Total 4-Year Funding	**$32,000,000**
Total Regional Portion (25%)	**$8,000,000**
Total County Portion (75%)	**$24,000,000**
Alameda	$5,107,755
Contra Costa	$3,356,779
Marin	$874,874
Napa	$439,682
San Francisco	$2,747,973
San Mateo	$2,501,837
Santa Clara	$5,952,752
Solano	$1,395,835
Sonoma	$1,622,513

Table 2: 12-Year 100% County Shares*

County		Population Share
Alameda	$20,431,020	21%
Contra Costa	$13,427,117	14%
Marin	$3,499,496	4%
Napa	$1,758,727	2%
San Francisco	$10,991,894	11%
San Mateo	$10,007,349	10%
Santa Clara	$23,811,007	25%
Solano	$5,583,339	6%
Sonoma	$6,490,050	7%
Total 12-Year Funding	**$96,000,000**	**100%**

*Subject to availability of funds

Mode-Split Targets: The program has an overall goal to fund bicycle and pedestrian projects equally over a 12-year period. However, to encourage pedestrian projects that may not have other sources of dedicated funding, the Regional portion and each County Portion are expected to direct a minimum of 25% of their respective funds over the 12-year period toward projects predominantly serving pedestrians.

II. Eligible Applicants

Regional Bicycle and Pedestrian Program grants are available to local governments, transit operators, and other public agencies that are eligible recipients of federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds. Grant recipients will be required to take the capital project through the federal-aid process with Caltrans Local Assistance, and obligate, or commit, the federal funds by the regional obligation deadline specified by MTC. In addition, grant recipients are strongly encouraged to attend a training workshop offered by Caltrans on project implementation and the federal aid process.

III. Eligible Projects

Project activities eligible for funding include: pedestrian and bicycle facilities (including bike parking) that provide access to regional transit, lifeline transit, regional activity centers, or schools; bicycle facilities on the Regional Bicycle Network defined in the Regional Bicycle Plan (December 2001); and regionally significant pedestrian projects. Pedestrian projects are intended to be inclusive of facilities or improvements that accommodate wheelchair use. All projects must meet eligibility criteria and project readiness requirements described below consistent with CMAQ eligibility guidelines.

Project Eligibility Criteria

All projects are required to demonstrate a likely mode shift to bicycling or walking.
Projects must meet all of the following criteria to be eligible for the Regional or County portions of the program:

1. Project falls into one of the following categories:

   Bicycle Projects
   - Included in the Regional Bicycle Network as defined in the adopted Regional Bicycle Plan (December 2001)

   Pedestrian Projects
   - Provides access to and within regional activity centers[1]

   Project Serves Either Bicyclists or Pedestrians
   - Provides access to regional transit or lifeline transit[2]
   - Meets Safe Routes to Schools criteria

2. Project is CMAQ eligible under Federal guidelines. The project sponsor must be able to demonstrate the project encourages walking or bicycling as a means of improving air quality. Note that Federal guidelines prohibit the use of CMAQ funds for projects purely intended for safety as well as for basic repair and rehabilitation of bicycle or pedestrian facilities. CMAQ funds *may* be used to fund a limited period of operations for an attended bicycle parking facility (i.e., bikestation)
3. Sponsor assures a local match of at least 11.5% of the total project cost will be available.
4. Funding request is at least $300,000 and does not exceed $4 million or the county's 12-year population share of funds, whichever is less. Counties with a four-year share of $2 million or less may fund projects below the $300,000 limit. As a general guideline, auxiliary elements (e.g. ADA access improvements, utility trenching, drainage work, fire hydrants, landscaping, cosmetic resurfacing, surface improvements, etc.) that are incidental to the overall project should not exceed 20% of the total project cost. Signage designating a bicycle or pedestrian facility is not considered auxiliary elements for this program. Exceptions may be allowed at the discretion of the CMA (for the County Portion) or MTC (for the Regional Portion). In particular, new sidewalk projects may be exceptions.
5. Project is well-defined and results in a usable segment. MTC defines a usable segment as a section of public improvements that has defined start and end points and allows continuous travel from the start point to the end point.
6. Sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
7. Sponsor understands and agrees to MTC project delivery requirements as described in MTC Resolution No. 3606. Key highlights are shown below:
   a. Federal funds through the Regional Bicycle and Pedestrian Grants program are fixed

[1] Regional activity centers include universities, hospitals, major commercial districts, major employment centers, central business districts, and major public venues. Priority should be given to projects serving utilitarian trip purposes. Projects providing pedestrian access to or within a regional activity center will be eligible for funding. Projects providing bicycle access to or within a regional activity center are only eligible if the facility is included on the Regional Bicycle Network.

[2] Regional transit is transit serving a regional activity center and is typically a "trunkline" service. Lifeline transit serves low-income, transit-dependent communities.

at the programmed amount, and therefore any cost increase would not be funded through the Regional Bicycle and Pedestrian Program.

b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in MTC's Transportation Improvement Program (TIP).
c. A field review with Caltrans Local Assistance will be completed within six (6) months of grant approval.
d. The appropriate NEPA document for the project will be certified through the office of Caltrans Local Assistance within twelve (12) months of grant approval.
e. Federal funds will be obligated by the fund obligation deadline established by MTC for this grant cycle.
f. MTC will be notified immediately to discuss potential project implications that will affect the delivery of the project.
g. The project sponsor or a cooperating agency commits to maintaining the project.

Project Readiness Criteria

The following criteria will be used to evaluate whether a project will be able to meet the fund obligation deadline. Projects determined to be unlikely to meet the fund obligation deadline will be considered ineligible.

1. Is the project dependent upon another uncompleted major capital project?
2. Has a PSR or feasibility study been completed?
3. What type of environmental document required by CEQA and NEPA will be (has been) prepared, and when would it be (was it) certified? What environmental issues may require more detailed study?
4. Is the project entirely within the local agency's right-of-way? Are any new right-of-way, permits or easements needed, and when would it be acquired if needed?
5. Is there a utility relocation phase within the project area but implemented separately from the project?
6. Have all affected departments within the local government agency, transit agency, and/or other public agency (1) been involved in the development of the project and (2) reviewed the project to ensure project feasibility?
7. Is there significant local opposition or any pending lawsuits related to the project that may prevent the project from meeting the funding obligation deadline?

IV. Criteria for Project Selection and Prioritization

County Portion (75%)

For the county portions, projects meeting the eligibility criteria outlined in Section III may be selected and recommended for programming based on criteria developed at the discretion of each CMA. CMAs <u>may</u> choose to use scoring factors in table 2 (below) for this purpose. CMAs are welcome but not required to adopt the Regional Portion project selection factors listed below. Project selection factors must be consistent with the Project Eligibility Criteria above and must address both pedestrian and bicycle projects.

Regional Portion (25%)

Projects meeting the Project Eligibility Criteria will be prioritized and recommended for funding based on the degree to which they:

- Provide bike and/or pedestrian access to regional transit / lifeline transit, schools, regional activity centers
- Eliminate major gap or obstacle in a bike or pedestrian facility
- Have community support, as indicated by inclusion in an adopted plan or other document endorsed by community advisory groups
- Address safety concerns
- Provide local matching funds
- Are regionally significant

The basis for scoring in each of these factors is outlined in Table 2.

Table 2: Scoring Basis for Selecting Projects for Regional Portion

Focus Area	Ranking and Description	Points
Gap closures in sidewalk or regional bicycle network serving mobility needs Addresses barrier* to completing trip	High: Project provides means to overcome a barrier e.g. bridge over freeway, expressway, or rail line) or eliminates a gap (e.g. a new bike lane or a new sidewalk in a corridor without facilities) where no nearby facility exists.	8-10
	Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.	4-7
	Low: Project extends an existing pedestrian facility or regional bicycle route (e.g. bike lane or sidewalk), working towards a gap closure, but not eliminating it.	0-3
Access to schools, regional transit**, lifeline transit** or to/within regional activity center***	High: Project is specifically designed to significantly improve access to a destination. Project will be within ¼ mile (pedestrian facility) or 1/2 mile (bike facility) in actual walking/biking distance from destination.	8-10
	Medium: Project will generally enhance access to a destination. Project will be within ½ mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination.	4-7
	Low: Project improves upon limited existing access. Project will be beyond1/2 mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination.	0-3
Safety	High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure.	8-10
	Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)	4-7
	Low: Project will generally improve safety, even though there are no known problems.	0-3

* Barriers include major arterials, freeways, major transit facilities, railroad tracks, creek/streams, etc. A substandard or deficient facility is generally considered a "medium" gap.

** Regional transit is transit serving a regional activity center. Lifeline transit serves low-income, transit-dependent communities.

*** Regional activity centers include universities, hospitals, major commercial districts, major employment centers, , central business districts and major public venues. Priority should be given to projects serving utilitarian trip purposes when possible. Pedestrian access to or within a regional activity center will be eligible for funding. Bicycle access to or within a regional activity center is only eligible if it is included on the regional bicycle network.

Table 2: Scoring Basis for Regional Prioritization Factors cont.

Focus Area	Ranking and Description	Points
Community Support	High: Project has **strong** documented community and neighborhood support. Letters of support OR minutes indicating actions taken in support of project provided. Projects are included in a local, county or community-based plan.	8-10
	Med: Project has some community & neighborhood support. Projects are included in a local, county or community-based plan.	4-7
	Low: Community outreach will be completed as part of the project, but little or none done to date.	0-3
Other Funds with a copy of local resolution	Project can commit over 35% of total project cost (includes 11.47% required match) from other sources	5
	Project can commit 30% to 34.9% of total project cost (includes 11.47% required match) from other sources	4
	Project can commit 25% to 29.9% of total project cost (includes 11.47% required match) from other sources.	3
	Project can commit 20% to 24.9% of total project cost (includes required 11.47% required match) from other sources.	2
	Project can commit 15 to 19.9% of total project cost (includes 11.47% required match) from other sources.	1
Regional Significance Bonus	Demonstrates multi-jurisdictional cooperation****; project is innovative; has potential to be replicated elsewhere; demonstrates regional significance	0-5

**** Jurisdictions include city/county public agencies, special districts, non-profit organizations, transit, etc.

V. Application and Evaluation Process

Step 1: MTC issues a "call for projects" to the CMAs. The call for projects will include a form for submitting projects for the Regional Portion.

Step 2: CMAs solicit projects within their counties

a. CMAs screen projects based on the adopted eligibility criteria.
b. With review from their bicycle and pedestrian committees (or other committees with bicycle and pedestrian interests represented[3]) CMAs select projects for the County Portions based on criteria developed at the discretion of each CMA and identify projects for submittal to MTC for the competitive Regional Portion.

Step 3: CMAs submit to MTC:

- Board approved, prioritized list of projects for the County portion with recommended programming years for each project. MTC staff will review county lists for consistency with the adopted eligibility criteria. The amount of funds requested by a CMA in any year may not exceed the annual county target provided by MTC with the call for projects. A CMA may choose to defer selection of specific projects for FY 07/08 and FY 08/09 until early 2006, when the remainder of the STP and CMAQ funds will be programmed in preparation for the 2007 Transportation Improvement Program (TIP).
- Project applications for those projects to be considered for the Regional Portion.
- Documentation that the projects recommended for the County portion and those submitted for consideration for the Regional Portion were reviewed with both bicycle and pedestrian interests, as described under Step 2.

Step 4: MTC evaluates projects submitted by CMAs for consideration for the Regional Portion. The evaluation will be conducted with a committee of representatives from the Regional Bicycle Working Group, Regional Pedestrian Committee , Bay Area Partnership and MTC staff.

Step 5: MTC's Executive Director will make a funding recommendation to the Commission. The recommendation for the Regional Portion will be based on the evaluation in Step 4. The recommendation for the County Portion, will be based on the prioritized lists of projects submitted to MTC in Step 3. County priorities will be adhered to up to the 4-year county funding amount shown in Table 1. Projects with higher local match would receive priority for programming in the early years.

Step 6: Following Commission's approval, grant recipients will submit to MTC a board-approved resolution demonstrating commitment to fund and build the project and an opinion of legal counsel. The recipient will attend a workshop on implementation and the federal-aid process. Grant recipients will be required to take the project through the

[3] Pedestrian representatives can include advocates, public works staff, parks and recreation staff, or other agency staff with responsibility for planning and implementing pedestrian improvements.

federal-aid process with Caltrans Local Assistance. Funds returned from the County portion may be reprogrammed to another project based on the recommendations from the CMA. Funds returned to the Regional Portion will be reprogrammed according to Commission policy.

Crediting of Sales Tax funds

Consistent with Resolution 3615, a CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco counties meet this threshold and are eligible to exercise this crediting option. These counties can receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects eligible under these guidelines. The credited amount can be used for other CMAQ eligible projects in the county.

Credit will be given at the start of each cycle. As a condition for receiving credit in the next four-year programming cycle, CMAs must report back to MTC at the end of each cycle with evidence that local sales tax funds were spent to implement eligible bike/pedestrian projects meeting the eligibility criteria in these guidelines. No credit will be allowed during the first two fiscal years of the program (FY 2005/06 and FY 2006/07).

APPENDIX A – 7

Project Selection Processes

Guidance for Programming SAFETEA First Cycle Augmentation Program of Projects Funded with FY 2004/05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds

MTC Resolution No. 3695

Date: April 27, 2005
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3695

This resolution adopts the policy and programming for the Cycle 1 STP/CMAQ Augmentation Program. The policy contains the project categories that are to be funded with FY 2004-05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for inclusion in the 2005 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Cycle 1 Augmentation Policy and Programming

Further discussion of the Cycle 1 STP/CMAQ Augmentation Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated April 13, 2005.

Date: April 27, 2005
W.I.: 1512
Referred By: PAC

RE: Cycle 1 STP/CMAQ Augmentation Program: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3695

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Augmentation Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, developed a program of projects to be funded with STP and CMAQ funds in Cycle 1 STP/CMAQ Augmentation Program for inclusion in the 2005 Transportation Improvement Program (TIP), as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2005 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the policies and programming for the Cycle 1 STP/CMAQ Augmentation Program, as set forth in Attachment A and B of this Resolution; and be it further

RESOLVED that the projects will be amended into in the 2005 TIP, subject to the final federal approval of the amendment; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on April 27, 2005

Date: April 27, 2005
W.I.: 1512
Referred by: PAC

Cycle 1 STP/CMAQ Augmentation

Policy and Programming
For FY 2004-05

Cycle 1 STP/CMAQ Augmentation Program
Policies and Programming

Table of Contents

BACKGROUND 3

GENERAL PROGRAMMING POLICY 3

CYCLE 1 AUGMENTATION FUND ESTIMATE 5

CYCLE 1 AUGMENTATION FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES 6

- Funding Objectives 6
- Programming Categories 6
  - *Strategic Expansion (STIP Backfill)* 7
  - *Local Streets and Roads Rehabilitation* 7
  - *Transit Rehabilitation* 8
  - *System Management and Safety* 8

SCHEDULE 9

PROJECT LIST 9

APPENDIX A: STRATEGIC EXPANSION PROJECT LIST 11

- A-1: STIP Projects at Risk Due to State Transportation Funding Shortfall 11
- A-2: Critical Project List – Funding Contributions 12

APPENDIX B: LOCAL STREETS AND ROADS REHABILITATION PROJECTS 13

APPENDIX C: TRANSIT REHABILITATION PROJECTS 14

APPENDIX D: SYSTEM MANAGEMENT AND SAFETY PROJECTS 15

BACKGROUND

Beginning in 1991, six-year transportation bills have authorized federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the states and regions. The Metropolitan Transportation Commission (MTC) is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and recipient of STP and CMAQ funds. In anticipation of the reauthorization of the transportation bill, Transportation Equity Act of the 21st Century (TEA 21), in 2003, MTC approved the First and Second Cycle STP/CMAQ Programming in June 2003 and December 2004, respectively. To date, a reauthorization bill has not been passed, however a continual stream of STP and CMAQ is being funneled to the regions through numerous extension bills.

The Federal Highway Administration (FHWA) and Caltrans have issued official apportionments and obligation authority (OA) level notices for fiscal years (FY) 2003-04 and 2004-05 (the years covered in the First Cycle Program). From these notices, MTC anticipates an additional $107 million in programming capacity for FY 2004-05 based on MTC's programming slightly below actual apportionments and, to a greater extent, to additional Obligation Authority (OA) the region captured by its aggressive project delivery that advanced projects from FY 2004-05 and FY 2005-06 into FY 2003-04. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07.

GENERAL PROGRAMMING POLICY

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. Under the STP/CMAQ Program, Congestion Management Agencies (CMAs) are responsible for project selection for the Local Streets and Roads rehabilitation category of funding. Hence, CMAs are required to comply with MTC's public outreach standards.

2. **2005 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 Augmentation must be amended into the 2005 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or is regionally significant for air quality conformity or modeling purposes.

3. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2005 air quality conformity finding has been completed for the 2005 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 STP/CMAQ Augmentation Program.

4. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), the State Environmental Impact Report Guidelines (l4 California Code of

Regulations Section l5000 et seq.), and if applicable the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

5. **Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/ Implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of three parts: 1) an online application or amendment to an existing TIP project accessible through MTC's WebFMS system at http://www.mtc.ca.gov/funding/fms_intro.htm, 2) Resolution of Local Support approved by the Project Sponsor/ Implementing Agency's Board, and 3) Opinion of Legal Counsel. Sponsors of the Strategic Expansion (STIP) projects or projects that have received STP/CMAQ or FTA funds previously do not need to submit a new Resolution of local support or opinion of Legal Counsel. Refer to MTC's website for templates of the Resolution of Local Support and Opinion of Legal Counsel.

6. **Project Screening and Compliance with Regional and Federal Requirements:** MTC staff has performed a cursory review of projects proposed for Cycle 1 STP/CMAQ Augmentation Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. The projects are also subject to compliance with the following policy areas, detailed in MTC Resolution No. 3536, the TEA 21 Reauthorization First Cycle Policy and Procedures, and MTC Resolution No. 3615, the TEA 21 Reauthorization Second Cycle Policy and Procedures:
   - Federal Project Eligibility;
   - RTP Consistency;
   - Title VI Compliance;
   - Accommodations for Bicyclists, Pedestrians and Persons with Disabilities; and
   - Fully Funded Projects.

7. **Regional Project Delivery Policy.** The additional federal STP/CMAQ funding available for the Cycle 1 Augmentation is only available in the 2004-05 federal fiscal year, and therefore the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within Federal Fiscal Year (FFY) 2004-05. The exception to this is a portion of the Local Streets and Roads Rehabilitation projects, which must be obligated by June 2006. Caltrans has an obligation deadline of June 1, 2005, after which all local OA is available on a first-come first-served basis statewide. Therefore, MTC cannot guarantee the availability of any OA after June 1, 2005. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

   In June/July 2005, MTC staff will assess the obligation status of STP/CMAQ funds, and pursue means at its disposal, such as the advancement of ready to go projects from future years, to ensure OA is not lost to the region. Unless specific provisions are made, funds not obligated or transferred by MTC's July 1, 2005 deadline may be made available for other projects to ensure the OA is not lost to the region. If Caltrans releases additional OA to the regions in FFY 2004-05 that is not considered an 'advance' and therefore does not have to be repaid, this additional OA may be assigned, at MTC's discretion, to projects in the TIP that can obligate the funds as expeditiously as possible.

Aside from these specific policies, projects programmed in Cycle 1 Augmentation are subject to the provisions of MTC Resolution No. 3606. Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP and CMAQ funds (MTC Resolution No. 3606).

8. **Fixed Program and Specific Project Selection.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

9. **Local Match.** Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

CYCLE 1 AUGMENTATION FUND ESTIMATE

An additional $107 million in programming capacity for FY 2004-05 has been confirmed. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07. This is based on recent apportionment notices and additional Obligation Authority (OA) captured by advancing projects from FY 2004-05 and FY 2005-06 into FY 2003-04. Below is a summary of the source of this augmentation programming cycle.

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional OA in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received for FY 2003-04.

- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately $107 million in additional funding capacity.

Funding Source (in millions of $)	1st Cycle	2nd Cycle	Total
OA Capture (Advancement)	68	19	87
Uncommitted Balance (over first and second cycle programming policies)	19	1	20
Total:	$87	$20	$107

CYCLE 1 AUGMENTATION FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

Funding Objectives

The proposal directs the newly available programming increment of $105 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to 'ready-to-go' projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the STIP. This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place.
3. System Management and Safety. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. In addition, the role of having a transportation system that also guards public safety is critical. Investments in system management and safety will begin to implement the Calls to Action in Transportation 2030.

Programming Categories

Summary of Funding Approach

Funding Category	Million $	%
Strategic Expansion (STIP Backfill)	$55.0	51%
Local Streets and Roads Rehabilitation Shortfall	$22.5	21%
Transit Rehabilitation Shortfall	$22.5	21%
System Management and Safety – Respond to Calls for Action	$5.5	6%
Total	$106.9	100%

The specifics of the eligible projects and distribution methodology is briefly described below and illustrated in Appendices D through G.

Strategic Expansion (STIP Backfill)
Directs $55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have the remainder of funding committed and requires sponsors to come up with the remaining funds for the project. Projects must have federal authorization to proceed (E-76) by July 1st 2005. (Appendix A)

1. Only those critical projects of regional significance that are currently programmed in the first three years of the 2004 STIP and will be ready to receive an obligation of federal funds for construction by July 1, 2005 are being considered for the strategic expansion backfill funding. Approximately 60 percent of the STIP funding will be replaced with an equal amount of STP/CMAQ funding, as identified in Appendix A.

2. Project sponsors must commit non-STIP funding for the remaining costs and provide the necessary contingencies and cost increases, as well as enter into any required Cooperative Agreements, Memorandums of Understanding and/or funding agreements within the timeframe necessary to receive the obligation of federal funds by July 1, 2005.

3. The STIP funds freed up by the MTC/Project sponsor backfill will be available for the respective CMA for reprogramming in the STIP, following successful obligation of the STP/CMAQ funds.

Local Streets and Roads Rehabilitation
Directs $22.5 million in funding to Local Streets and Road (LSR) Rehabilitation and distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. Through the T2030 process, county shortfall figures have been identified. Project solicitations will be conducted by the CMAs. Thereafter, each CMA will submit their approved project list of funding requests to MTC for final program approval. (Appendix B)

1. Funds for LSR Rehabilitation will be distributed to the counties based on a formula that takes the difference between the current LSR distribution formula and the new proposed LSR distribution formula, as identified in Appendix B.

2. As with the Cycle 2 Programming, the County CMAs will disburse the LSR Rehabilitation shortfall funding within their respective counties.

3. Eligible projects include pavement and non-pavement elements on public roads functionally classified above rural minor collector(federal-aid eligible facilities). This includes placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Generally, the eligible non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Pavement rehabilitation and preventive maintenance strategies should

extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Cycle 1 Augmentation Programming Policies. See Appendix E for county funding targets.

4. MTC's pavement management system, StreetSaver™, is used by 106 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. The proposed projects must be based on the analysis results from an established Pavement Management System (PMS) for a jurisdiction. The sponsoring agency must have a certified PMS, MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.

5. To the extent possible, the LSR rehabilitation projects must obligate the funds by July 1, 2005. However, due to the expedited schedule and time required to proceed through the Caltrans federal-aid local assistance process, it may not be possible to obligate all of the required funds by the deadline. Therefore, LSR rehabilitation projects have until April 1, 2006 to submit their obligation requests to Caltrans, for obligation by June 30, 2006.

Transit Rehabilitation
Directs $22.5 million to transit rehabilitation projects. Because the funds are directed to ready-to-go projects, the funds will be distributed to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations. Through its T2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs (for details on the specifications of Score 16 projects, please refer to the transit capital priorities process). (Appendix C)

1. Funds for the Transit Rehabilitation projects will be distributed to projects ready for construction/acquisition, based on the proportionate share of the agencies that had their Score 16 shortfall needs capped as part of the Transit Capital Priorities for FFY 2003-04 and 2004-05, as identified in Appendix C.

System Management and Safety
Directs $6.9 million to fund system management projects that address T2030 calls to action and are ready to go to construction. (Appendix D)

1. Funds for the System Management and Safety projects will be distributed to projects ready to go to construction based on regional priorities for freeway management investments established in consultation with Caltrans, as identified in Appendix D.

SCHEDULE

As noted previously, this supplementary funding is available as a result of the Bay Area's strong delivery record. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

Cycle 1 STP/CMAQ Augmentation Program Programming Schedule	
March 9, 2005	Finance Working Group (FWG) review and recommendation
March 21, 2005	Partnership Technical Advisory Committee (PTAC) review and recommendation
March 23, 2005	Deadline for submittal of projects for formal amendment *
April 6, 2005	Finance Working Group (FWG) review of final proposal
April 13, 2005	Presentation to PAC for final review and recommendation
April 18, 2005	Partnership Technical Advisory Committee (PTAC) for review of final proposal
April 20, 2005	Deadline for submittal of projects for administrative amendment *
April 27, 2005	MTC Commission Approval of Program
April 28, 2005	Executive Director approval of Administrative TIP Amendment *
May 27, 2005	Caltrans/FHWA/FTA approval of formal TIP Amendment *
July 1, 2005	Obligation/Transfer Deadline (prior environmental clearance required)
September 2, 2005	Final date for obligations in FY 2004-05 (FHWA System Shutdown) **

* Projects already in the TIP (the STIP projects) need only an administration TIP amendment to change the fund source. Any new projects (Rehab and Sys Mgmt) or any project increase of 20% or $2 million requires a formal TIP Amendment. As noted in the Project Delivery section, a portion of the local Streets and Roads Program will have until June 30, 2006 to obligate.

** These funds are tied to FFY 2004-05 Obligation Authority. Funds must be obligated in FFY 2004-05. FHWA shuts down their system in early September. Caltrans needs at least 30 days to process the Obligation request. It usually takes a minimum of 3 months to process the environmental clearance with Caltrans under the new FHWA requirement that a 'certified' environmentalist approve the environmental. Complicated projects take more time for environmental review. Caltrans does not start the process until the project is programmed in the TIP.

PROJECT LIST

The following page contains the list of projects to be funded under the Cycle 1 STP/CMAQ Augmentation Program.

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
TEA 21 Reauthorization Cycle 1 Augmentation STP/CMAQ Programming
Project List
April 27, 2005

Project Category and Title	County	Implementing Agency	Programming * Phase	Fiscal Year	Fund Source	First Cycle Augmentation Funding
CYCLE 1 AUGMENTATION						
1. Strategic Expansion (STIP Backfill)						
Sonoma - U.S. 101 Steele Lane Interchange	Sonoma	Caltrans	CON	FY 04-05	CMAQ	$8,300,000
Marin - U.S. 101 HOV Gap Closure	Marin	Caltrans	CON	FY 04-05	CMAQ	$21,300,000
San Mateo - SR 92 Half Moon Bay Widening	San Mateo	Half Moon Bay	CON	FY 04-05	STP	$2,400,000
Alameda - I-238 Widening from I-580 to I-880	Alameda	Caltrans	CON	FY 04-05	STP	$17,500,000
Contra Costa - I-680 Bollinger Canyon and Sycamore Aux Lanes	Contra Costa	Caltrans	CON	FY 04-05	STP	$5,500,000
SUBTOTAL						$55,000,000
2. Local Streets and Roads Rehabilitation Shortfall						
Alameda - Various LS&R Rehabilitation Projects	Alameda	TBD	TBD	FY 05-06	STP	$3,000,000
Contra Costa - Various LS&R Rehabilitation Projects	Contra Costa	TBD	TBD	FY 05-06	STP	$2,800,000
Novato - Redwood Blvd Rehabilitation and ADA amenities	Marin	Novato	CON	FY 04-05	STP	$200,000
Marin County - Sir Francis Drake Blvd. Rehabilitation	Marin	Marin County	CON	FY 04-05	STP	$350,000
Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	CON	FY 05-06	STP	$400,000
Novato - Grant Avenue Rehabilitation	Marin	Novato	CON	FY 05-06	STP	$250,000
Napa - Redwood Road Rehabilitation	Napa	City of Napa	CON	FY 05-06	STP	$450,000
American Canyon - Elliott Street Rehabilitation	Napa	Canyon	CON	FY 05-06	STP	$200,000
Napa County - Silverado Trail at Oakville Cross Road Rehabilitation	Napa	Napa County	CON	FY 05-06	STP	$450,000
San Francisco County - Various LS&R Rehabilitation Projects	San Francisco	San Francisco	TBD	FY 04-05	STP	$2,100,000
Daly City - Various Street Rehabilitation	San Mateo	Daly City	CON	FY 04-05	STP	$550,000
Brisbane - Bayshore Blvd. Rehabilitation	San Mateo	Brisbane	CON	FY 04-05	STP	$300,000
San Mateo County - Guadalupe Canyon Parkway Rehabilitation	San Mateo	County	CON	FY 04-05	STP	$400,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo	CON	FY 04-05	STP	$550,000
Santa Clara - Various LS&R Rehabilitation Projects	Santa Clara	TBD	TBD	FY 05-06	STP	$5,700,000
Suisun City - Emperor Drive Rehabilitation	Solano	Suisun City	CON	FY 04-05	STP	$75,000
Solano - Various LS&R Rehabilitation Projects	Solano	TBD	TBD	FY 05-06	STP	$1,225,000
Petaluma - South McDowell and Bodega Ave Rehabilitation	Sonoma	Petaluma	CON	FY 05-06	STP	$433,000
Sonoma - Various LS&R Rehabilitation Projects	Sonoma	TBD	TBD	FY 05-06	STP	$3,067,000
SUBTOTAL						$22,500,000
3. Transit Rehabilitation Shortfall						
BART - Core System Rehabilitation	ALA/ CC/ SF	BART	PS&E/CON	FY 04-05	STP	$6,910,000
GGBHTD - Ferry Major Components Rehabilitation	Marin	GGBH&TD	CON	FY 04-05	STP	$760,000
Caltrain - Systemwide Track and Related Structure Rehabilitation	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	$8,510,000
Caltrain - Rail Car Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	$195,000
Caltrain - Fare Equipment Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	$575,000
SF Muni - Rail Replacement Program	San Francisco	SF Muni	CON	FY 04-05	STP	$2,550,000
SF Muni - Trolley Overhead Reconstruction Program	San Francisco	SF Muni	CON	FY 04-05	STP	$3,000,000
SUBTOTAL						$22,500,000
4. System Management and Safety						
San Jose - Silicon Valley SMART Corridor	Santa Clara	San Jose	CON	FY 04-05	CMAQ	$500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	Santa Clara	San Jose	CON	FY 04-05	CMAQ	$500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Imps (CON)	Santa Clara	Caltrans	PS&E/CON	FY 04-05	CMAQ	$300,000
San Francisco - Integrated Transportation Management System - SFGO	San Francisco	SFCTA	CON	FY 04-05	CMAQ	$500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	Region-Wide	MTC	CON	FY 04-05	CMAQ	$1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII)	Region-Wide	MTC	CON	FY 04-05	CMAQ	$1,000,000
RegionWide - 511/TravInfo™ Interface	Region-Wide	MTC	CON	FY 04-05	CMAQ	$1,500,000
Marin - Golden Gate Bridge Physical Suicide Deterrent System	Marin	GGBH&TD	ENV	FY 04-05	STP	$1,600,000
SUBTOTAL						$6,900,000
First Cycle Augmentation Total						$106,900,000

* NOTE: Phase, Fiscal Year and Fund Source are subject to change based on project deliverability and funding availability.

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\April P&A\[tmp-3695_memo_Attach-B.xls]First Cycle Augmentation

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
STIP Projects at Risk Due to State Transportation Funding Shortfall
Critical State Funded Projects Ready to Go to Construction by June 2007 - Pending STIP/TCRP Allocations for Construction
April 27, 2005

Tier 1 - FFY 2004-05 County	Implementing Agency	Critical Projects Ready to Award in FFY 2004-05	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Project Cost at Delivery	Shortfall (Additional Funding Needed)
Contra Costa	Caltrans	I-80 WB HOV from SR 4 to Carquinez Bridge	5,305,000	24,384,000	29,689,000		29,689,000	11/26/03	33,500,000	
Sonoma	Caltrans	U.S. 101 HOV - Steele Lane to SR 12	36,393,000	14,704,000	51,097,000	6,000,000	57,097,000	9/1/04	82,500,000	11,054,000
Sonoma	Caltrans	U.S. 101 Steele Lane Interchange	13,759,000		13,759,000		13,759,000	2/15/05	14,950,000	
Marin	Caltrans	U.S.101 HOV Gap Closure (Central San Rafael) *	35,416,000		35,416,000		35,416,000	7/1/05	39,843,000	
San Mateo	Half Moon Bay	SR 92 - Half Moon Bay Widening	3,843,000		3,843,000		3,843,000	7/1/05	20,436,000	
Alameda	Caltrans	I-238 Widening from I-580 to I-880	29,059,000		29,059,000		29,059,000	8/1/05	125,940,000	
Contra Costa	Caltrans	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000		9,172,000		9,172,000	8/1/05	22,822,000	
Total			**132,947,000**	**39,088,000**	**172,035,000**	**6,000,000**	**178,035,000**		**339,991,000**	**11,054,000**
		Total Shaded Projects:	91,249,000							
		60% of Shaded Projects:	54,749,400							

Tier 2 - FFY 2005-06 County	Implementing Agency	Critical Projects Ready to Award in FFY 2005-06	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Total Project Construction Cost at Delivery	Shortfall (Additional Funding Needed)
San Mateo	Caltrans	U.S. 101 Aux Lanes - 3rd to Millbrae	28,495,000	15,468,000	43,963,000		43,963,000	1/1/06	89,178,000	
Santa Clara	Santa Clara VT/	SR 152/156 Interchange	6,140,000	5,310,000	11,450,000		11,450,000	4/1/06	28,468,000	1,218,000
Marin	Caltrans	U.S.101 HOV Gap Closure (Puerto Suello)	7,473,000		7,473,000	12,249,000	19,722,000	7/1/06		
Alameda/Santa Clara	Caltrans	I-680 Sunol Grade SB HOV Lanes	15,554,000	21,770,000	37,324,000		37,324,000	8/1/06	49,000,000	3,000,000
Total			**57,662,000**	**42,548,000**	**100,210,000**	**12,249,000**	**112,459,000**		**166,646,000**	**4,218,000**

Tier 3 - FFY 2006-07 County	Implementing Agency	Critical Projects Ready to Award in FY 2006-07	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Total Project Construction Cost at Delivery	Shortfall (Additional Funding Needed)
Solano	Vallejo	Vallejo Ferry Terminal Intermodal Station	6,100,000		6,100,000		6,100,000	3/1/07	67,082,000	
Contra Costa	Caltrans	SR 4 Loveridge to Somersville	20,035,000		20,035,000	14,000,000	34,035,000	6/1/07	77,435,000	
Solano	Solano TA	Jepson Parkway	3,610,000		3,610,000		3,610,000	6/1/07		
Solano	CCJPA	Capital Corridor Improvements	3,125,000	1,060,000	4,185,000		4,185,000	6/1/07		
Total			**32,870,000**	**1,060,000**	**33,930,000**	**14,000,000**	**47,930,000**		**144,517,000**	**0**

Total of Ready to Award Critical Projects in All Three Fiscal Years	**223,479,000**	**82,696,000**	**306,175,000**	**32,249,000**	**338,424,000**	**651,154,000**	**15,272,000**

Shaded Projects Proposed for Funding
Costs are for Construction Only - Including Construction Engineering
*** Includes Grandfathered Construction Engineering**
J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\April P&A\[tmp-3695_Appendices.xls]Appendix A-1

TEA-21 Reauthorization - Cycle 1 Augmentation
Critical Project List - Funding Contributions
April 27, 2005

60%		STIP Funding	60% STP/CMAQ Augmentation	40% Sponsor	10% Sponsor Contingency	Sponsor Total	Total
Strategic Expansion (STIP Backfill)							
SON	U.S. 101 HOV Lanes - Steele Lane Interchange	13,759,000	8,300,000	5,503,600	1,375,900	6,879,500	15,179,500
MRN	U.S.101 HOV Gap Closure (Central San Rafael)	35,416,000	21,300,000	14,166,400	3,541,600	17,708,000	39,008,000
SM	SR 92 Half Moon Bay Widening	3,843,000	2,400,000	1,537,200	384,300	1,921,500	4,321,500
ALA	I-238 Widening from I-580 to I-880	29,059,000	17,500,000	11,623,600	2,905,900	14,529,500	32,029,500
CC	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000	5,500,000	3,668,800	917,200	4,586,000	10,086,000
	Total:	91,249,000	55,000,000	36,499,600	9,124,900	45,624,500	100,624,500
			36,249,000				

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\April P&A\[tmp-3695_Appendices.xls]Appendix A-1

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Local Streets and Roads Rehabilitation Projects
April 27, 2005

	Current LSR Formula		Proposed STP Distribution 50-50 Migration		Interim Draft Revised LSR Formula *	
County	Shortfall (% Share)	Shortfall ($ Amount)	Shortfall (% Share)	Shortfall ($ Amount)	Shortfall (% Share)	Shortfall ($ Amount)
LSR Rehabilitation Shortfall						
Alameda	10.0%	$2,250,000	13.5%	$3,000,000	17.0%	$3,825,000
Contra Costa	11.0%	$2,475,000	12.5%	$2,800,000	14.0%	$3,150,000
Marin	6.0%	$1,350,000	5.5%	$1,200,000	5.0%	$1,125,000
Napa	6.0%	$1,350,000	4.5%	$1,100,000	3.0%	$675,000
San Francisco	9.0%	$2,025,000	9.5%	$2,100,000	10.0%	$2,250,000
San Mateo	7.0%	$1,575,000	8.0%	$1,800,000	9.0%	$2,025,000
Santa Clara	28.0%	$6,300,000	25.5%	$5,700,000	23.0%	$5,175,000
Solano	3.0%	$675,000	5.5%	$1,300,000	8.0%	$1,800,000
Sonoma	20.0%	$4,500,000	15.5%	$3,500,000	11.0%	$2,475,000
Total	100.0%	$22,500,000	100.0%	$22,500,000	100.0%	$22,500,000

* Distribution formula is an interim 'working' formula and should be considered as draft until finalized

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\April P&A\[tmp-3695_Appendices.xls]Appendix A-1

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Transit Rehabilitation Projects - Cap-based Formula
April 27, 2005

Transit Rehabilitation Recommendation: Fund balance of FY 2004-05 Score 16 Need (Lift Caps and Eliminate Shortfall)

Operator	Project	FY 2004-05 Score 16 Appropriation Shortfall	Lift Caps on FY 2004-05 Score 16 Capital Requests	Total Score 16 Near-Term Need	% of Total	Cycle 1 Augmentation Funding
Transit Rehabilitation						
BART	Track Rehab		300,000	300,000	0.19%	
BART	Train Control		39,236,718	39,236,718	24.47%	
BART	Traction Power		9,716,883	9,716,883	6.06%	
			Sub-total BART	**49,253,601**	**30.72%**	**6,910,000**
Caltrain	Track Rehab		58,389,658	58,389,658	36.42%	
Caltrain	VRE Rail Car Replacement	192,884	5,875,500	6,068,384	3.78%	
Caltrain	Signal System Rehab		1,068,682	1,068,682	0.67%	
Caltrain	Fare Equipment	575,190		575,190	0.36%	
			Sub-total Caltrain	**66,101,914**	**41.23%**	**9,280,000**
GGBHTD	Ferry Fixed Guideway Connectors		944,621	944,621	0.59%	
GGBHTD	Ferry Major Components		309,217	309,217	0.19%	
GGBHTD	Ferry Replacement		4,160,000	4,160,000	2.59%	
			Sub-total GGBHTD	**5,413,838**	**3.38%**	**760,000**
SF Muni	Motor coach repl 455 - 51 40' new flyers w/alt fuels		6,940,258	6,940,258	4.33%	
SF Muni	Repl 20 1990 30' Orions w/20 40' alt fuels coaches		3,009,412	3,009,412	1.88%	
SF Muni	Repl 25 30' Orions w/25 30' alternate fuels vehicles		10,762,308	10,762,308	6.71%	
SF Muni	Historical vehicle rehab		8,394,657	8,394,657	5.24%	
SF Muni	Trolley Overhead		5,580,864	5,580,864	3.48%	
SF Muni	Track Rehab		0	0	0.00%	
SF Muni	Trolley Coach Replacement		0	0	0.00%	
SF Muni	Wayside Fare Collection		4,885,562	4,885,562	3.05%	
			Sub-total SF Muni	**39,573,060**	**24.68%**	**5,550,000**
			Grand Total	**160,342,413**	**100.00%**	**22,500,000**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\April P&A\[tmp-3695_Appendices.xls]Appendix A-1

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
System Management and Safety Projects
April 27, 2005

Phase 1 Projects	Lead Agency	Project Phase	Cycle 1 Augmentaiton Funding
System Management and Safety			
San Jose - Silicon Valley SMART Corridor	San Jose	Construction	500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	San Jose	Construction	500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Improvements	Caltrans	Construction	300,000
San Francisco - Integrated Transportation Management System - SFGO	SFCTA	Construction	500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII) Testbed	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Interface	MTC	Construction	1,500,000
GGBHTD - Golden Gate Bridge Physical Suicide Deterrent System (ENV/PE)	GGBH&TD	Environmental / PE	1,600,000
Total			**6,900,000**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\April P&A\[tmp-3695_Appendices.xls]Appendix A-1

APPENDIX A – 8

Project Selection Processes

Guidance for SAFETEA Third Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds In FY 2007/08 – 2008/09

MTC Resolution No. 3723

Date:	December 21, 2005	
W.I.:	1512	
Referred by:	PAC	
Revised:	09/27/06-C	10/25/06-C
	05/23/07-C	10/24/07-C
	04/23/08-C	

ABSTRACT

Resolution No. 3723, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA) Third Cycle, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2007-08 and FY 2008-09 STP/CMAQ funds to be amended into the currently adopted 2005 Transportation Improvement Program (TIP) and subsequent 2007 TIP.

The resolution includes the following attachments:

Attachment A – Third Cycle STP/CMAQ Project Selection Criteria, and Programming Policy
Attachment B – Third Cycle Project List

Attachment B to this resolution was revised September 27, 2006 to include the adopted MTC TLC Program in the STP/CMAQ Third Cycle.

This resolution was revised on October 25, 2006 to direct approximately $4.6 million in Third Cycle STP funds to AC Transit's Early Bus Replacement project in the Transit Capital Shortfall Program [Attachment A, page 12].

This resolution was revised on May 23, 2007 to direct approximately $59 million in Third Cycle STP funding to the BART Car Replacement and Zero Emission Bus Procurement projects in the Transit Capital Shortfall Program; and to make available an additional $1.8 million to the congestion management agencies for their planning activities.

Attachment B of this resolution was revised on October 24, 2007 to redirect unused Housing Improvement Program (HIP) funds and TLC Planning Grants funds to the TLC contingency list and the Station Area Planning Program.

Attachment B of this resolution was revised on April 23, 2008 to direct $2.1 million in Third Cycle STP/CMAQ funds to the Vacaville Intermodal Station from the Station Area Planning Program.

Further discussion of the Third Cycle STP/CMAQ Project Selection Criteria and Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated December 14, 2005, and the Programming and Allocations Committee Memorandum dated December 14, 2005, September 13, 2006, October 4, 2006, May 9, 2007, October 3, 2007, and April 9, 2008.

Date: December 21, 2005
W.I.: 1512
Referred By: PAC

RE: SAFETEA Third Cycle STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3723

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Third Cycle STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Third Cycle for inclusion in the 2005 Transportation Improvement Program (TIP) including the subsequent 2007 TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2005 TIP and the subsequent 2007 TIP will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) Third Cycle STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Third Cycle STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2005 TIP and the subsequent 2007 TIP, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 21, 2005

Date: December 21, 2005
W.I.: 1512
Referred by: PAC
Revised: 10/25/06-C
05/23/07-C

SAFETEA

Third Cycle STP/CMAQ Project Selection Criteria and Programming Policy

Representing FY 2007-08 and FY 2008-09

Third Cycle STP/CMAQ
Policy and Programming

Table of Contents

BACKGROUND....3
GENERAL PROGRAMMING POLICY....4
THIRD CYCLE FUND ESTIMATE....8
THIRD CYCLE FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES....8
Funding Objectives....8
Programming Categories....8
1. The Clean Air Program....9
2. Regional Operations Programs....10
3. CMA Planning Activities....10
4a. Local Streets and Roads Rehabilitation Shortfall....10
4b. Transit Capital Rehabilitation Shortfall....12
5. Transportation for Livable Communities/Housing Incentive Program (TLC/ HIP)....13
6. Regional Bicycle and Pedestrian Program....14
SCHEDULE....14
PROJECT LIST....15
APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY....16
APPENDIX A-2: REGIONAL OPERATIONS PROGRAM....18
APPENDIX A-3: CMA TRANSPORTATION / LAND USE & 3% PLANNING FUNDS....19
APPENDIX A-4: LOCAL STREETS & ROADS REHABILITATION SHORTFALL PROGRAM....20
APPENDIX A-5: TLC / HIP PROGRAM: COUNTY ELEMENT....21
APPENDIX A-6: REGIONAL BICYCLE & PEDESTRIAN PROGRAM: COUNTY ELEMENT....22

BACKGROUND

The Third Cycle Project Selection Criteria and Programming Policy guides the programming of a two year increment of federal funding (FY 2007-08 and FY 2008-09), which is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). SAFETEA authorizes $255.5 billion in funding for federal surface transportation programs nationwide over five years (fiscal years 2004-05 through 2008-09), an average annual increase of 41 percent over levels in the previous act, the Transportation Equity Act for the 21st Century (TEA-21).

A portion of SAFETEA funding is directed to regional planning agencies, such as MTC, in the State of California for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The subject of the *SAFETEA Third Cycle STP/CMAQ Project Selection Criteria and Programming Policy* is how the region is to use this flexible pot of transportation dollars to fund transportation needs in the MTC region and implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2030 (T2030). T2030 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Third Cycle Project Selection Criteria and Programming Policy, as well as those under prior SAFETEA programming cycles are an outgrowth of the transportation needs specifically identified by T2030.

Over the life of SAFETEA, $900 million in STP/CMAQ funding is anticipated to be apportioned to the Metropolitan Transportation Commission. The Commission has already programmed four of the six years represented by SAFETEA, or roughly $600 million: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, and Second Cycle represented FYs 2005-06 and 2006-07, leaving $300 million for the Third Cycle, representing the final two years, FYs 2007-08 and 2008-09.

The prior two programming cycles continued MTC's practice of proceeding with the advance programming of funds in anticipation of the passage of the upcoming transportation reauthorization act to ensure a continuous and seamless programming process for federal funding. Advance programming of STP/CMAQ funds enables the region to commit funds to projects as soon as funding is made available, and allow sponsors sufficient time to proceed with the projects and meet federal and state (AB 1012) funding deadlines. This strategy of advance programming has been beneficial to the Bay Area by accelerating project delivery and allowing the region to obtain additional obligation authority (OA) from other regions in California.

The region will also continue its practice of programming to the full apportionment level rather than OA levels, with the stipulation that obligations for projects programmed in the last year of SAFETEA are subject to the availability of OA. In the case that OA is not sufficient in this last year, the Commission would consider the option of carrying over unobligated projects into the beginning years of the SAFETEA Reauthorization. All funds must be obligated by May 31, 2009.

GENERAL PROGRAMMING POLICY

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. For example, Transportation 2030 was developed under a highly comprehensive public involvement program, lasting nearly two years, which included but was not limited to summits, telephone polls, web-based surveys, thirty targeted workshops with specific stakeholder groups and workshops hosted by congestion management agencies in each of the nine Bay Area counties. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. Under the STP/CMAQ Program, Congestion Management Agencies (CMAs) are responsible for project selection for several categories of funding, for example the Local Streets and Roads Shortfall Rehabilitation Program. Hence, CMAs are required to comply with MTC's public outreach standards as outlined in CMA Guidelines for Public Involvement Strategy for Transportation 2030.

    - Hold public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
    - Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take action.
    - In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
    - Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

Furthermore, investments made in the STP/CMAQ program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, the CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

2. **2005 and 2007 Transportation Improvement Programs (TIP)**. Projects approved, as part of the STP/CMAQ Third Cycle Program, must be amended into the 2005 TIP, which is currently in force, or into the new 2007 TIP, which will be adopted by MTC in July 2006. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.

3. **Commission Approval of Programs and Projects**. Federal funds are not accessible to a project sponsor until its project funding is included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:

   a) *Program Development* including the development of objectives, eligibility, and program rules. Staff develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

   b) *Selection of Projects:* A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3723 sets forth the programs and projects to be funded under the Third Cycle Programming Policy. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent selection of a set of projects that meet the program rules and criteria.

   Depending on project selection responsibility, there are two scenarios: a selection process managed by outside agency staff and their governing boards or a process undertaken by MTC staff and the Commission. In the first case, where the responsibility for project selection in the framework of a Third Cycle funding program is assigned to Congestion Management Agencies (CMAs) or other outside agencies (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program), Attachment B will be amended by MTC's Executive Director to reflect actions taken by the Commission to amend the projects in the TIP. However, in the second case where responsibility for project selection in the framework of a Third Cycle funding program is assigned to MTC staff, any amendments to Attachment B will initially be taken to the Commission for their information and approval; and will be accompanied by a TIP Amendment, concurrently taken to the Commission for approval.

   c) *TIP amendment*: All projects selected for funding in the Third Cycle program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP Amendment. MTC's Executive Director will update Attachment B to reflect approval of the funds in the TIP.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2005 air quality conformity finding has been completed for the 2005 TIP, any non-exempt projects funded by the Third Cycle program that were not incorporated in the finding need to be incorporated into the conformity analysis as part of the 2007 TIP development process in Spring 2006.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

6. **Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of three parts: 1) an online application or amendment to an existing TIP project accessible through MTC's WebFMS system at http://www.mtc.ca.gov/funding/fms_intro.htm, 2) Resolution of Local Support approved by the Project Sponsor/ Implementing Agency's Board, and 3) Opinion of Legal Counsel. Sponsors of projects that have previously received STP/CMAQ or FTA funds do not need to submit a new Resolution of local support or opinion of Legal Counsel. Refer to MTC's website for templates of the Resolution of Local Support and Opinion of Legal Counsel.

7. **Project Screening and Compliance with Regional and Federal Requirements:** MTC staff will perform a review of projects proposed for the Third Cycle STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, sponsors must adhere to directives related to non-motorized travel and regional delivery policy, and have the required local matches.

   - Federal Project Eligibility: STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

     CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

   - RTP Consistency: Projects included in the Third Cycle STP, CMAQ, 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 Third Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- Accommodations for Bicyclists, Pedestrians and Persons with Disabilities: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64". Furthermore, in selecting projects, the CMAs and project sponsors must consider other federal, state and regional policies and directives regarding non-motorized travel

- Regional Project Delivery Policy. Third Cycle STP/CMAQ funding is available in the following three fiscal years: FY 2006-07, 2007-08, and 2008-09. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Third Cycle funds to be obligated no later than May 31, 2009. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within Federal Fiscal Year that the funds are programmed in the TIP.

  All Third Cycle funding is subject to the regional Project-Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy, which enforces fund obligation deadlines, and project substitution for STP and CMAQ funds. All funds are subject to new award, invoicing and project close out requirements. Project sponsors must sign project supplementary agreements and award construction contracts within six months of obligation; and subsequently request reimbursements every six months. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

THIRD CYCLE FUND ESTIMATE

Over the life of SAFETEA, based on the most recently available estimates, $900 million is anticipated to come to the Metropolitan Transportation Commission. To date, the Commission has programmed three of the five years of SAFETEA or roughly $600 million: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, and Second Cycle represented FY 2005-06 and 2006-07. This leaves a fund estimate of $300 million in programming capacity to fund MTC programs during Third Cycle. This Third Cycle Policy fully programs the uncommitted balance of SAFETEA. Nonetheless, MTC staff will be tracking FHWA refinements to revenue forecasts this autumn and will continue to pursue future opportunities to capture obligation authority over the tenure of the SAFETEA time period from other regions in the State, which could realize additional federal funding for a possible future "bonus" round of programming.

SAFETEA (STP & CMAQ) MTC Region	**(millions of $)**
SAFETEA Estimated Revenues to the MTC Region	$900
Committed Funding (over first and second cycle programming policies)	$600
Total Available for Third Cycle Programming	$300

THIRD CYCLE FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

FUNDING OBJECTIVES

The proposal directs the newly available programming increment of $300 million to address transportation needs. There were preliminary discussions about the framework of the Third Cycle program starting with the development of Second Cycle. The rationale for establishing this framework is that a number of programs – such as TLC/HIP and Regional Bike/Pedestrian were being delayed to accommodate obligation authority (OA) carryover from TEA-21, as well as critical rehabilitation needs, and stalled State Transportation Improvement Program (STIP) project needs. The Third Cycle funding proposal as presented in Table 1 reflects those commitments as embodied in Resolution 3615, which essentially continues funding established STP/CMAQ supported programs into the Third Cycle up to the $300 million available.

PROGRAMMING CATEGORIES

The approach in the development of Third Cycle Programming Policy has been based largely on the continuation of those programs established in early cycles of SAFETEA programming. These programs as discussed earlier have a basis in the transportation needs identified in Transportation 2030. Table 1 below presents overall proposed Third Cycle funding commitments followed by a detailed discussion of the program categories. Appendix A-1 provides a summary of all the funding categories under the Third Cycle Program and their policies. Furthermore, specific information on some of the eligible projects and distribution methodology are presented in Appendices A-2 through A-6.

Table 1: Third Cycle Funding Proposal Summary

Funding Categories	Proposed 3rd Cycle Commitments Rounded to $ Millions
1. Clean Air	$17
2. Regional Operations	$44
3. CMA Planning Activities	$12*
4a. Local Streets and Road Shortfall	$66
4b. Transit Capital Shortfall	$64
5. TLC/HIP	$74
6. Regional Bike/Pedestrian	$24
TOTAL Commitments:	$301

*Approximately $1M of this amount is made available from the deobligation of the Golden Gate Suicide Barrier Study programmed in First-Cycle Augmentation.

1. The Clean Air Program

($17 million) This category focuses on two specific programs: Spare the Air and the Eastern Solano CMAQ. The region has confirmed its commitment towards contributing regional funds to the Spare the Air campaign, and the project sponsor will apply for funding directly through MTC.

The Bay Area Air Quality Management District, established the Spare the Air Program in 1991, to reduce air pollution and provide advance notice when a "bad air day" (a day when air quality is forecast to exceed federal standards) is likely to occur. The Third Cycle Policy continues the $1 million annual contribution to the BAAQMD for the Spare the Air program, as previously committed. A component of this program is the Free Transit Commute Campaign whereby commuters are given free transit rides during the a.m. peak on a designated “Spare the Air Day”. This program would be expanded for the duration of SAFETEA. This requires an additional $5 million annually for three years beginning in FY 2006-07 for the Free Transit Commute Campaign (the timing of the Spare the Air season is realigned to recognize that next year’s season will occur in FY 2006-07). Unused balances of Second Cycle funding, owing to fewer than expected free transit days will offset three million dollars of this amount. These efforts are meant to address the Bay Area’s non-attainment status for the 8-hour ozone standard.

The Partnership had voiced concerns about the effectiveness and proposed level of funding for the Spare the Air – Free Transit Program. As a result the Partnership and the Air District agreed that the program’s funding needs would be reconfirmed based on the evaluation of program effectiveness after the FY 2006-07 “Spare the Air” season. The results of this evaluation, would either support the proposed programming to the Spare the Air Program or provide a basis for reducing the required level of funding for the Spare the Air Program redirecting any residual funds not used by the program to address on-going air quality goals.

The administration of the Eastern Solano CMAQ funds differs. The basis of this program is the distinct CMAQ apportionment that MTC receives from Eastern Solano County in the Sacramento air basin, a separate air basin from the Bay Area Quality Management District’s. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible

projects in the Eastern portion of Solano County in consultation with the Sacramento Area Council of Governments (SACOG). According to a mutual memorandum of understanding, priority for this funding is guided by any TCMs adopted by the District. MTC staff has met with Solano Transportation Authority staff to discuss the Eastern Solano CMAQ apportionments for Third Cycle. An agreement was reached whereby MTC retained a portion of the CMAQ apportioned to Eastern Solano County (Sacramento Air Basin) to fund regional programs and projects that directly benefit this geographic area and are CMAQ eligible. STA would receive approximately $2.5 million in the Third Cycle two-year period. The STA will develop their project listing in consultation with SACOG. All projects must physically lie or directly impact the Eastern Solano portion of the county and must be eligible for CMAQ funding.

2. Regional Operations Programs
($44 million) The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and Performance Monitoring. These projects are administered at the regional level and are administered as operational programs.

(See Appendix A-2 for program breakdown of this funding category.)

3. CMA Planning Activities
($12 million) The Congestion Management Agencies (CMAs) proposed increasing the level of STP funding (also known as STP 3% Planning Funds) that is provided to them for staff functions to support the administration of MTC program and project monitoring functions. During the First and Second Cycles, each CMA was guaranteed a minimum of $240,000, an increase from the minimum threshold of $140,000 provided during TEA 21.

In response to this request, approximately $3.6 million in additional funds is reserved at this time to increase planning support. Roughly $1.2 million (or $135,000 per county) is proposed as the increased funding level for each of the three years in the next STP 3% Planning Fund agreement period, which covers FY 2006-07 to FY 2008-09. A portion of this increase (approximately $1M) is offset by funding coming from the STP funds deobligated from the Golden Gate Suicide Barrier Study (funded in First-Cycle Augmentation), which was provided STP Exchange funds due to a federal ineligibility determination.

(See Appendix A-3 for a detailed program breakdown.)

4a. Local Streets and Roads Rehabilitation Shortfall
($66 million) This program directs funding to the Local Streets and Road Rehabilitation Shortfall (LSRS) Program and distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. Through the T2030 process, county shortfall figures have been identified. Project solicitations will be conducted by the CMAs. Thereafter, each CMA will submit their approved project list of funding requests to MTC for final program approval.

(See Appendix A-4 for program breakdown.)

- Funds for LSR Rehabilitation will be distributed to the counties based on a "hybrid" formula that takes an average between the LSR distribution formula used in the Second Cycle, based on T2030 identified local streets and roads rehabilitation shortfalls; and the new proposed LSRS distribution formula, as developed by the Local Streets and Roads Committee and agreed to by the Partnership. The hybrid approach serves to transition from the old methodology to the new one. The new formula uses factors beyond a needs basis such as population, lane mileage, rehabilitation shortfalls, and performance criteria. The new formula would be applied to future cycles of the program. As with the Cycle 2 Programming, the County CMAs will select which projects are to receive LSRS Program funding within their respective counties.

- Eligible projects include pavement and non-pavement elements on public roads functionally classified above rural minor collector (federal-aid eligible facilities). This includes placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Generally, the eligible non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Pavement rehabilitation and preventive maintenance strategies should extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

- Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Second Cycle Programming Policy.

- MTC's pavement management system, StreetSaver™, is used by 107 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. The proposed projects must be based on the analysis results from an established Pavement Management System (PMS) for a jurisdiction. The sponsoring agency must have a certified PMS, MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.

- The STP funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09. LSRS funds can be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all funds must be obligated by May 31, 2009.

- $0.8 million STP funding will be taken off the top of the program to fund the continuation of the Pavement Technical Assistance Program (PTAP) for one year (FY

2007-08). The remainder of the program funding $65.2 million will be distributed to the Counties for programming to local streets and road rehabilitation projects. Further commitments to sustain the PTAP program as a regionally funded program will be taken up as part of the development of the next Regional Transportation Plan.

- California Streets and Highways Code Section 182.6(d)(2) requires that a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. MTC staff have been tracking the FAS set-aside requirement and are aware of three counties that have not received their guaranteed set aside for the SAFETEA period, and will therefore need to receive guaranteed funding in the Third Cycle LSRS Program. These counties are: Alameda County ($987,000); Contra Costa County ($902,000); and Solano County ($1,056,000). With the programming of these amounts to these counties in Third Cycle, all counties will have met the FAS set aside requirements for the SAFETEA period. This requirement does not preclude counties from being programmed more funding than is required by the statute.

4b. Transit Capital Rehabilitation Shortfall

($64 million) This program funds transit rehabilitation projects and is being held in reserve pending discussions by the Partnership and among general managers of transit properties in the Bay Area. The Third Cycle Programming Policy will be amended to reflect the consensus on how this funding should be applied to transit rehabilitation needs in the region. Staff is anticipated to bring the project selection policies for this program back to the Commission for consideration in Fall 2006.

In October 2006, the Commission amended this policy to direct approximately $4.6 million of the funds held in reserve for the transit capital rehabilitation shortfall to AC Transit's Bus Replacement project. AC Transit will replace 71 federal buses scheduled for replacement in 2009 with 50 buses in 2006. The difference will be a net reduction to their fleet and not eligible for replacement through Transit Capital Priorities. The buses AC Transit proposes to purchase do not currently meet the federal Buy America provision. Therefore, the STP funds will be directed to the Alameda County Congestion Management Agency (ACCMA) for an STP-eligible capital project. In exchange, ACCMA has programmed the AC Transit bus project using non-federal STIP funds.

In April 2007, the Commission amended this policy to select two additional projects to be funded from the Transit Capital Shortfall Program: the BART Car Replacement program ($45,365,000) and the Zero Emission Bus Advanced Demonstration program ($14,058,000). The funding to meet BART's future fleet replacement needs is at a level consistent with Second Cycle funding for this purpose, or $22.7 million annually. The Zero Emission Bus Advanced Demonstration is required to meet a regulation of the California Air Resources Board. The affected operators are considering procuring Van Hool ZEBs, which do not meet the federal Buy America requirements and are not eligible for federal funds. Operators would, therefore, have to identify their own local funds as a swap for the federal STP/CMAQ funds, which must be obligated/transferred to FTA no later than May 31, 2009.

The table below identifies the funding targets for the transit capital shortfall element.

Project	STP Funding
ACCMA (AC Transit's Early Bus Replacement Swap)	$4,577,000
BART Car Replacement	$45,365,000
Zero Emission Bus Advanced Demonstration	$14,058,000
Total	$64,000,000

5. Transportation for Livable Communities/Housing Incentive Program (TLC/ HIP)
($74 million) The TLC/HIP category encompasses TLC/HIP Planning Grants, Regional TLC Capital Grants, the Regional Housing Incentive Program, the County TLC/HIP, and the nascent Station Area Plan Program. The TLC/HIP is a grant program intended to help municipalities plan and construct community-oriented transportation projects. The program is administered through a separate call for projects and program guidelines and criteria. The Regional TLC/HIP program is administered by MTC staff and is regionally competitive. The County TLC/HIP program is funded by federal Transportation Enhancement (TE) and CMAQ funding and is selected by the region's congestion management agencies. The Station Area Planning Program was launched by the Commission as a pilot program in July 2005 to support MTC's Transit Oriented Development Policy. The Station Area Planning Program will fund specific plans, zoning amendments, and station access designs to assist local jurisdictions with meeting corridor-level development thresholds as directed by the TOD policy. Twenty-four plans are to be prepared under the Third Cycle Station Area Planning program.

The CMAQ funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09 to the CMAs for programming to local TLC/HIP projects through the County TLC/HIP program. Funds may be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all CMAQ funds must be obligated by May 31, 2009. This program is also supplemented by federal Transportation Enhancement (TE) Funding, which is programmed by the CMAs through the STIP. During Second Cycle programming it was assumed that $27.839 million in TE funding would be available for the County TLC program. However, The California Transportation Commission has revised its TE estimates in the 2006 STIP Fund Estimate reducing the TE funding by $1.944 million. The TE and CMAQ funding now available for the County TLC/HIP program is $0 (zero) in First Cycle, $9.0 million in Second cycle and $25.895 million in Third Cycle for a total of $34.895 million. (See Appendix A-5 for County TLC/HIP program breakdown)

The projects selected to receive TLC/HIP grants will be incorporated into the Third Cycle Program through a TIP Amendment. The next "call for projects" for the TLC Capital Program and the Station Area Planning Program be held in Spring 2006, with a proposed project list anticipated by October 2006 to be amended into the 2007 TIP.

6. Regional Bicycle and Pedestrian Program
($24 million) This is a grant program, funded at $8 million annually and is administered as a separate program by MTC in cooperation with the CMAs. This program debuted in the STP/CMAQ Second Cycle program, adopted through the T2030 Phase 1 decisions. The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25 %. CMAs select projects for the 75% and submit a prioritized project list for the 25% share to the region. From the prioritized list of projects from each county, the region will select a final set of projects to be awarded the 25% funding. Over a 12-year programming period, counties will receive 100% of their county population share.

Over the course of SAFETEA the Regional Bicycle and Pedestrian Program (RBPP) was envisioned to receive $32 million for the four- year period from FY 2005-06 through 2008-09. For the Second cycle, a single call for projects for the regionally competitive program took place last winter and $8 million (25% of the program) was programmed in June 2005. In the Third Cycle, the remaining $24 million ($8 million was deferred from Second cycle) will fund the County Regional Bicycle and Pedestrian Program, being programmed at the discretion of the county congestion management agencies.

The CMAQ funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09. Funds can be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all funds must be obligated by May 31, 2009.

A CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco County are the two counties meeting this threshold and are eligible for exercising the crediting option. The crediting option allows these counties to receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects. The CMAQ credit can be used on any CMAQ eligible project in the county. (See Appendix A-6 for program breakdown.)

SCHEDULE

Third Cycle addresses SAFETEA apportionments over two fiscal years: FY 2007-08 and FY 2008-09. The majority of programming will occur in these two years. However, MTC staff is accepting requests to program the Third Cycle increment of funding in the year preceding these two years, FY 2006-07 to assist the region to better manage obligation authority.

Funding for those programs and projects needing to be programmed in FY 06-07 will be on an expedited schedule in order to be included in the current 2005 as a TIP amendment no later than the February 2006. This deadline is necessary in order to give sponsors enough time to meet FY 06-07 obligation deadlines and to accomplish programming before the 2005 TIP is “shut down” as a prelude to developing the new 2007 TIP from March through June 2006.

In contrast, programs and projects wishing to program funding in FY 07-08 or FY 08-09 need to wait until the development of the new 2007 TIP, which will newly incorporate these two years of programming. Projects can be added in Spring 2006 as part of the 2007 TIP development process or wait to amend into the 2007 TIP after it is approved by the U.S. Department of Transportation anticipated October 2006. After the approval of the 2007 TIP, TIP amendments will be accepted on an ongoing basis.

Additionally, some programs, such as the Regional Bicycle and Pedestrian Program and the County TLC/HIP programs, are administered at the congestion management agency level. MTC staff is allowing CMAs broad latitude in the programming schedule providing that all of the projects are obligated prior to May 31, 2009. As a result many of the program schedules have not yet been determined. Consequently, refer to Appendix A-1 for specifics on the schedules of the various programs under the Third Cycle STP/CMAQ Policy.

PROJECT LIST

Refer to Attachment B of Resolution 3723, which contains the list of projects to be programmed under the SAFETEA STP/CMAQ Third Cycle Program. MTC staff will update the attachment to reflect Commission actions taken to include projects or project amendments in the TIP.

APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
1. Clean Air	This program category aims to support projects and programs that reduce air pollutants. Third Cycle has identified Spare the Air project, Free Transit Commute Campaign, and CMAQ projects in Eastern Solano County as eligible projects.	E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP. Spare the Air and Free Transit Commute Campaign -- BAAQMD will apply directly through MTC	TBD April 2006	$17 million
2. Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	April 2006	$44 million
3. CMA Planning Activities	3% STP Planning and T-PLUS.	MTC will program these funds directly into the TIP.	CMA Planning Funds – April 2006	$11 million
4a. Local Streets and Roads Rehabilitation Shortfall	Local roadway rehabilitation projects on the Federal-Aid System. $0.8 million of this program will be used to fund the continuation of the Pavement Technical Assistance Program (PTAP).	CMAs will solicit projects and subsequently submit an approved list of projects to MTC for final approval. MTC will program these funds directly into the TIP.	TBD by each CMA to be obligated no later than FY 2008-09 April 2006	$66 million
4b. Transit Capital Rehabilitation Shortfall	To be held in reserve pending discussions with the General Mangers and the Partnership.	N/A	TBD	$64 million

APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY (CONTINUED)

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
5. TLC/HIP & Station Area Planning	TLC/HIP Capital Program, TLC/HIP Planning Program, and Station Area Planning Program County TLC/HIP Program	MTC will solicit projects and program into the TIP The CMAs will select projects for the County TLC/HIP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP.	First Call Spring 2006; Future TBD TBD by each CMA to be obligated no later than FY 2008-09	$74 million
6. Regional Bicycle and Pedestrian	Third Cycle funding will be directed to the County component of the RBP Program. The regionally competitive component was programmed in the Second Cycle.	The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval.	TBD by each CMA to be obligated no later than FY 2008-09	$24 million
Total Third Cycle Program:				$300 million

SAFETEA STP/CMAQ Third Cycle
Appendix A-2: Regional Operations Programs
December 21, 2005

	Third Cycle		
Regional Operations	**07/08**	**08/09**	**Total**
511 - TravInfo™	8,000	7,000	15,000
TransLink®	2,200	0	2,200
Ride share	3,700	1,700	5,400
Freeway Operations/ Traffic Operations System (TOS)	4,300	2,200	6,500
Incident Management	5,200	5,400	10,600
Regional Transit Information System (RTIS)	1,500	1,500	3,000
Regional Transit Marketing and Market Research Services	700	700	1,400
Performance Monitoring	200	200	400
Regional Operations Total	**$25,800**	**$18,700**	**$44,500**

SAFETEA STP/CMAQ Third Cycle

Appendix A-3: CMA Transportation / Land Use and 3% Planning Activities

April 25, 2007

	FY 2006-07	**FY 2007-08**				**FY 2008-09**				**Third Cycle**
County	FY 2006-07 Initial * Augmentation Amount	3% Planning Based on SAFETEA Estimates *** of $84,000,000	Initial * and Secondary ** Augmentation	Transportation / Land Use	STP Total	3% Planning Based on SAFETEA Estimates *** of $85,000,000	Secondary ** Augmentation	Transportation / Land Use	STP Total	**STP Total**
Alameda	$135,000	$540,000	$135,000	$150,000	$825,000	$540,000	$135,000	$150,000	$825,000	**$1,785,000**
Contra Costa	$135,000	$360,000	$135,000	$150,000	$645,000	$370,000	$135,000	$150,000	$655,000	**$1,435,000**
Marin	$135,000	$240,000	$135,000	$150,000	$525,000	$240,000	$135,000	$150,000	$525,000	**$1,185,000**
Napa	$135,000	$240,000	$135,000	$150,000	$525,000	$240,000	$135,000	$150,000	$525,000	**$1,185,000**
San Francisco	$135,000	$280,000	$135,000	$150,000	$565,000	$290,000	$135,000	$150,000	$575,000	**$1,275,000**
San Mateo	$135,000	$260,000	$135,000	$150,000	$545,000	$260,000	$135,000	$150,000	$545,000	**$1,225,000**
Santa Clara	$135,000	$620,000	$135,000	$150,000	$905,000	$630,000	$135,000	$150,000	$915,000	**$1,955,000**
Solano	$135,000	$240,000	$135,000	$150,000	$525,000	$240,000	$135,000	$150,000	$525,000	**$1,185,000**
Sonoma	$135,000	$240,000	$135,000	$150,000	$525,000	$240,000	$135,000	$150,000	$525,000	**$1,185,000**
Total	$1,215,000	$3,020,000	$1,215,000	$1,350,000	$5,585,000	$3,050,000	$1,215,000	$1,350,000	$5,615,000	**$12,415,000**

* $1,800,000 Initial Augmentation: $1,215,000 available in FY 2006-07, with remaining balance of $585,000 available in FY 2007-08.

** $1,845,000 Secondary Augmentation: $630,000 available in FY 2007-08 to complement initial augmentation of $585,000 for total of $1,215,000, with remaining balance of $1,215,000 available in FY 2008-09.

*** Each county receives a minimum of $240,000. STP estimate for FY 2007/08 = $84,000,000. STP estimate for FY 2008/09 = $85,000,000

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\[RES-3723_Attach-B.xls]Third Cycle Project List

SAFETEA STP/CMAQ Third Cycle
Appendix A-4: Local Streets and Roads Rehabilitation Shortfall
December 21, 2005

County	T2030 LS&R Formula ("Old MTS" Shortfall)		Revised "New" LS&R Formula *		Hybrid Formula * - 3rd Cycle Programming -	
	(% Share)	($ Amount)	(% Share)	($ Amount)	(% Share)	($ Amount)
Alameda **	10%	$6,520,000	17.9%	$11,668,235	13.9%	$9,090,000
Contra Costa **	11%	$7,172,000	14.3%	$9,323,306	12.6%	$8,250,000
Marin	6%	$3,912,000	4.7%	$3,052,730	5.3%	$3,480,000
Napa	6%	$3,912,000	3.2%	$2,059,559	4.6%	$2,990,000
San Francisco	9%	$5,868,000	9.7%	$6,342,704	9.4%	$6,110,000
San Mateo	7%	$4,564,000	10.4%	$6,788,571	8.7%	$5,680,000
Santa Clara	28%	$18,256,000	21.1%	$13,759,482	24.6%	$16,010,000
Solano **	3%	$1,956,000	7.5%	$4,884,409	5.2%	$3,420,000
Sonoma	20%	$13,040,000	11.2%	$7,321,004	15.6%	$10,180,000
SubTotal	100.0%	$65,200,000	100.0%	$65,200,000	100.0%	$65,200,000
PTAP						$800,000
Total						$66,000,000

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\[RES-3723_Attach-B.xls]Third Cycle Project List

Notes:

** "Revised LS&R Formula" is based on 31% Population, 31% Lane Mileage, 31% Arterial & Collector Shortfall, & 7% Performance. The Hybrid Formula used for Third Cycle takes the Average between the old formula and new formula.*

** Counties that need to program a guaranteed minimum to the County itself to meet state statute - California Streets and Highways Code Section 182.6(d)(2): Alameda County ($987,000); Contra Costa County ($902,000); and Solano County ($1,056,000). This requirement does not preclude counties from being programmed more funding that what is required by the statute.

SAFETEA STP/CMAQ/TE Third Cycle
Appendix A-5: TLC / HIP Program: County Element
December 21, 2005

County	Cycle 1		Cycle 2			Cycle 3		
	2003-04	2004-05	2005-06	2006-07	2007-08	2007-08	2008-09	2006 STIP Total
County TLC - RTIP TE (Enhancement) Funding *								
Alameda	0	0	0	1,130	746	1,216	2,040	5,132
Contra Costa	0	0	0	681	449	844	1,365	3,339
Marin	0	0	0	214	141	277	444	1,076
Napa	0	0	0	133	88	181	287	689
San Francisco	0	0	0	577	381	612	1,126	2,696
San Mateo	0	0	0	595	393	606	1,259	2,853
Santa Clara	0	0	0	1,322	873	1,690	2,715	6,600
Solano	0	0	0	346	228	375	626	1,575
Sonoma	0	0	0	424	279	466	766	1,934
Total:	0	0	0	5,422	3,578	6,267	10,628	25,895

* Non-Federal Match to federal TE funds included in the RTIP TE amounts

County			Cycle 2			Cycle 3		
	2005 DOF Population	% of Region's Population	2005-06	2006-07	2007-08	2007-08	2008-09	SAFETEA Total
County TLC - CMAQ Funding **						4,500	4,500	9,000
Alameda	1,507,500	21.2%	0	0	0	950	950	1,900
Contra Costa	1,020,898	14.4%	0	0	0	650	650	1,300
Marin	252,485	3.6%	0	0	0	160	160	320
Napa	133,294	1.9%	0	0	0	80	80	160
San Francisco	799,263	11.3%	0	0	0	510	510	1,020
San Mateo	723,453	10.2%	0	0	0	460	460	920
Santa Clara	1,759,585	24.8%	0	0	0	1,120	1,120	2,240
Solano	421,657	5.9%	0	0	0	270	270	540
Sonoma	478,440	6.7%	0	0	0	300	300	600
Total:	7,096,575	100.0%	0	0	0	4,500	4,500	9,000

** Project Sponsor must provide non-federal match of 11.5% to the CMAQ amounts listed.

County	Cycle 1		Cycle 2			Cycle 3		
	2003-04	2004-05	2005-06	2006-07	2007-08	2007-08	2008-09	2006 STIP SAFETEA Total
County TLC - TOTAL Funding								
Alameda	0	0	0	1,130	746	2,166	2,990	7,032
Contra Costa	0	0	0	681	449	1,494	2,015	4,639
Marin	0	0	0	214	141	437	604	1,396
Napa	0	0	0	133	88	261	367	849
San Francisco	0	0	0	577	381	1,122	1,636	3,716
San Mateo	0	0	0	595	393	1,066	1,719	3,773
Santa Clara	0	0	0	1,322	873	2,810	3,835	8,840
Solano	0	0	0	346	228	645	896	2,115
Sonoma	0	0	0	424	279	766	1,066	2,534
Total:	0	0	0	5,422	3,578	10,767	15,128	34,895
					Third Cycle Total:	10,767	15,128	25,895

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\[RES-3723_Attach-B.xls]Third Cycle Project List

SAFETEA STP/CMAQ Third Cycle
Appendix A-6: Regional Bicycle and Pedestrian Program: County Element
December 21, 2005

County	2000 Census Population	% of Region's Population	2007-08	2008-09	Total
RBP Program County Portion - CMAQ Funding *			12,000,000	12,000,000	24,000,000
Alameda **	1,443,741	21.3%	2,550,000	2,550,000	5,100,000
Contra Costa	948,816	14.0%	1,680,000	1,680,000	3,360,000
Marin	247,289	3.6%	440,000	440,000	880,000
Napa	124,279	1.8%	220,000	220,000	440,000
San Francisco **	776,733	11.4%	1,370,000	1,370,000	2,740,000
San Mateo	707,161	10.4%	1,250,000	1,250,000	2,500,000
Santa Clara	1,682,585	24.8%	2,980,000	2,980,000	5,960,000
Solano	394,542	5.8%	700,000	700,000	1,400,000
Sonoma	458,614	6.8%	810,000	810,000	1,620,000
Total	6,783,760	100.0%	12,000,000	12,000,000	24,000,000

* Project Sponsor must provide non-federal match of 11.5% to the CMAQ amounts listed.

** Alameda and San Francisco may swap out a portion of their RBP Program CMAQ funding

NOTE: Funds may be programmed in any year shown, conditioned upon the availability of OA. Once programmed, the funds must be obligated in the fiscal year programmed in the TIP and all funds must be obligated no later than May 31, 2009.

METROPOLITAN TRANSPORTATION COMMISSION
SAFETEA THIRD CYCLE STP/CMAQ/TE Programming
Project List*
Attachment B

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand $)
SAFETEA STP/CMAQ THIRD CYCLE PROGRAMMING			
1. CLEAN AIR PROGRAM			
Annual Spare the Air	Region-Wide	BAAQMD	$2,000
Eastern Solano CMAQ Program	Solano	TBD	$2,500
Specific projects TBD by Solano Transportation Authority (STA)			
Eastern Solano / SNCI Rideshare Program	Solano	STA	$195
Alternative Fuel Vehicle Incentive Program	Solano	Vacaville	$200
Downtown Creekwalk Extension	Solano	Vacaville	$822
Nob Hill Bike Path	Solano	Vacaville	$300
Ulatis Creek Bike Path (Allison to I-80)	Solano	Vacaville	$169
Ulatis Creek Bike Path (Ulatis to Leisuretown)	Solano	Vacaville	$37
Vacaville-Dixon Bicycle Route	Solano	Solano County	$464
Unprogrammed Balance	Solano		$313
Clean Air in Motion (CAM)			
Spare the Air Free Transit - FY 2005-06	Region-Wide	MTC	$4,500
Spare the Air Free Transit - FY 2006-07	Region-Wide	MTC	$7,500
SUBTOTAL			$19,000
2. REGIONAL OPERATIONS PROGRAMS			
511 - TravInfo™	Region-Wide	MTC	$15,000
TransLink®	Region-Wide	MTC	$2,200
Ride share	Region-Wide	MTC	$5,400
Freeway Operations/ Traffic Operations System (TOS)	Region-Wide	MTC	$6,500
Incident Management	Region-Wide	MTC	$10,600
Regional Transit Information System (RTIS)	Region-Wide	MTC	$3,000
Regional Transit Marketing and Market Research Services	Region-Wide	MTC	$1,400
Performance Monitoring	Region-Wide	MTC	$400
SUBTOTAL			$44,500
3. CONGESTION MANAGEMENT AGENCY (CMA) PLANNING ACTIVITIES			
3% STP CMA Planning funds			
3% STP CMA Planning funds - Alameda	Alameda	ACCMA	$1,485
3% STP CMA Planning funds - Contra Costa	Contra Costa	CCTA	$1,135
3% STP CMA Planning funds - Marin	Marin	TAM	$885
3% STP CMA Planning funds - Napa	Napa	NCTPA	$885
3% STP CMA Planning funds - San Francisco	San Francisco	SFCTA	$975
3% STP CMA Planning funds - San Mateo	San Mateo	SMCCAG	$925
3% STP CMA Planning funds - Santa Clara	Santa Clara	VTA	$1,655
3% STP CMA Planning funds - Solano	Solano	STA	$885
3% STP CMA Planning funds - Sonoma	Sonoma	SCTA	$885
MTC/CMA Transportation/Land Use Planning Support			
MTC/CMA Transportation/Land Use Planning Support - Alameda	Alameda	ACCMA	$300
MTC/CMA Transportation/Land Use Planning Support - Contra Costa	Contra Costa	CCTA	$300
MTC/CMA Transportation/Land Use Planning Support - Marin	Marin	TAM	$300
MTC/CMA Transportation/Land Use Planning Support - Napa	Napa	NCTPA	$300

MTC/CMA Transportation/Land Use Planning Support - San Francisco	San Francisco	SFCTA	$300
MTC/CMA Transportation/Land Use Planning Support - San Mateo	San Mateo	SMCCAG	$300
MTC/CMA Transportation/Land Use Planning Support - Santa Clara	Santa Clara	VTA	$300
MTC/CMA Transportation/Land Use Planning Support - Solano	Solano	STA	$300
MTC/CMA Transportation/Land Use Planning Support - Sonoma	Sonoma	SCTA	$300
SUBTOTAL			$12,415

4a. LS&R REHABILITATION SHORTFALL			
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	$800
Local Streets and Roads Rehabililtation	Region-Wide		$65,200
Specific projects TBD by CMAs			
Castro Valley Blvd Rehabilitation	Alameda	Alameda County	$841
University Ave Rehabilitation	Alameda	Berkeley	$630
Various Streets Rehabilitation	Alameda	Fremont	$2,850
Various Streets Rehabilitation	Alameda	Hayward	$880
Murrieta Blvd Rehabilitation	Alameda	Livermore	$486
Various Streets Rehabilitation	Alameda	Oakland	$2,486
Washington Ave Rehab: San Lorenzo Crk to I-880	Alameda	San Leandro	$491
Alvarado-Niles Road Rehabilitation	Alameda	Union City	$426
Byron Highway Rehabilitation	Contra Costa	CC County	$902
Stone Valley Rod Rehabilitation	Contra Costa	CC County	$540
San Pablo Dam Road Rehabilitation	Contra Costa	CC County	$540
Concord - Clayton Road Rehabilitation	Contra Costa	Concord	$540
Various Streets Rehabilitation	Contra Costa	El Cerrito	$540
Mt. Diablo Blvd Rehabilitation	Contra Costa	Lafayette	$540
Alhambra Avenue Rehabilitation	Contra Costa	Martinez	$540
Moraga Road Rehabilitation	Contra Costa	Moraga	$540
Moraga Way Rehab: Phase II	Contra Costa	Orinda	$540
Appian Way Rehab: Phase II	Contra Costa	Pinole	$540
Harbor Street Rehabilitation	Contra Costa	Pittsburg	$540
Contra Costa Blvd Rehabilitation	Contra Costa	Pleasant Hill	$540
San Pablo Ave Rehabilitation	Contra Costa	San Pablo	$328
San Ramon Valley Blvd. Rehabilitation	Contra Costa	San Ramon	$540
Treat Blvd Rehabilitation	Contra Costa	Walnut Creek	$540
West American Canyon Road Rehabilitation	Napa	Amer Canyon	$281
Browns Valley Road Rehabilitation	Napa	Napa, City of	$664
Soscol Avenue Rehabilitation	Napa	Napa, City of	$221
Imola Road Rehabilitation	Napa	Napa, City of	$574
Deer Park Road Rehabilitation	Napa	Napa County	$1,250
Marin US 101 HOV Gap Closure	Marin	Caltrans	$3,480
Various Streets Rehabilitation	Santa Clara	Campbell	$299
Various Street Rehabilitation	Santa Clara	Cupertino	$327
Forest Street Rehabilitation	Santa Clara	Gilroy	$286
Grant Road Rehabilitation	Santa Clara	Los Altos	$109
Fremont Road Rehabilitation	Santa Clara	Los Altos Hills	$178
Various Streets Rehabilitation	Santa Clara	Los Gatos	$272
S. Park Victoria Drive Rehabilitation	Santa Clara	Milpitas	$490
Main Street Rehabilitation	Santa Clara	Morgan Hill	$286
California Street Rehab Phase II	Santa Clara	Mountain View	$367
California Ave & Newell Rd Rehab	Santa Clara	Palo Alto	$557
Various Streets Rehabilitation	Santa Clara	San Jose	$6,546
Tasman Dr. and Homestead Rd. Rehab	Santa Clara	Santa Clara	$653
Montague Expwy Rehab Phase I & II	Santa Clara	Santa Clara Co	$237
Capitol Expwy. Rehabilitation	Santa Clara	Santa Clara Co	$895

Oregon/Page Mill Expwy Rehab	Santa Clara	Santa Clara Co	$1,256
Various Non-Expressway Rehab	Santa Clara	Santa Clara Co	$1,701
Various Streets Rehabilitation	Santa Clara	Saratoga	$367
Various Streets Rehabilitation	Santa Clara	Sunnyvale	$1,184
San Francisco - Cortland Avenue Rehabilitation	San Francisco	San Francisco	$1,250
South of Market Various Streets Rehab.	San Francisco	San Francisco	$4,860
Valparaiso Avenue Rehabilitation	San Mateo	Atherton	$470
Burlingame - Various Streets Rehabilitation	San Mateo	Burlingame	$278
East Market & Hillside Blvd Rehabilitation	San Mateo	Daly City	$350
Foster City Boulevard Rehabilitation	San Mateo	Foster City	$337
Shell Boulevard Rehabilitation	San Mateo	Foster City	$140
Sand Hill Road Rehabilitation	San Mateo	Menlo Park	$707
Oak Grove Avenue Rehab	San Mateo	Menlo Park	$109
Skyline Boulevard Rehabilitation	San Mateo	Milbrae	$124
Palmetto Avenue Rehabilitation	San Mateo	Pacifica	$405
Sharp Park Road Rehabilitation	San Mateo	Pacifica	$165
Terra Nova Blvd. Rehabilitation	San Mateo	Pacifica	$175
Oddstad Boulevard Rehabilitation	San Mateo	Pacifica	$150
Alameda de Las Pulgas/Bay Rd. Rehab	San Mateo	Redwood City	$900
Alameda de Las Pulgas Rd. Rehab	San Mateo	San Carlos	$220
Poplar Avenue Rehabilitation	San Mateo	San Mateo	$325
J. Hart Clinton Rehabilitation	San Mateo	San Mateo	$575
Bay Road Rehabilitation	San Mateo	San Mateo Co	$250
West "K" Street Rehabilitation	Solano	Benicia	$200
North Fourth St and East "A" St Rehab	Solano	Dixon	$130
Hilborn Road Rehabilitation	Solano	Fairfield	$535
Second Street Rehabilitation	Solano	Rio Vista	$77
Various Streets Rehabilitation	Solano	Solano County	$1,056
Sunset Ave Rehabilitation	Solano	Suisun City	$203
Nut Tree Road Rehabilitation	Solano	Vacaville	$342
Dobbins St/E Monte Vista Ave Rehab	Solano	Vacaville	$180
Lemon Street Rehabilitation	Solano	Vallejo	$697
Sonoma - Andrieux Street Rehabilitation	Sonoma	City of Sonoma	$150
Cloverdale - Jefferson Street Reconstruction	Sonoma	Cloverdale	$150
Cotati - Old Redwood Highway South Rehab	Sonoma	Cotati	$150
Healdsburg - Matheson Street Rehabilitation	Sonoma	Healdsburg	$166
Petaluma - East Washington and 6th Street Rehab	Sonoma	Petaluma	$957
Rohnert Park - Various Streets Rehabilitation	Sonoma	Rohnert Park	$632
Santa Rosa - Various Streets Rehabilitation	Sonoma	Santa Rosa	$2,008
Sebastopol - Various Streets Rehabilitation	Sonoma	Sebastopol	$150
Sonoma County - Various Streets Rehabilitation	Sonoma	Sonoma County	$5,486
Windsor - Conde Lane and Hembree Lane Rehab	Sonoma	Windsor	$321
SUBTOTAL			$66,000

4b. TRANSIT CAPITAL REHABILITATION SHORTFALL			
Transit Capital Rehabilitation			
BART Car Replacement	Region-Wide	BART	$45,365
AC Transit Early Bus Replacement	Region-Wide	AC Transit	$4,577
Zero Emission Bus Advanced Demonstration	Region-Wide	AC Transit	$7,810
Zero Emission Bus Advanced Demonstration	Region-Wide	VTA	$6,248
Unprogrammed Balance	Region-Wide		$0
SUBTOTAL			$64,000

5. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC) PROGRAM **			
TLC/HIP Planning Grants	Region-Wide	MTC	$880
Specific projects TBD by the Commission			$440
Balance redirected to Station Area Planning Program			$440
Specific projects TBD by the Commission			
Regional Transportation for Livable Communities (TLC)			$16,690
Specific projects TBD by the Commission			
Ashby BART Station/ED Roberts Campus	Alameda	Berkeley	$2,000
Bay Street Streetscape Project	Alameda	Fremont	$1,570
Downtown Livermore Pedestrian Transit Connections Program	Alameda	Livermore	$1,200
West Oakland Seventh Street Transit Village Streetscape	Alameda	Oakland	$1,900
Monument Blvd. And Meadow Lane Pedestrian Infrastructure Improvements	Contra Costa	Concord	$1,200
San Pablo Avenue Streetscape, Pedestrian Access and Corridor Revitalization	Contra Costa	El Cerrito	$1,800
Third Street Promenade	Santa Clara	Morgan Hill	$1,700
A Renewed Valencia Streetscape Phase 1	San Francisco	San Francisco	$2,600
Mission Street Pedestrian and Transit Improvements (Intersection Only)	San Mateo	Daly City	$900
BART Linear Park	San Mateo	South SF	$970
Downtown Mixed Use Housing and Transit Mall Connectivity Improvements	Sonoma	Santa Rosa	$850
Regional Housing Incentive Program (HIP)			$21,110
Specific projects TBD by the Commission			
Livermore HIP Transportation Project	Alameda	Livermore	$845
Ed Roberts Campus	Alameda	Berkeley	$544
Fruitvale Ave Streetscape & Ped. Impovements [a]	Alameda	Oakland	$2,000
Contra Costa County/Pleasant Hill BART HIP Grant	Contra Costa	CC County	$2,522
Marina Vista Streetscape[a]	Contra Costa	Martinez	$1,600
Richmond Downtown Bike & Ped Improvements [a]	Contra Costa	Richmond	$1,100
San Jose State Univ. / Japantown Pedestrian Imps.	Santa Clara	San Jose	$1,555
Sunnyvale-Murphy Ave Streetscape Revitalization[a]	Santa Clara	Sunnyvale	$1,300
Divisdero Streetscape and Ped. Improvements	San Francisco	SFDPW	$3,000
Leland Ave. Streetscape Improvements [a]	San Francisco	SFDPW	$2,050
Colma HIP Streetscape & Pedestrian Grant	San Mateo	Colma	$250
Mission St. Ped. Improvements. Ph. I	San Mateo	Daly City	$211
Villa Montgomery Streetscape	San Mateo	Redwood City	$380
Install Permanent Traffic Calming Advisory Signs	San Mateo	San Mateo Co.	$50
F street - Sidewalk Widening and Streetscape	San Mateo	San Mateo Co.	$251
Middlefield Rd. and Barney Ave. Lighted Crosswalks	San Mateo	San Mateo Co.	$100
Santa Cruz Avenue - Sidewalk Improvement	San Mateo	San Mateo Co.	$200
Westborough Blvd. Bike Lanes Colored Slurry Seal	San Mateo	San Mateo Co.	$75
Railroad Avenue Streetscape	Santa Clara	Gilroy	$515
Santa Rosa Courthouse Square Improvements	Sonoma	Santa Rosa	$434
Vacaville Intermodal Station, Phase 1 [b]	Solano	Vacaville	$2,128
(a)Projects programmed from the Regional TLC Contingency List			
(b) Amount previously directed to the Station Area Planning Program			
Station Area Planning	Region-Wide		$9,200
Specific projects TBD by the Commission			
County TLC/HIP	Region-Wide		$9,000
Specific projects TBD by CMAs			
Union City Intermodal Station	Alameda	Union City	$1,900
San Pablo Avenue Streetscape	Contra Costa	El Cerrito	$506
Fairfax: Center Blvd Streetscape Improvements	Marin	Fairfax	$320
San Bruno BART Linear Park	San Mateo	South SF	$590

Gilroy 6th Street Streetscape West	Santa Clara	Gilroy	$459
S. Abel & S. Main Improvements	Santa Clara	Milpitas	$850
Jackson Street Ped improvements	Santa Clara	San Jose	$865
Saratoga Village Ped Enhancement Project	Santa Clara	Saratoga	$425
Sunnyvale-Murphy Ave Streetscape Revitalization	Santa Clara	Sunnyvale	$397
Old Town Cordelia Enhancements	Solano	Solano County	$500
Rohnert Park - City Center Plaza Pedestrian Imps	Sonoma	Rohnert Park	$600
Unprogrammed Balance			$1,588
Specific TE projects TBD by CMAs and programmed in STIP with TE funds	Region-Wide	Various	$16,895
SUBTOTAL			$73,775

6. REGIONAL BICYCLE/PEDESTRIAN PROGRAM			
County Bike/Ped Program	Region-Wide	TBD	
Specific projects TBD by CMAs			
I-880 SB HOV Lanes (Alameda County RBPP Credit)	Alameda	Caltrans	$3,055
Concord Blvd. Gap Closure, Phase 2	Contra Costa	Concord	$820
Central Richmond Greenway (East Segment)	Contra Costa	Richmond	$1,020
Mokelumne Trail Bike/Ped Overcrossing	Contra Costa	St. Rte. 4 BA	$1,500
East Avenue Sidewalk Project	Napa	Napa City	$284
Golden Gate Park Ped Access Improvements	San Francisco	SF Dept. Parks	$772
Inner Sunset Traffic Calming and Transit Enhncemnt	San Francisco	SF Dept. Parks	$634
Mission St. Ped. Improvements. Ph. I	San Mateo	Daly City	$500
San Pedro Terrace Multi-Purpose Trail	San Mateo	Pacifica	$1,000
Delaware Street Improvement	San Mateo	San Mateo	$283
Mirada Surf Coastal Bike and Pedestrian Trail	San Mateo	San Mateo Co	$181
San Bruno BART Linear Park	San Mateo	South SF	$537
Adobe Creek Bike and Ped Bridge	Santa Clara	Los Altos	$266
Borregas Ave/US 101/SR 237 Bike/Ped Bridges	Santa Clara	Sunnyvale	$1,895
Expwy Bike Shoulder Delineation Project Phase 2	Santa Clara	Santa Clara Co.	$216
W. Texas St. Gateway Project Phase I & II	Solano	Fairfield	$85
Foss Creek Pathway	Sonoma	Healdsburg	$149
Western Avenue Bike Ped. Project	Sonoma	Santa Rosa	$429
Piner Road Pathway/Stony Circle Sidewalk	Sonoma	Santa Rosa	$235
Street Smart Phase 2	Sonoma	Sebastopol	$499
Windsor Road Ped & Bike Gap Closure	Sonoma	Windsor	$308
Unprogrammed Balance			$9,332
SUBTOTAL			$24,000

Third Cycle Total	**$303,690**

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\[RES-3723_Attach-B.xls]Third Cycle Project List

* NOTE: Attachment A, Third-Cycle Project Selection Criteria and Programming Policies, govern this project list. All changes resulting in funding to a project are subject to Commission approval. The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included in the TIP.

** The programming commitments within the regional TLC Program are subject to change based on evaluation of the TLC Program and Transit-Oriented Development (TOD) policy.

APPENDIX A – 9

Project Selection Processes

MTC's Lifeline Transportation Program Guidelines
MTC Resolution No. 3726

Date: December 21, 2005
W.I.: 1311
Referred by: PAC
Revised: 01/25/06-C

ABSTRACT

Resolution No. 3726, Revised

This Resolution adopts the program guidelines for MTC's Lifeline Transportation Program. This Resolution supersedes MTC Resolution No. 3699.

The following attachment is provided with this Resolution:

Attachment A— Lifeline Transportation Program Guidelines

This resolution was revised on January 25, 2006 to amend Attachment A.

Further discussion of this Lifeline Guidelines is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated December 14, 2005 and the Programming & Allocations Committee Summary Sheet dated January 11, 2006.

Date: December 21, 2005
W.I.: 1311
Referred by: PAC

RE: Lifeline Transportation Program Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. NO. 3726

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq*.; and

WHEREAS, MTC adopted the Transportation 2030 Plan (MTC Resolution 3681), which seeks up to $216 million in new revenues over the plan's twenty-five year horizon to address mobility needs for residents of low-income communities; and

WHEREAS, these new revenues are not readily available; and

WHEREAS, alternative sources of funds have been identified as referenced in Attachment A of this Resolution to provide services for a three year interim period of time beginning in Fiscal Year 2005-06; and

WHEREAS, MTC has developed program guidelines to be used for the funding and oversight of the Lifeline Transportation Program for projects to be funded for this three year period beginning in Fiscal Year 2005-06 as set forth in Attachment A of this Resolution attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a program of projects for the Lifeline Transportation Program for Fiscal Year 2005-06 through Fiscal Year 2007-08; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate; and be it further

RESOLVED, that this Resolution supersedes MTC Resolution No. 3699.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California on December 21, 2005.

Lifeline Transportation Program Guideline

GUIDING PRINCIPLES FOR COUNTY LIFELINE PROGRAMS
FY 2005-06 through FY 2007-08

Program Goals: The county programs are established to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan, or are otherwise based on a documented assessment of needs within the designated communities of concern. Findings emerging from one or more CBTPs may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects.

Program Administration: MTC recommends the Lifeline Program be administered by the Congestion Management Agencies (CMAs)[1] for a minimum of three years (FY 2005-06 through

[1] Alameda County Congestion Management Agency
Contra Costa County Congestion Management Agency
San Francisco County Transportation Authority
Marin County TAM
Napa County Transportation Planning Agency
San Mateo City-County Association of Governments
Santa Clara Valley Transportation Authority
Sonoma County Transportation Authority

FY 2007-08). At a CMA's discretion, and with concurrence by MTC, a countywide entity other than or in addition to the CMA may administer the program. That entity must either be an eligible recipient of respective Lifeline Transportation fund sources, or capable of serving as fiscal agent to administer program funds, and otherwise meet program expectations as described in these program guidelines. In Santa Clara County, the county and the Valley Transportation Authority (VTA) will enter into a joint agreement for administration of the Lifeline Program.

MTC requests receipt of written documentation no later than September 30, 2005 from the CMA governing board either agreeing to the terms outlined in the guidelines for administering the program, or identification of stakeholders and partners representing non-transit constituencies such as county social service agencies and community based organizations recommended to administer the program in lieu of the CMA. That countywide entity will likewise submit notification to MTC of its interest and willingness to administer the program consistent with these guidelines, for the Commission's consideration and approval. Absent this documentation, MTC will hold the county's lifeline funding in reserve until such time a local agreement is reached.

Prior to completion of the three-year period MTC, in consultation with CMAs or other project administrators and other program stakeholders, will conduct an evaluation to assess program results, and to recommend a long-term strategy for administration of the Lifeline Program.

All interim lifeline funds will be available for direct services, and not used to cover costs that may be incurred by the CMAs or other countywide agency in administering this program.

Multi-Year Programming: MTC staff recommends that a one-time multi-year programming cycle will be conducted to select eligible lifeline transportation projects. At a county's discretion, however, that county's Lifeline Transportation funds may be reserved for future programming.

Competitive Process: For the county programs, funds must not be allocated by formula to sub-areas within the county. Projects must be selected consistent with the findings of a CBTP, countywide regional welfare-to-work plan or other documented assessment of needs within the designated communities of concern. Where plans have not been completed, projects will be selected through an open, competitive process in order to fund those projects that best exemplify the program principles and result in the greatest community benefit.

Grant Application: To ensure a streamlined application process for sponsors, a universal application form (or standard format and content for project proposals) will be developed jointly by MTC and CMA staff, but may be modified as appropriate by the CMAs or countywide administering agency for inclusion of county-specific grant requirements. The "call for projects" for the county programs should be coordinated as closely as possible.

Program Match: A local match of a minimum of 20% of the total program cost is required; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

Project sponsors may use other local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the minimum 20% matching fund requirement. In addition, the required match can include other *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement, and in-kind costs associated with oversight of the project may also be considered to meet the match requirement.

Evaluation Criteria: Standard evaluation criteria will be jointly developed by MTC and CMA (or other countywide administering agency) staff for use in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. Each county will appoint local representatives representing a range of stakeholders to score and select projects, and each county will assign local priorities for project selection. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Project Selection/Draft Program of Projects: The CMAs (or other countywide administering agency) shall provide an opportunity for outside interests and organizations (e.g., local department of social services, transit agencies and other transportation service providers, local community-based organizations, etc.) to assist in developing and/or to comment on a proposed list of projects to fund. A list of participants in the CBTP processes or other prior lifeline related activities will be provided to the project administrator for their consideration.

In funding projects, preference will be given to strategies emerging from the local CBTP process, if completed, or from a countywide regional welfare-to-work or other documented assessment of need within the designated communities of concern Regional lifeline funds should not supplant or replace existing sources of funds. Lifeline funds may be used for either capital or operating purposes. Eligible operating projects, consistent with requirements of funding sources, may include (but are not necessarily limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's programs, taxi voucher programs, improved access to autos, etc. Inter-county projects may also be funded, if two or more counties wish to jointly plan for and fund such a project. CMA or countywide administering agency will consider the project sponsor's ability to sustain ongoing funding beyond the initial grant funding.

Capital projects that do not require ongoing funding are encouraged. Examples of eligible capital projects include (but are not necessarily limited to) purchase of vehicles, provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding new programs.

Funding: Fund sources available for the interim 3-year funding period include CMAQ, JARC and STA funds, as shown in Table A. Funding amounts will be assigned to each county, based on that county's share of poverty population, consistent with the estimated distribution outlined in Table A. MTC will confirm project/applicant eligibility, and assign appropriate fund source for each project. If CMAQ or JARC funds are used, MTC will program the project into the TIP. If STA funds are used, MTC will either allocate funds directly to transit agency or other eligible entity, as applicable, or will enter into a funding agreement with the CMA or other countywide administering entity for transfer of the funds to the project sponsor through a funding agreement. Projects funded must meet the eligibility requirements of the respective source of funds.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a "use it or lose it" policy. Should there be a balance of non- programmed lifeline funds from a county's fund share after conducting the call for project/project selection process, an equivalent amount of funds would be reserved for the respective county for reprogramming to other Lifeline related investments at a future date.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery and funding match and obligation deadlines.

Project Oversight: The CMAs or equivalent countywide agency will be responsible for oversight of projects funded under the county programs and ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, the CMA or other administering entity will ensure, at a minimum, that projects substantially carry out the scope described in the grant applications. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals.

CMAs or other program administrators are responsible for programmatic and fiscal oversight of new lifeline projects. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the program projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

Program Evaluation: MTC, in consultation with CMAs or other countywide program administrator will conduct a program evaluation to report on the results of the program, and to recommend future funding and programmatic oversight for the $216 million dedicated to the program as part of the Transportation 2030 Plan. The cost to administer the program will be

considered as part of the program evaluation to be conducted upon completion of the three-year cycle.

Lifeline Transportation Program Estimated Budget
FY 2005-06 through FY 2007-08

Interim Lifeline Transportation Program Fund Source	**Source of Funds**	**Amount**
First and Second Cycle CMAQ Funding	Funds originally programmed to the Regional Express Bus Program (now funded through RM2)	4,045,000
FY 2005-06 STA Regional Discretionary Program	1) Excess Generations from FY 2004-05; 2) Funds originally slated for TransLink® (now funded through RM2)	5,569,862
FY 2006-07 and FY 2007-08 STA Regional Discretionary Program	Funds set-aside to fund the LIFT program – now shifted to Lifeline Transportation initiative.	2,000,000
Urbanized-Area JARC funds FY 2005-06- 07-08	New JARC funds through SAFETEA-LU; MTC designated recipient for urbanized area funding	6,618,094*
TOTAL		$18,232,956

*JARC Funds for FY 2007 and FY 2008 are subject to a new coordinated planning requirement still under development by FTA.

Estimated Funding Target per County FY 2005-06 through FY 2007-08		
County	**% poverty population**	**3 year LTP funding Target**
Alameda	27.4%	4,995,831
Contra Costa	12.5%	2,279,120
Marin	2.7%	492,290
Napa	1.7%	309,961
San Francisco	15.1%	2,753,176
San Mateo	7.1%	1,294,540
Santa Clara	21.7%	3,956,550
Solano	5.5%	1,002,812
Sonoma	6.3%	1,148,676
TOTAL	100%	$18,232,956

* Based on federal poverty levels reported in 2000 US Census

Note: These are estimates intended for planning purposes only. Actual allotment of funds may differ than those indicated above, based on assignment of funding to eligible projects. These estimates do not include an additional $1,346,441 in small and non-urbanized JARC funds available to the region that will be administered by Caltrans.

APPENDIX A – 10

Project Selection Processes

Project Priorities for the FY 2006-07
FTA Elderly and Persons with Disabilities Program
(Section 5310)

MTC Resolution No. 3749

Date: April 26, 2006
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 3749

This resolution adopts project priorities for the FY 2006-07 Federal Transit Administration (FTA) Elderly and Persons with Disabilities Program (49 U.S.C. Section 5310), as listed in Attachment B, and directs that the recommendations be submitted to Caltrans with the request that the projects be considered for funding and incorporated in the statewide Program of Projects submitted to the Federal Transit Administration.

Further discussion of this action is contained in the MTC Programming and Allocation Summary Sheet dated April 12, 2006.

Date: April 26, 2006
W.I.: 1512
Referred By: PAC

Re: FY 2006-07 FTA Elderly and Persons with Disabilities Program of Projects Recommendations for the San Francisco Bay Area Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3749

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et seq.; and

WHEREAS, Section 16 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5310), authorizes grants to private, non-profit organizations and certain public entities to assist them in providing transportation services for elderly and handicapped persons; and

WHEREAS, the California Transportation Commission (CTC) must consider all project applications received within the state prior to submittal to the Federal Transit Administration (FTA) for funding approval; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for objectively reviewing and scoring projects submitted by applicants in the MTC region and for making recommendations concerning their suitability for funding; these recommendations are to be considered by the CTC in its preparation of the statewide Program of Projects; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for establishing a public participation plan and a Local Level Appeals Process for the applicants; and

WHEREAS, MTC Resolution No. 468 states that "MTC shall not endorse a federal or state transportation grant request by private, non-profit, or paratransit operators, including claimants under the FTA Elderly and Persons with Disabilities Program, unless the claimant shows to the satisfaction of the MTC evidence of willingness to participate in a countywide Paratransit Coordinating Council (PCC); now, therefore, be it

RESOLVED, that MTC has followed the FTA Elderly and Persons with Disabilities Program Project Review Process set forth in Attachment A, attached hereto and incorporated herein as though set forth in full; and, be it further

RESOLVED, that MTC has notified and involved all interested members of the public in the selection and ranking of FTA Elderly and Persons with Disabilities Program projects; and, be it further

RESOLVED, that, based on the outcome of such process, MTC endorses the project priorities and conditions as listed on Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director of MTC or his designee shall transmit these recommendations to the CTC, with the request that they be fully considered and incorporated by the CTC in its preparation of the statewide program of projects to be submitted to FTA for funding under the Elderly and Persons with Disabilities Program; and, be it further

RESOLVED, that a copy of this resolution shall also be transmitted to each county PCC which has participated in the FTA Elderly and Persons with Disabilities Program Project Review Process, and to other organizations as shall be appropriate; and, be it further

RESOLVED, that MTC will amend its Transportation Improvement Program (TIP) when appropriate to incorporate those projects approved at the state level for those applicants that have met the conditions noted in Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on April 26, 2006.

MTC's FY 2006-07 FTA Elderly and Persons with Disabilities Program
Project Review Process

1. Each project request received will be evaluated using the statewide criteria, which were developed by the California Transportation Commission (CTC). The evaluation criteria are divided into the following categories: 1) project need, 2) service effectiveness, 3) applicant ability, and 4) coordination efforts.

2. MTC, as the Regional Transportation Planning Agency, convenes nine county scoring teams to review and evaluate the applications submitted for funding under the FTA Section 5310 program. The composition of the county teams will be determined entirely by each Paratransit Coordinating Council (PCC). Scores will be assigned by the reviewers and then tallied for each request.

3. At the scoring meetings, team members review and score each request according to the prescribed statewide evaluation criteria. In brief, the criteria will include the following major factors:
    - how well the application proposes to meet the "special needs of the elderly and people with disabilities in areas where conventional public transit is unavailable, inadequate, or inappropriate"
    - how effective the existing fleet is being utilized by the applicant
    - applicant's financial and managerial capability to efficiently and effectively operate the proposed services
    - coordination of the applicant's services and other transportation related activities with other agencies, where opportunities exist to coordinate

4. At the completion of the evaluation process, scores from each team will be transmitted to MTC for compilation into a regional priority listing.

5. MTC, along with a representative from each of the nine county PCCs, will meet in an open forum format to hear and resolve the applicant appeals and to discuss the final scores and rankings.

6. Once all scoring issues are resolved, MTC staff will present the final recommendations to the Commission for adoption. Once adopted, the final list will then be transmitted to Caltrans for funding consideration.

FTA Section 5310 Program Priorities
MTC - San Francisco Bay Area Region

	APPLICANT	COUNTY	PROJECT	TYPE*	VIN	FED AMT**	TOTAL COST	TOTAL SCORE
1	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	62877	49,577	56,000	100
2	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65172	49,577	56,000	100
3	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65154	49,577	56,000	100
4	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65157	49,577	56,000	100
5	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65331	49,577	56,000	100
6	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	62871	49,577	56,000	100
7	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65329	49,577	56,000	100
8	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65159	49,577	56,000	100
9	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65337	49,577	56,000	100
10	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65153	49,577	56,000	100
11	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65155	49,577	56,000	100
12	Outreach and Escort, Inc.	Santa Clara	Medium Bus	R	65335	49,577	56,000	100
13	Bay Area Outreach & Recreation	Alameda	Medium Bus	R	16249	49,577	56,000	95
14	Marin Sr. Coordinating Council	Marin	Medium Bus	R	10325	49,577	56,000	91
15	Marin Sr. Coordinating Council	Marin	Medium Bus	R	10326	49,577	56,000	91
16	Pace Solano	Solano	Small Bus	R	6443	42,494	48,000	90
17	Pace Solano	Solano	Small Bus	R	4487	42,494	48,000	90
18	Pace Solano	Solano	Medium Bus	R	4491	49,577	56,000	90
19	Pace Solano	Solano	Medium Bus	R	12309	49,577	56,000	90
20	Pace Solano	Solano	Medium Bus	R	13091	49,577	56,000	90
21	Pace Solano	Solano	Large Bus	R	20986	53,118	60,000	90
22	Pace Solano	Solano	Computer, Software, &Wheelchr Restraint	OE		14,342	16,200	90
23	Rehab. Services of Northern CA	Contra Costa	Small Bus	SE		42,494	48,000	89

*R = Replacement, SE = Service Expansion, OE = Other Equipment
**Assumes revised local match of 11.47% as a result of SAFETEA legislation.

	APPLICANT	COUNTY	PROJECT	TYPE*	VIN	FED AMT**	TOTAL COST	TOTAL SCORE
24	St. Mary's Med Ctr, Adult Day	San Francisco	Medium Bus	R	31313	49,577	56,000	88
25	St. Mary's Med Ctr, Adult Day	San Francisco	Medium Bus	R	27844	49,577	56,000	88
26	Coalition for Elders' Independence	Alameda	Medium Bus and Mobile Radio	R	97664	50,905	57,500	87
27	Marin Sr. Coordinating Council	Marin	Medium Bus	R	10323	49,577	56,000	87
28	City of Rio Vista	Solano	Medium Bus	R	80590	49,577	56,000	86
29	Pace Solano	Solano	Modified Van	R	32570	44,265	50,000	86
30	Pace Solano	Solano	Small Bus	R	50015	42,494	48,000	86
31	Social Vocational Services	Alameda	Medium Bus	R	91842	49,577	56,000	83
32	Social Vocational Services	Alameda	Medium Bus	R	91835	49,577	56,000	83
33	Marin Sr. Coordinating Council	Marin	Medium Bus	R	10322	49,577	56,000	83
34	Marin Sr. Coordinating Council	Marin	Medium Bus	R	10324	49,577	56,000	83
35	Marin Sr. Coordinating Council	Marin	Medium Bus	R	10327	49,577	56,000	83
36	Edgewood Center for Children and Families	San Francisco	Minivan	R	22866	38,068	43,000	83
37	Becoming Independent	Sonoma	Medium Bus and Mobile Radio	R	26747	50,905	57,500	83
38	Becoming Independent	Sonoma	Medium Bus and Mobile Radio	R	48591	50,905	57,500	83
39	Las Trampas	Contra Costa	Modified Van	R	13854	44,265	50,000	82
40	Las Trampas	Contra Costa	Modified Van	R	62652	44,265	50,000	82
41	Las Trampas	Contra Costa	Modified Van	R	56066	44,265	50,000	82
42	Veterans Home of CA, Yountville	Napa	Base Station	OE		3,276	3,700	82
43	HOPE Services	Santa Clara	Modified Van	R	08207	44,265	50,000	82
44	HOPE Services	Santa Clara	Modified Van	R	08158	44,265	50,000	82
45	HOPE Services	Santa Clara	Modified Van	R	10458	44,265	50,000	82

*R = Replacement, SE = Service Expansion, OE = Other Equipment
**Assumes revised local match of 11.47% as a result of SAFETEA legislation.

	APPLICANT	COUNTY	PROJECT	TYPE*	VIN	FED AMT**	TOTAL COST	TOTAL SCORE
46	Mobile Assistance Patrol	San Francisco	Modified Van and Mobile Radio	R	21142	45,593	51,500	82
47	Coalition for Elders' Independence	Alameda	Medium Bus and Mobile Radio	SE		50,905	57,500	81
48	Coalition for Elders' Independence	Alameda	Medium Bus and Mobile Radio	SE		50,905	57,500	81
49	Caminar Solano	Solano	Modified Van	SE		44,265	50,000	81
50	Fred Finch Youth Center	Alameda	Modified Van	R	90022	44,265	50,000	80
51	Fred Finch Youth Center	Alameda	Modified Van	R	92570	44,265	50,000	80
52	Las Trampas	ContraCosta	Modified Van	R	04988	44,265	50,000	80
53	Coalition for Elders' Independence	Alameda	Medium Bus and Mobile Radio	SE		50,905	57,500	79
54	Veterans Home of CA, Yountville	Napa	Small Bus and Mobile Radio	R	29335	43,822	49,500	79
55	City of Benicia	Solano	Scheduling Software	OE		35,412	40,000	79
56	Aldersly Garden Retirement	Marin	Modified Van	R	10817	44,265	50,000	78
57	On Lok Senior Health Services	San Francisco	Modified Van	R	98373	44,265	50,000	77
58	On Lok Senior Health Services	San Francisco	Modified Van	R	09869	44,265	50,000	77
59	On Lok Senior Health Services	San Francisco	Modified Van	R	09867	44,265	50,000	77
60	On Lok Senior Health Services	San Francisco	Modified Van	R	09861	44,265	50,000	77
61	Edgewood Ctr for Children & Fam	San Francisco	Minivan	R	70829	38,068	43,000	77
62	Achievekids	Santa Clara	Minivan	R	48577	38,068	43,000	76
63	Coalition for Elders' Independence	Alameda	Medium Bus and Mobile Radio	R	10335	50,905	57,500	75
64	Achievekids	Santa Clara	Minivan	R	01259	38,068	43,000	74

*R = Replacement, SE = Service Expansion, OE = Other Equipment
**Assumes revised local match of 11.47% as a result of SAFETEA legislation.

	APPLICANT	COUNTY	PROJECT	TYPE*	VIN	FED AMT**	TOTAL COST	TOTAL SCORE
65	City of Rio Vista	Solano	Base Stn,2 Mobile Radios and Computer	OE		8,587	9,700	74
66	Caminar Solano	Solano	3 Defensive Driving Videos	OE		1,195	1,350	74
67	Family Bridges, Inc	Alameda	Medium Bus	R	90671	49,577	56,000	72
68	Coalition for Elders' Independence	Alameda	Medium Bus and Mobile Radio	R	10345	50,905	57,500	71
69	Coalition for Elders' Independence	Alameda	Medium Bus and Mobile Radio	R	10346	50,905	57,500	71
70	North Bay Industries	Sonoma	1 Modified Van	SE		44,265	50,000	71
71	City of San Ramon	Contra Costa	Small Bus	SE		42,494	48,000	70
72	City of Santa Rosa	Sonoma	Cameras and Other Equipment	OE		69,281	78,257	70
73	Family Bridges, Inc	Alameda	Medium Bus	R	29815	49,577	56,000	68
74	Achievekids	Santa Clara	Minivan	R	58401	38,068	43,000	68
75	Self-Help for the Elderly	San Francisco	Large Bus	R	86000	53,118	60,000	67
76	Veterans Home of CA, Yountville	Napa	Medium Bus and Mobile Radio	R	75861	50,905	57500	63
77	Veterans Home of CA, Yountville	Napa	Medium Bus and Mobile Radio	R	75860	50,905	57,500	63
78	Kimochi, Inc.	San Francisco	Modified Van	R	20111	44,265	50,000	63
79	Veterans Home of CA, Yountville	Napa	Small Bus and Mobile Radio	R	75910	43,822	49,500	62
80	City of Santa Rosa	Sonoma	Small Bus	R	12479	42,494	48,000	56
81	City of Santa Rosa	Sonoma	Small Bus	R	12480	42,494	48,000	56
82	City of Santa Rosa	Sonoma	Small Bus	R	12481	42,494	48,000	56

*R = Replacement, SE = Service Expansion, OE = Other Equipment
**Assumes revised local match of 11.47% as a result of SAFETEA legislation.

	APPLICANT	COUNTY	PROJECT	TYPE*	VIN	FED AMT**	TOTAL COST	TOTAL SCORE
83	City of Santa Rosa	Sonoma	Small Bus	R	12483	42,494	48,000	56
84	City of Santa Rosa	Sonoma	Small Bus	R	12484	42,494	48,000	56
85	India Community Center	Santa Clara	Largest Bus and Mobile Radio	SE		165,994	187,500	42
86	India Community Center	Santa Clara	Computer	OE		885	1,000	36
87	Avenidas	Santa Clara	Large Bus	R	27502	53,118	60,000	36
	TOTAL REQUESTS					4,001,297	4,519,707	

*R = Replacement, SE = Service Expansion, OE = Other Equipment
**Assumes revised local match of 11.47% as a result of SAFETEA legislation.

APPENDIX A – 11

Project Selection Processes

Coordinated Public Transit-Human Services Transportation Plan

MTC Resolution No. 3787

Date: November 15, 2006
W.I.: 1311
Referred by: PAC
Revised: 12/19/07-C

ABSTRACT

Resolution No. 3787, Revised

This resolution adopts the Coordinated Public Transit-Human Services Transportation Plan.

The following attachment is provided with this resolution:

> Attachment A— Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan. Attachment A will be amended at a later date and will include the elderly and disabled component of the plan, as well as a section focused on coordinated solutions to address the transportation needs of the low-income, elderly and disabled populations in the Bay Area.

This resolution was revised on December 19, 2007 to add the elderly and disabled component of the plan to Attachment A.

> Attachment A – Low Income Component and Elderly and Disabled Component of the Coordinated Public Transit-Human Services Transportation Plan

Discussion of this plan is included in the Programming and Allocations Summary sheets dated November 8, 2006 and December 12, 2007.

Date: November 15, 2006
W.I.: 1311
Referred by: PAC

RE: Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3787

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) requires that projects funded through the Job Access Reverse Commute (JARC), New Freedom, and Elderly Individuals and Individuals with Disabilities programs be derived from a from a locally developed, coordinated public transit-human services transportation plan (Coordinated Plan) beginning in Fiscal Year 2007; and

WHEREAS, MTC will complete the Coordinated Plan for the region; and

WHEREAS, MTC has dedicated significant resources toward planning efforts that have focused on the transportation needs of low-income residents in the Bay Area, including welfare to work transportation plans in each of the nine counties, a regional welfare to work transportation plan and the community-based transportation planning program launched in 2002; and

WHEREAS, MTC has hired a consultant to complete the elderly and disabled component of the coordinated public, as well as a chapter of the plan that identifies coordinated transportation strategies that address the overlapping transportation needs of the low-income, elderly and disabled populations in the Bay Area; and

WHEREAS, the consultant will review and incorporate results from the MTC-completed low-income component of the Coordinated Plan to the chapter of the plan focused on coordinated transportation strategies for all three populations; now therefore be it

RESOLVED, that MTC approves the Coordinated Public Transit-Human Services Transportation Plan as forth in Attachment A of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 15, 2006.

Date: November 15, 2006
W.I.: 1311
Referred by: PAC
Revised: 12/19/07-C

Attachment A
MTC Resolution No. 3787

Coordinated Public Transit Human Services Transportation Plan

Low Income Component

and

Elderly and Disabled Component

Both components of the plan are incorporated by reference. The low-income component of the plan is available on-line at
http://www.mtc.ca.gov/planning/pths/Low-Income_Component_Coord_Plan.pdf.

The elderly and disabled component of the plan is available on-line at
http://www.mtc.ca.gov/planning/pths/Elderly and Disabled_Component_Coord_Plan.pdf.

Both components and their appendices are also available in the MTC/ABAG Library.

APPENDIX A – 12

Project Selection Processes

2006 Regional Transportation Improvement Program (RTIP)
Augmentation Program Policies, Procedures, and
Project Selection Criteria

MTC Resolution No. 3790

Date: December 20, 2006
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 3790

This resolution adopts the policies, procedures and project selection criteria for developing the 2006 Regional Transportation Improvement Program (RTIP) Augmentation for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated December 13, 2006.

Attachment 1 – Policies, Procedures and Project Selection Criteria for the 2006 RTIP Augmentation (with attachments)

Attachment 2 – STIP Amendment / Extension Rules and Procedures

Date: December 20, 2006
W.I.: 1515
Referred by: PAC

RE: Adoption of 2006 Regional Transportation Improvement Program (RTIP) Augmentation Program Policies, Procedures, and Project Selection Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3790

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, voters approved on the November 7, 2006 ballot Proposition 1B, also known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorized $2 billion in general obligation bond proceeds to be available for projects in the State Transportation Improvement Program (STIP); and

WHEREAS, MTC adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) Augmentation when additional STIP funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2006 RTIP Augmentation, to include projects programmed in fiscal years 2007-08 through 2010-11; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2006 Regional Transportation Improvement Program (RTIP) Augmentation will be developed; and

WHEREAS, the 2006 RTIP Augmentation will be subject to public review and comment; now, therefore, be it

WHEREAS, the 2006 RTIP Augmentation will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2006 RTIP Augmentation, as set forth in Attachment 1 of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment 2 of this resolution, and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 20, 2006.

2006
Regional Transportation Improvement Program Augmentation
Policies, Procedures, and Project Selection Criteria

December 20, 2006

MTC Resolution No. 3790
Attachment 1

Metropolitan Transportation Commission
Programming and Allocations Section
http://www.mtc.ca.gov/funding/

2006 RTIP Augmentation
Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
Table of Contents

Background **4**
2006 RTIP Augmentation Development **4**
Key Policies and Guidance **5**
Consistency with Regional and Local Plans 5
CTC Guidance 5
2006 RTIP Augmentation Development Schedule 5
RTIP County Share Targets 5
Project Eligibility 6
Corridor Mobility Infrastructure Account 6
RTIP Augmentation Project Solicitation 6
Public Involvement Process 6
Federal Transportation Enhancement (TE) Funds 7
RTIP Augmentation Projects in the Transportation Improvement Program (TIP) 7
Caltrans Project Nomination 7
Title VI Compliance 8
Intelligent Transportation Systems Policy 8
Traffic Operations System Policy for Major New Freeway Projects 8
Accommodations for Bicyclists, Pedestrians and Persons with Disabilities 8
Grant Anticipation Revenue Vehicle (GARVEE) Bonding 9
AB 3090 Project Replacement or Reimbursement 10
AB 872 Advance Expenditure of Funds 10
AB 608 Contract Award Provisions 11
Caltrans Quality Assurance Oversight 11
Santa Clara GARVEE Debt Service 11
Regional Planning, Programming, and Monitoring (PPM) funds 12
Project Advancements 12
Programming to Reserves 12
Advance Project Development Element 12
Countywide RTIP Augmentation Listing 13
Project Screening Criteria, Including Readiness 13
RTIP Augmentation Applications 13
STIP Performance Measures 13
Regional Projects 13
85-115% Adjustments 13
Timely Use of Funds Provisions and Deadlines 14
Notice of Cost Increase 15

Notice of Contract Award 16
State-Only Funding 16
Matching Requirements 16
STIP Amendment/Extension Procedure 16
Attachment A: 2006 RTIP Augmentation Development Schedule 18
Attachment B: 2006 RTIP Augmentation County Targets 19
Attachment C: 2006 RTIP Augmentation Project Screening Criteria 20
Eligible Projects 20
Planning Prerequisites 20
Project Costs and Phases 20
Readiness Standards 21
Other Requirements 23
Attachment D: 2006 RTIP Augmentation Project Application 25
Part 1: Sample Resolution of Local Support 26
Part 1b: Sample Opinion of Legal Counsel 28
Part 2: Certification of Assurances 29
Part 3: Project Study Report (PSR), or equivalent 30
Part 4: Project Nomination Sheet 31
Part 5: Performance Measures Worksheet 35
Part 6: Routine Accommodations Checklist 37

2006 Regional Transportation Improvement Program (RTIP) Augmentation Policies, Procedures and Project Selection Criteria

Background

The State Transportation Improvement Program (STIP) provides funding for a significant number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the STIP for the nine counties of the Bay Area.

On November 7, 2006, California voters approved the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). This bond authorized $2 billion in general obligation bond proceeds to be available for projects in the State Transportation Improvement Program (STIP), to augment funds otherwise available for the STIP from other sources. Under the Bond Act, the funds shall be deposited in the newly created Transportation Facilities Account (TFA) and shall be available, upon appropriation by the Legislature, in the same manner as other STIP funds.

The Regional Transportation Improvement Program (RTIP) Augmentation is the region's proposal to the State for STIP Augmentation funding, due to the California Transportation Commission (CTC) by April 2, 2007. The 2006 STIP Augmentation will include programming for the four fiscal years from 2007-08 through 2010-11. The region may request advancement of future county shares.

2006 RTIP Augmentation Development

The following principles will frame the development of MTC's 2006 RTIP Augmentation, the region's contribution to the 2006 STIP Augmentation.

- MTC will work with CTC staff, CMA's, transit operators, Caltrans, and project sponsors to prepare the 2006 STIP Augmentation.

- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.

- MTC may choose to consult with counties to consider programming a portion of their RTIP Augmentation shares for projects that will meet a regional objective. Among these considerations would be operational projects intended to improve the performance of the metropolitan transportation system as a whole, projects proposed for the Interregional Transportation Improvement Program (ITIP), and projects that meet commitments in Transportation 2030, such as the Streets and Roads/Transit Capital shortfall funding commitment. Any regional priorities would be considered in light of 1) size and magnitude of regional need, 2) availability and timing of state funding, and 3) availability and timing of other funding sources to fund projects of regionwide benefit.

- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds, MTC will work with its transportation partners to deliver projects in the region.

- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2006 RTIP Augmentation.

Consistency with Regional and Local Plans

RTP Consistency

Transportation 2030 Plan, the 2005 Regional Transportation Plan (RTP) established a policy based on three strategies: adequate maintenance of the existing system, system efficiency, and strategic expansion. Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) funds need to be responsive to that policy. New projects submitted for RTIP Augmentation consideration must include a statement addressing how the project meets the strategies set forth in the RTP.

Local Plans

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

CTC Guidance

The California Transportation Commission (CTC) 2006 STIP Augmentation guidelines are scheduled for adoption in December 2006. After release, the MTC 2006 RTIP Augmentation Policies, Procedures and Project Selection Criteria will be revised to reflect any changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: http://www.dot.ca.gov/hq/transprog/stip.htm. All CMAs and project sponsors are required to follow the MTC and CTC STIP guidelines in the development and carrying out of the 2006 RTIP/STIP Augmentation.

2006 RTIP Augmentation Development Schedule

Development of the 2006 RTIP Augmentation under these procedures will be done in accordance with the schedule outlined in Attachment A of these policies and procedures.

RTIP County Share Targets

Attachment B of the Polices and Procedures provides the county share targets for each county for the 2006 RTIP Augmentation, as well as future county shares. Each county's project list, due to MTC in draft form by February 1, 2007, should be constrained within these county share limits; however, there may be opportunities to advance future county shares. The final county share programming targets will be established in the 2006 STIP Fund Estimate adopted by the CTC on December 13, 2006, or as

subsequently amended by the CTC. It is expected that MTC's RTIP Augmentation will be developed using a region-wide aggregate of county-share targets and advancement of future county shares.

Project Eligibility

SB 45 (Chapter 622, Statutes 1997) considerably expanded the range of projects that are eligible for consideration in the RTIP Augmentation. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

Corridor Mobility Infrastructure Account

Proposition 1B, approved by voters on November 7, 2006, establishes the Corridor Mobility Infrastructure Account (CMIA) to fund critical projects aimed at improving corridor mobility and decreasing congestion statewide. MTC encourages CMAs to consider CMIA project corridors in the mix of investments for the RTIP Augmentation, in order to maximize transportation benefits to these corridors.

RTIP Augmentation Project Solicitation

Each county congestion management agency (CMA), or countywide transportation planning agency for those counties that have opted out of the CMA requirement, is responsible for soliciting projects for its county share of the RTIP Augmentation. The CMA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP Augmentation funding, recognizing the expanded project eligibility allowed under SB 45.

Public Involvement Process

MTC is committed to having the CMAs as full partners in development of the RTIP Augmentation. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any metropolitan planning process, but opportunities for the public to get involved are especially important with the project selection process for the RTIP.

Below are suggestions for congestion management agencies to use in seeking suggestions and comments on proposed projects that will be submitted to MTC for inclusion in the 2006 RTIP Augmentation. Further guidance is contained in the CMA Guidelines for Public Involvement Strategy for the Transportation 2030 Plan.

- Hold an appropriate number of public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.

- Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take final action.

- In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.

- Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

Federal Transportation Enhancement (TE) Funds
The 2006 RTIP Augmentation contains no additional Transportation Enhancement capacity. However, the CMAs may request amendments to program or change their TE programming during the 2006 RTIP Augmentation process.

RTIP Augmentation Projects in the Transportation Improvement Program (TIP)
In response to new state and federal requirements, RTIP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request when the request includes federal funds – especially TE funds. Currently, the 2006 RTIP Augmentation funds are state-only, and do not need a federal authorization to proceed.

Caltrans Project Nomination
Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP Augmentation to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP Augmentation, the Department must submit project nominations directly to the applicable CMA (or countywide transportation planning agency for those counties that have opted out of the CMA requirement). The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CMA within the timeframe and deadline prescribed by the applicable CMA.

Whenever Department programming recommendations or nominations are not included in the CMA's RTIP Augmentation proposal, the CMA must identify those recommendations and provide an explanation of its reasons for not accepting them with its submittal to MTC. Where the Department has identified unprogrammed State highway improvement needs and the CMA's proposed RTIP Augmentation funding includes programming for rehabilitation or improvement projects off the State highway system, the CMA must identify those needs and provide either an explanation of how funding to meet the State highway improvement needs will be met or provide an explanation for its reason for not reserving RTIP Augmentation county share to preserve future capacity for meeting those needs. These explanations should be made with reference to the regional transportation plan, the cost effective use of state funds, and the evaluation of the cost-effectiveness and performance measures of the CMA's RTIP Augmentation Candidate submittal, as specified in the CTC STIP Guidelines.

Title VI Compliance

Investments made in the RTIP Augmentation must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. The CMA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. MTC, state and federal agencies will soon require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Beginning with the 2006 RTIP, MTC is requiring that all applicable projects conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2006 RTIP Augmentation project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: http://www.mtc.ca.gov/planning/ITS/index.htm.

Traffic Operations System Policy for Major New Freeway Projects

It is the Commission's policy that all major new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the regions freeway system and coordinate with local transportation management systems. Beginning with the 2006 STIP, MTC is requiring that all applicable RTIP projects conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. A project is considered new if it did not have an approved Project Study Report (PSR) by December 2004, or did not have funds programmed for the construction phase in the STIP as of December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." In addition MTC's Resolution 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. As this checklist is not yet finalized, applicants are strongly encouraged to complete the draft checklist. MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

In selecting projects for inclusion in the RTIP Augmentation, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates
TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT "Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure." (http://www.fhwa.dot.gov/environment/bikeped/Design.htm)

State Policy Mandates
California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates
All projects programmed during the RTIP Augmentation must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Applicable projects applying for RTIP Augmentation funds are strongly encouraged to complete the Routine Accommodations Checklist as described by MTC Resolution 3765 and submit the checklist to MTC. The Routine Accommodations Checklist is incorporated as Part 6 of the Project Application. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP Augmentation support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2001 Regional Bicycle Plan (a component of the 2001 RTP) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: http://www.mtc.ca.gov/projects/ rtp/bicycle.htm

Grant Anticipation Revenue Vehicle (GARVEE) Bonding
Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects.

AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of local funds. With the concurrence of the appropriate transportation planning agency, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. Section 2.c of the AB3090 Policy, adopted by the CTC in April 2003 states, "The local agency commits to award a contract or otherwise begin delivery of the project component within 12 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met." Note that the CTC adopted a new 6 month award deadline in June 2006, and the 6 month deadline supercedes the April 2003 language.

The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region.

AB 872 Advance Expenditure of Funds

AB 872 (Statutes of 2001, Chapter 815) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is included in the current fiscal year's state transportation improvement program and for which the commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC discourages the use of AB 872 to expend funds in the programmed year prior to allocation by the CTC until the state financial situation stabilizes. Allocation of funds in the year programmed is not guaranteed due to the current state financial situation. Therefore, sponsors are exposing

themselves to the risk of expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an AB 872 request, the sponsor must notify the CMA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

AB 608 Contract Award Provisions

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CMA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

Caltrans Quality Assurance Oversight

For projects on the state highway system, the Department of Transportation must verify that procedures are adequate to ensure completed work conforms to established standards, policies, and practices. The Department must perform this quality assurance as part of its responsibility for the planning, design, construction, maintenance, and operation of the state highway system (Government Code 14520.3 (b)).

The Department will charge a fee for its quality assurance oversight services on all state highway project components implemented by an agency other than the Department, as prescribed in the Department's document on "Implementing Agency Responsibilities for State Transportation Improvement Program (STIP) projects on State Highways" and as identified in the project cooperative agreement. Generally, the Department will withhold ten percent from the STIP funds allocated by the CTC for this purpose, unless other funding has been made available through the cooperative agreement.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include the Caltrans Assurance of Quality (CAQ) fee within each project component cost, as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component, and, if necessary, that the additional ten percent CAQ fee is included within the RIP funding.

Santa Clara GARVEE Debt Service

In accordance with MTC Resolution 3538, the debt service for the I-880/Coleman Avenue, SR-87 HOV Lanes (SR 85 to I-280), and the SR-87 HOV Lanes (I-280-Julian Street) projects will be paid from the Santa Clara County RIP county share balance. In the event that the Santa Clara County RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the Santa Clara County RIP county share balance will become negative through the advancement of future Santa Clara County RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using Santa Clara County RIP county share would

need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

Regional Planning, Programming, and Monitoring (PPM) funds
Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Since the MTC region previously was limited to a 1% limit, this change allows for a considerable increase in PPM funding available for programming. CMAs may request in the RTIP Augmentation project submittal an increase in PPM funding beginning in the 2007-08 fiscal year.

Project Advancements
If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. Project advancements are unlikely during the 2006 STIP period. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Programming to Reserves
The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to availability of funds, and is not expected to be approved by the CTC until the next STIP programming cycle.

Advance Project Development Element
Additional funding is available for programming of project development components through the Advance Project Development Element (APDE) of the STIP. This equates to 25 percent of the estimated programming capacity for the two years beyond the STIP period (2011-12 and 2012-13). Funds that have been programmed from past STIP APDEs are carried over as a debit against programming capacity. Once a project funded within the STIP APDE moves to construction, the funding within the APDE for that project is deducted from the programming capacity of the county share.

The CTC will be treating the programming of funds in the county share period, as well as the funds programmed within the APDE for projects that have gone to construction, as advances against future STIP period county shares. Amounts programmed under these provisions will be deducted from the regular county share in the next STIP.

It is not expected that the CTC will be programming APDE projects in the 2006 STIP Augmentation.

Countywide RTIP Augmentation Listing
By February 1, 2007, each county Congestion Management Agency or countywide transportation planning agency must submit to MTC a draft proposed countywide RTIP Augmentation project listing showing the proposed programming of county shares. The final list is due to MTC by February 28, 2007, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects) and appropriate project level performance measure analysis.

Project Screening Criteria, Including Readiness
In addition to the CTC Guidelines, all projects included in the 2006 RTIP Augmentation must meet all MTC project-screening criteria listed in Attachment C of this guidance. Of utmost importance are the project readiness requirements.

RTIP Augmentation Applications
Project sponsors must complete an application for each new project proposed for funding in the RTIP Augmentation, consisting of the items included in Attachment D of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors are to use the fact and fund sheets provided by Caltrans for all projects. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. Existing projects already programmed in the STIP should still submit Part 1: Resolution of Local Support of Attachment D, as well as propose an amendment in MTC's FMS, and submit both electronically and in hard copy a revised fact and fund sheet provided by Caltrans.

STIP Performance Measures
The CTC continues to require performance measures into the RTIP and ITIP review process for the 2006 RTIP Augmentation. According to the STIP guidelines, a regional, system-level performance report must be submitted along with the RTIP Augmentation submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level. In addition, project-level performance measure data will be reviewed for new projects greater than $50 million or 50 percent of a county's available share. An example of the analysis for reference is included in Attachment D: 2006 RTIP Augmentation Project Application. The CMAs are required to submit the project-level performance measures to MTC.

Regional Projects
Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CMAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the affected parties (CMAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

85-115% Adjustments
MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115

percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CMAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

Timely Use of Funds Provisions and Deadlines

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC has made it very clear that deadline extensions will be the exception rather than the rule.

Project sponsors must be certain that they can meet all of the timely use of funds deadlines imposed by the CTC and SB 45 as described below.

Allocation

Funds programmed in the STIP for all components of local grant projects and for Caltrans construction capital must receive an allocation from the CTC by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returning to the county in the next county share period. The next county share period begins July 1, 2008, with the following share period beginning July 1, 2012.

Award

Funds allocated for construction or for purchase of equipment must be encumbered by the award of a contract within six months of the date of the allocation. Federal funds for transit projects are considered encumbered and expended upon completion of the fund transfer from Federal Highway Administration (FHWA) to Federal Transit Administration (FTA). Funds not encumbered by the award of a contract, or transferred to FTA, or extended by the CTC within the statutory deadline are permanently lost to the region, with no adjustment to the county share balance.

Expenditure

Funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. Funds allocated for construction or for the purchase of equipment must be expended within 36 months of award of the contract. Funds not expended, or transferred to FTA, or extended by the CTC within the expenditure deadline are permanently lost to the region, with no adjustment to the county share balance.

Invoicing

Implementing agencies must invoice against allocated funds at least once in every six-month period following allocation of the funds until project closeout. Federal funds not invoiced at least once in a six-month period are subject to de-obligation from the project. Federal funds not invoiced at least once in a twelve-month period are permanently lost to the region, with no adjustment to the county share balance. Federal funds for transit projects must meet applicable Federal Transit Administration (FTA) invoicing requirements.

Reimbursement
For local grant projects, the sponsor has 180 days after contract acceptance (completion of expenditure of funds) to make the final payment to the contractor or vendor, prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement. Funds not reimbursed or extended by the CTC within the reimbursement deadline are permanently lost to the region, with no adjustment to the county share balance.

Note for Transit Projects: Federal funds programmed and allocated for transit projects are considered obligated as soon as they are transferred to the Federal Transit Administration (FTA). Federal funds for such projects will be considered encumbered and expended upon completion of the fund transfer to FTA. Allocation of Public Transportation Account (PTA) funds or state funds allocated to match the federal funds for such projects will be subject to the timely use of funds provisions described above.

For each of these deadlines, the project sponsor may request the CTC (following CMA and MTC concurrence) to extend the deadlines no more than one time and only if the CTC finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months. As a part of MTC's regional policy as adopted in attachment 2 to MTC resolution 3790, the project sponsor (or, in limited cases, the CMA) must be present at the CTC meeting to answer any questions CTC staff or Commissioners may have regarding the extension request. When submitting the extension request to the CMA and MTC, the project sponsor must also submit a listing showing the status against all funding deadlines and status for allocated STIP projects, as well as for all federal Surface Transportation Program (STP) or Congestion Mitigation Air Quality (CMAQ) funded projects.

In addition to the Timely Use of Funds provisions of SB 45, the California Transportation Commission has strengthened its STIP Amendment policy by prohibiting amendments for funds programmed in the current fiscal year.

Notice of Cost Increase
For projects with a total estimated cost over $25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit updated STIP Fact and Funding sheets to the appropriate CMA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CMA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CMA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CMA with a copy of the LPP-01-06 "Award Information for STIP Projects – Attachment A" form, when it is submitted to Caltrans. This will assist MTC and the CMA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

State-Only Funding

Most projects programmed in the STIP receive a combination of state and federal funds. However, for the 2006 RTIP Augmentation, no federal funds will be available. Therefore, all projects programmed in the 2006 RTIP Augmentation will receive state-only funding. This provision may change in the future, and project sponsors should be prepared to federalize their projects.

Matching Requirements

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Pubic Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the "Special Funding Conditions" section of the RTIP Application Nomination sheet, and obtain approval from Caltrans through the state-only approval process as previously described. Otherwise, the CTC may assume any Article XIX restricted STIP project will be funded with 100 percent federal funds.

Since funds programmed in the 2006 RTIP Augmentation is expected to be state-only funds, there will be no matching requirements for all Article XIX eligible projects.

STIP Amendment/Extension Procedure

The STIP amendment and extensions process has been updated and is incorporated as Attachment 2 of this resolution. Project sponsors will be required to follow this process in addition to any procedures imposed by the CTC, Caltrans or the CMAs, for all STIP amendment and extension requests. A new policy is that project sponsors (or, in limited cases, the CMA) must be present at the

CTC meeting if requesting an extension of any kind to answer questions from CTC staff or Commissioners. Project sponsors must also submit a listing showing the status against all funding deadlines for all allocated STIP projects, as well as for all federal Surface Transportation Program (STP) or Congestion Mitigation Air Quality (CMAQ) funded projects. Additionally, a 'STIP History' must accompany all requests to delay construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule.

2006 RTIP Augmentation December 20, 2006 Tentative Development Schedule	
November 8, 2006	Caltrans' Presentation of Fund Estimate (FE) Overview (CTC Meeting – Jackson)
December 13, 2006	PAC review and recommendation of proposed RTIP Policies and Procedures
December 13, 2006	CTC adopts STIP Augmentation FE, Schedule, FE and Policies and Procedures (CTC Meeting – San Francisco)
December 18, 2006	Partnership Technical Advisory Committee (PTAC) review of proposed RTIP Policies and Procedures
December 20, 2006	Commission adopts 2006 RTIP Policies and Procedures; Issue Call for Projects
February 1, 2007	CMAs submit draft Fact and Fund sheets, proposed RTIP project listing, and project level performance measure analysis to MTC
February 14, 2007	Programming and Allocations Committee (PAC) review and release of draft RTIP Augmentation
February 15, 2007	Circulate draft RTIP Augmentation for public comment
February 19, 2007	PTAC Review of draft 2006 RTIP Augmentation
February 28, 2007	Final changes to Fact and Fund sheets due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support and Certification of Assurances due to MTC (Final Complete Applications due)
February 28, 2007	Submit TIP amendments for final proposed RTIP Augmentation projects
March 7, 2007	PAC Review of 2006 RTIP Augmentation – Refer to Commission for approval
March 17, 2007	Close of public comment period for 2006 RTIP Augmentation
March 28, 2007	Commission approves 2006 RTIP Augmentation
April 2, 2007	MTC submits 2006 RTIP Augmentation to CTC
April 11, 2007	PAC Review of TIP Amendments – Refer to Commission for approval
April 25, 2007	CTC 2006 STIP Augmentation Hearing – Southern California (CTC Meeting – San Luis Obispo)
April 25, 2007	Commission approves TIP amendments
May 2, 2007	CTC 2006 STIP Augmentation Hearing – Northern California (Location TBD)
May 17, 2007	CTC Staff Recommendations on 2006 STIP Augmentation released
June 7, 2007	CTC adopts 2006 STIP (CTC Meeting – Sacramento)
June 7, 2007	State approves TIP amendments (anticipated)
July 1, 2007	FHWA & FTA approve TIP amendments (anticipated)

Shaded Area – Actions by Caltrans or CTC

Metropolitan Transportation Commission

2006 Regional Transportation Improvement Program (RTIP)

Augmentation

Resolution 3790 Attachment 1-B: County Targets

December 20, 2006

	2006 RTIP Augmentation Programming									
	2006 STIP Base		**Highway Targets**				**PTA Target**		**Total Target**	**Maximum**
County	Current Under-(Over-) Programmed Share		CTC Formula Distribution (New Funding)		Net Share FY 07-08 through FY 10-11		Net Share FY 07-08 through FY 10-11		Net Share FY 07-08 through FY 10-11	With Estimated Future Share through FY 11-12
Alameda	(5,825)	+	39,164	=	**33,339**	**+**	**17,368**	**=**	**50,707**	72,368
Contra Costa	37,335	+	25,385	=	**62,720**	**+**	**11,257**	**=**	**73,977**	88,017
Marin	(4,678)	+	7,417	=	**2,739**	**+**	**3,290**	**=**	**6,029**	10,131
Napa	17,478	+	4,596	=	**22,074**	**+**	**2,039**	**=**	**24,113**	26,655
San Francisco	9,403	+	20,013	=	**29,416**	**+**	**8,875**	**=**	**38,291**	49,360
San Mateo	2,877	+	20,610	=	**23,487**	**+**	**9,139**	**=**	**32,626**	44,025
Santa Clara	(8,646)	+	45,853	=	**37,207**	**+**	**20,335**	**=**	**57,542**	82,903
Solano	(350)	+	12,020	=	**11,670**	**+**	**5,330**	**=**	**17,000**	23,648
Sonoma	(15,834)	+	14,672	=	**(1,162)**	**+**	**6,507**	**=**	**5,345**	13,460
Totals	**31,760**	**+**	**189,730**	=	**221,490**	**+**	**84,140**	**=**	**305,630**	410,567

J:\PROJECT\Funding\RTIP\06 RTIP Augmentation\[MTC Augmentation Targets.xls]3790_1B

Source: Adopted 2006 STIP Augmentation Fund Estimate, 12-11-2006 (CTC Pink Item, Tab 10)

2006 Regional Transportation Improvement Program Augmentation Policies, Procedures and Project Selection Criteria
Attachment C: 2006 RTIP Augmentation Project Screening Criteria

Eligible Projects

A. Eligible Projects. SB 45 (Chapter 622, Statutes 1997) expanded the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

Planning Prerequisites

B. RTP Consistency. Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

C. CMP Consistency. Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.

D. PSR or PSR Equivalent is Required. Projects in the STIP must have a complete project study report or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (Project Study Report (PSR), or equivalent) of Attachment D: 2006 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

E. Escalated Costs. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year in which project delivery is proposed.

As required by law, inflation estimates for Caltrans operations (support) costs are based on the annual escalation rate established by the Department of Finance.

Local project sponsors may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

F. Project Phases. Projects must be separated into the following project components:

1. Completion of all studies, permits and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PSE)
3. Acquisition of right-of-way (ROW)
4. Construction and construction management and engineering, including surveys and inspections." (CON)
   Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).

The project sponsor/CMA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest $1,000.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include the Caltrans Assurance of Quality (CAQ) fee within each project component cost, as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component, and, if necessary, that the additional ten percent CAQ fee is included within the RIP funding.

G. Minimum Project Size. New projects or project components cannot be programmed for less than $100,000, with the following exceptions:

(a) Projects eligible for Federal Transportation Enhancement (TE) funding.
(b) Funds to match Regional Surface Transportation Program (STP) or Congestion Mitigation and Air Quality (CMAQ).
(c) Planning, Programming and Monitoring (PPM)
(d) Projects for landscaping and mitigation of State highway projects, including soundwalls.
(e) Caltrans project support components not allocated by the Commission.
(f) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.

H. Fiscal Years of Programming. The 2006 STIP Augmentation covers the five-year period from FY 2006-07 though 2010-11. The 2006 STIP Augmentation assumes that the new programming capacity is available in FY 2007-08. If a project will be ready for allocation in a later year, project sponsors may program funds in a later year of the five-year STIP period.

Readiness Standards

I. Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years to expend funds. For construction, the sponsor will have six months to award a contract and three years to expend funds. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.

J. **Completion of Environmental Process.** Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming right-of-way or construction funds in the RTIP.

K. **Programming Project Components in Sequential STIP Cycles.** Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

L. **Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction.

M. **The Project Must Be Fully Funded**. All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Attachment D - Part 1 of this guidance.

The CTC will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including RSTP, CMAQ, and

Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

N. **Field Review for Federally Funded Local Projects.** One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review as early as possible, so potential issues may be identified with sufficient time for resolution.

In the unlikely event that certain projects are federalized in the 2006 RTIP Augmentation, the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2006 STIP Augmentation, Caltrans field reviews should be completed by September 1, 2007 for federal aid projects programmed in 2007-08 and 2008-09. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

Other Requirements

O. **Availability for Audits.** Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 "The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary."

P. **Interregional Projects May Be Proposed Under Some Restrictive Circumstances.** The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) "A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP." Government Code Section 14529 (k) "... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department…"

Q. **Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Assembly Bill 872 (Chapter 572, Statutes of 1999 – Section 14529.7 of the Government Code) are met in accordance with the CTC Guidelines for Implementation of AB 872. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Locals Assistance Procedures for AB 872 implementation.

R. State-Only Funding. Since the 2006 RTIP Augmentation is not expected to have any federal funding, all projects will receive state-only funding. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding.

S. Federal Transportation Improvement Program. All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds (such as the Transportation Enhancement (TE) projects) will not receive federal authorization to proceed without the project being properly listed in the TIP.

2006 Regional Transportation Improvement Program (RTIP) Augmentation
Attachment D: 2006 RTIP Augmentation Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2006 RTIP Augmentation. The application consists of the following five to six parts and are available on the Internet (as applicable) at: http://www.mtc.ca.gov/funding/

1a. Resolution of local support *
1b. Opinion of legal counsel *
2. Local agency certification of assurances
3. Project Study Report (PSR), or equivalent
4. RTIP project fact and fund sheets (with maps) (must be submitted electronically)
5. Performance Measures Worksheet (if applicable)
6. Routine Accommodations Checklist (if applicable: check with CMA or on MTC's website, listed above)

* Project sponsor has the option to incorporate language into the Resolution of Local support – see note below

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

Resolved, that (agency name) is authorized to submit an application for State Transportation Improvement Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for Regional Improvement Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 1b

RTIP Augmentation Project Application

Part 1: Sample Resolution of Local Support

Resolution No. _____

WHEREAS, (INSERT AGENCY NAME HERE) (herein referred to as "APPLICANT") is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT RTIP FUNDING $ AMOUNT HERE) in funding from the 2006 Regional Transportation Improvement Program (RTIP) Augmentation for the (INSERT PROJECT TITLE(S) HERE) (herein referred to as "PROJECT" or "PROJECTS") for the MTC 2006 RTIP Augmentation, as authorized by MTC by Resolution 3790 (herein referred to as "PROGRAM"); and

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of that process, MTC is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to California Government Code Section 14527(b), for inclusion in the RTIP, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program; and

WHEREAS, MTC will review and include, if approved, 2006 RTIP Augmentation projects in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the RTIP Augmentation; and

WHEREAS, applications to MTC must be submitted consistent with procedures, conditions, and forms it provides transportation project sponsors; and

WHEREAS, APPLICANT is a sponsor of transportation projects eligible for Regional Improvement Program funds; and

WHEREAS, the RTIP Augmentation project fact and fund sheet of the project application, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which APPLICANT is requesting that MTC program Regional Improvement Program funds for inclusion in the RTIP Augmentation; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by APPLICANT of assurances required by SB 45 in order to qualify the project listed in the RTIP Augmentation project nomination sheet of the project application for programming by MTC; and

WHEREAS, as part of the application for 2006 RTIP Augmentation funding, MTC requires any resolution adopted by the responsible implementing agency to state that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised, and as may be further amended).

NOW, THEREFORE, BE IT RESOLVED, that APPLICANT approves the assurances set forth in Part 2 of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised, and as may be further amended), that PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP, and that APPLICANT and PROJECT will comply with the requirements as set forth in the 2006 RTIP Augmentation Policies and Procedures (MTC Resolution No. 3790); and therefore be it further

RESOLVED, that APPLICANT has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the RTIP Augmentation project fact and fund sheet of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

RESOLVED, that APPLICANT is authorized to submit an application for State Transportation Improvement Program funds for PROJECT; and be it further

RESOLVED, that there is no legal impediment to APPLICANT making applications for Regional Improvement Program funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED, that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC to program Regional Improvement Program funds into the RTIP, for the projects, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the APPLICANT application referenced herein.

RTIP Augmentation Project Application

Part 1b: Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the State Transportation Improvement Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for State Transportation Improvement Program (STIP) funds

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the State Transportation Improvement Program (STIP) made available pursuant to the State Transportation Funding Plan, Streets and Highways Code Section 163 et. seq..

1. (Applicant)_____ is an eligible sponsor of projects for the STIP.
2. (Applicant) _____ is authorized to submit an application for STIP funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STIP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

RTIP Augmentation Project Application
Part 2: Certification of Assurances

The implementing agency certifies that the project for which Regional Improvement Program funding is requested meets the following project screening Criteria. **Please initial each.**

1. The project is eligible for consideration in the RTIP. Pursuant to Streets and Highways Code Section 164 (e), eligible projects include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. _____
2. For the funds requested, no costs have/will be incurred prior to adoption into the STIP by the CTC. _____
3. A Project Study Report (PSR) or PSR equivalent has been prepared for the project. _____
4. The project budget included in Part 2 of the project application reflects current costs updated as of the date of application and escalated to the appropriate year. _____
5. The project is included in a local congestion management program (CMP). (Note: For those counties that have opted out of preparing a CMP in accordance with Government Code Section 65088.3, the project must be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation planning agency.) _____
6. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project. _____
7. The project is fully funded. _____
8. For projects with STIP federal funds, the implementing agency agrees to contact Caltrans and schedule and complete a field review within six months of the project being adopted or amended into the TIP. _____
9. For STIP construction funds, the implementing agency agrees to send a copy of the Caltrans LPP 01-06 "Award Information for STIP Projects – Attachment A" to MTC and the CMA, upon award. _____
10. The implementing agency agrees to be available for an audit of STIP funds, if requested. _____

The implementing agency also agrees to abide by all statutes, rules and regulations applying to the State Transportation Improvement Program (STIP), and to follow all requirements associated with the funds programmed to the project in the STIP. _____

These include, but are not limited to:

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. California Transportation Commission (CTC) requirements for transit projects, formerly associated with the Transit Capital Improvement (TCI) program. These include rules governing right-of-way acquisition, hazardous materials testing, and timely use of funds.
3. Federal Transit Administration (FTA) requirements for transit projects as outlined in FTA regulations and circulars.
4. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.
5. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity Revision of the State Implementation Plan (SIP).

RTIP Augmentation Project Application

Part 3: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements
PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	http://www.dot.ca.gov/hq/oppd/pdpm/apdx_htm/apdx_l/apdx_l.htm
Local Roadway a. rehabilitation b. capacity increasing or other project	 PSR for local rehabilitation PSR equivalent – project specific study with detailed scope and cost estimate	 http://www.dot.ca.gov/hq/LocalPrograms/ then look in "Local Programs Publications" and "PSR for local rehab." In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: Preliminary Environmental-- http://www.dot.ca.gov/hq/LocalPrograms/ then look in "publications" and "local assistance manuals" chapter 6 pg 6-31. Field Review -- http://www.dot.ca.gov/hq/LocalPrograms/ "publications" and "local assistance manuals" chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	http://www.dot.ca.gov/hq/MassTrans/stateostp.htm
Traffic Congestion Relief (TCR) Program projects (Specific phase)	TCR program application for the phases of work included in the TCR application	For a Traffic Congestion Relief (TCR) Program project, a TCR program application is considered a PSR equivalent for the phases of work included in the TCR application http://www.dot.ca.gov/tcrp
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Project Nomination Sheet (Page A-1) Reformatted - 07/29/2005

Project Information							**Fact Sheet Date:**	
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Element	Route / Corridor *	PM / KP Back *	PM / KP Ahead *
							PM:	PM:
							KP:	KP:

Legislative Districts:	Senate:	Congressional:
	Assembly:	
Project Sponsor:		
Implementing Agency: (by component)	PA&ED: AB 3090? ☐	PS&E: AB 3090? ☐
	R/W: AB 3090? ☐	CON: AB 3090? ☐
Project Title:		

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & PM/KP Back/Ahead used for State Highway System and Intercity Rail projects.

Location - Project Limits - Description and Scope of Work - (brief) (State/Region and Area Specific Maps to be included below)

Transportation Problem to be Addressed by Project and Description of Project Benefits - (brief)

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' - (brief)

Requesting State-Only Funds?

Project Milestones	**Date**	**Doc. Type**	**Date**
Project Study Report (PSR) Complete:		Scheduled Circulation of Draft Environmental Document:	

Project Manager (Person responsible for delivering the project within cost, scope and schedule)

Name: Agency: Phone:

Project Location Maps – Location Map of Project in State/Region, and Area Specific Map

NOTE: The CTC STIP Guidelines should have been read and understood prior to preparation of the STIP Fact Sheet, with particular attention to Sections 37 - 62.
A copy of the CTC STIP Guidelines and a template of the Project Nomination Sheets are available at: http://www.dot.ca.gov/hq/transprog/STIP2006/stip2006.htm

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Project Nomination Sheet (Page B-1)

(dollars in thousands and escalated)

Date:

County	CT District	PPNO *	EA *	Region/MPO/TIP ID *	Implementing Agency
Project Title:					

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost							Project	
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	Comments:
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

Existing RTIP Funding #1							**Program Code: ****	
Component	Prior	06/07	07/08	08/09	09/10	10/11	Total	**Agency:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed RTIP Funding #1							**Program Code: ****	
Component	Prior	06/07	07/08	08/09	09/10	10/11	Total	**Agency:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines. ** Program Code provided by Caltrans

Existing ITIP Funding #1							**Program Code: ****	
Component	Prior	06/07	07/08	08/09	09/10	10/11	Total	**Agency:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed ITIP Funding #1							**Program Code: ****	
Component	Prior	06/07	07/08	08/09	09/10	10/11	Total	**Agency:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines. ** Program Code provided by Caltrans

Existing 'Grandfathered STIP' Funds							**Program Code: ****	
Component	Prior	06/07	07/08	08/09	09/10	10/11	Total	**Agency:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed 'Grandfathered STIP' Funds							**Program Code: ****	
Component	Prior	06/07	07/08	08/09	09/10	10/11	Total	**Agency:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM
Project Nomination Sheet (Page B-2)
(dollars in thousands and escalated)

Date:

County	CT District	PPNO	EA	Region/MPO/TIP ID	Implementing Agency
Project Title:					

Existing RTIP Funding #2								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed RTIP Funding #2								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines.

Existing RTIP Funding #3								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed RTIP Funding #3								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines.

Existing RTIP Funding #4								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed RTIP Funding #4								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

Additional Funding Needs (funding needs not yet committed)									13/14 and Beyond	Project Total
Component	Prior	06/07	07/08	08/09	09/10	10/11	11/12	12/13		
E&P (PA&ED)										
PS&E										
R/W SUP (CT) *										
CON SUP (CT) *										
R/W										
CON										
TOTAL										

The CTC STIP Guidelines and a template of the STIP fund sheet are available at: http://www.dot.ca.gov/hq/transprog/STIP2006/stip2006.htm

Reformatted Version 07/29/2005

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM
Project Nomination Sheet (Page B-3)
(dollars in thousands and escalated)

Date:

County	CT District	PPNO	EA	Region/MPO/TIP ID	Implementing Agency
Project Title:					

Existing ITIP Funding #2								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed ITIP Funding #2								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Prog Code:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines.

Existing Non-STIP Funding - Contributor 1								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Fund Type:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed Non-STIP Funding - Contributor 1								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Fund Type:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines.

Existing Non-STIP Funding - Contributor 2								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Fund Type:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								
Proposed Non-STIP Funding - Contributor 2								**Agency:**
Component	Prior	06/07	07/08	08/09	09/10	10/11+	Total	**Fund Type:**
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

* NOTE: Each Non-STIP Contributing Agency and Fund Type must be identified separately. Use additional sheets for additional Non-STIP fund sources

COMMENTS:

Attachment 1

Part A:

Complete Part A.

Use the following to indicate quantitatively how the Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) is consistent with the goals established in your Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP). If any of the performance measures in Part A do not reflect the goals contained in an RTP/ITSP or if an RTIP/ITIP does not contain goals that are measurable by the performance measures contained within, simply state "not applicable (na)" for each indicator or each performance measure (where appropriate).

Performance Indicators and Measures						
Indicator	**Relation to STIP Section 19 Performance Criteria**	**Performance Measures**			**Current System Performance (Baseline)**	**Projected Impact of Projects**
		Mode	**Level***	**Measures**		
Safety	2	Roadway	Region	Fatalities /Vehicle Miles Traveled (VMT)		
	2			Fatal Collisions / VMT		
	2			Injury Collisions / VMT		
	2	Transit	Mode	Fatalities / Passenger Miles		
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year		
	1			Average Peak Period Travel Time		
	1			Average Non-Peak Period Travel Time		
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route.		
Reliability	1	Roadway	Corridor	Travel Time Variability		
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.		
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips		
	7			Average Daily Vehicle Trips		
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate		
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate		
	7	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks		
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks		
	7	Transit	Mode	Passengers per Vehicle Revenue Hour		
	7			Passengers per Vehicle Revenue Mile		
	7			Passenger Mile per Train Mile (Intercity Rail)		
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles		
	3			Percentage of Distressed Lane Miles		
	3			Percentage of Roadway at Given IRI Levels		
Return on Investment/ Lifecycle Cost	1-7					

*Level:
Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region - Region or county commission that is responsible for RTIP submittal.
Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).

Part B:

If Part A alone is insufficient in indicating how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured, complete Part B.

Include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible.

Provide a quantitative evaluation and/or qualitative explanation of how the goals and objectives contained in the Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in the RTIP and the ITIP.

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured. If performance indicators and/or performance measures used by an agency are different from those outlined in Table A of the Guidelines and as provided in Attachment 1, describe the method(s) used.

If the quality or quantity of data required to demonstrate the linkage between an RTIP/ITIP and the associated RTP/ITSP quantitatively is in question, describe the quality and quantity of data that are available, being sure to highlight those instances where data are <u>not</u> available. Where data are unavailable, please describe data deficiencies in as much detail as possible.

Part C:

For new projects for which construction of a large new facility or a substantial expansion of an existing facility is proposed and over 50% of a county's target for new programming as identified in the fund estimate is applied or is over $50 million in total project costs, a project level evaluation is preferable.

If a project-level evaluation is conducted, Table A should be used for reference.

RTIP Augmentation Project Application

Part 6: Routine Accommodations Checklist

Applicants are strongly encouraged to include the Routine Accommodations Checklist with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is not yet available at the time of the adoption of these Policies and Procedures; however, it will be available from the Congestion Management Agencies and at the MTC website at http://www.mtc.ca.gov/funding/, by the beginning of January 2007.

2006
Regional Transportation Improvement Program Augmentation
STIP Amendments / Extensions
Rules and Procedures

December 20, 2006

MTC Resolution No. 3790
Attachment 2

Metropolitan Transportation Commission
Programming and Allocations Section
http://www.mtc.ca.gov/funding.htm

RTIP Augmentation
Regional Transportation Improvement Program

STIP Amendments / Extensions
Rules and Procedures
Table of Contents

What is the STIP? 3
When are Amendments and Extensions Allowed? 3
STIP Amendments 3
One-time Extension Requests 3
Roles and Responsibilities 4
Requesting STIP Amendments and Extensions 5
Step I: Project Sponsor Requests STIP Amendment or Extension 5
For currently programmed Caltrans projects: 5
For a STIP Amendment: 5
For an Extension: 6
For currently programmed local projects: 6
For a STIP Amendment: 6
For an Extension: 6
For all new projects: 7
Step 2 : MTC Review and Concurrence 8
Major versus minor changes 8
Additional/Supplemental Funds 9
Allocation of Funds 10
Timeline for STIP Amendment/Extension Approval 11
STIP Amendment Form/TIP Amendment Form 12
Contacts for STIP Amendments/Extensions: 12

Regional Transportation Improvement Program (RTIP)
STIP Amendments / Extensions Rules and Procedures

What is the STIP?
The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and currently covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the TIP in order for the sponsor to access the funding. This biennial STIP process is outlined in the attached "STIP Process".

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide competitive program. This funding is directed to projects that improve interregional transportation. Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

When are Amendments and Extensions Allowed?

STIP Amendments
An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

Important Tip*:* Once a state fiscal year (July 1 – June 30) has begun, the CTC will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

One-time Extension Requests
SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time extension to each of these deadlines for up to 20 months. However, the CTC will only

grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance. Additionally, project sponsors must be present at the CTC meeting where action is taken on any extension request, to answer questions the CTC staff or commissioners may have.

Roles and Responsibilities

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Each project manager and the individual responsible for submitting documentation for STIP amendments and extensions must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at http://www.dot.ca.gov/hq/transprog/stip.htm and the MTC RTIP Policies and Application Procedures posted on the internet at: http://www.mtc.ca.gov/funding/. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CMAs/TAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2006 RTIP Policies and Procedures, the CMA must consider equitable distribution of projects in accordance with Title VI. Following CMA/TA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds requests and some allocation requests, it is the responsibility of the project sponsor, not MTC, to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

The California Department of Transportation (Caltrans) processes the requests and makes recommendations to the California Transportation Commission (CTC) in accordance with Department procedures and CTC policies and guidelines.

The California Transportation Commission (CTC) approves or rejects the requests based on state statutes and its own established guidance and procedures.

Requesting STIP Amendments and Extensions

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding.

Step I: Project Sponsor Requests STIP Amendment or Extension

For currently programmed Caltrans projects:

- Caltrans and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Programming and Allocations (P&A) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CMA agree on proposed change(s).
- Where necessary, CMA staff requests policy board approval of proposed change.
- Once approved by the CMA, CMA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC P&A.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC P&A:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Copy of CMA's letter of concurrence
- Revised RTIP Application Form – http://www.mtc.ca.gov/funding/
- TIP Amendment Form - http://www.mtc.ca.gov/funding/
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project

under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

For an Extension:

- Copy of CMA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

For currently programmed local projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Programming and Allocations Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed change(s).
- Sponsor requests CMA concurrence for the STIP Amendment/Extension by submitting the following to the CMA:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Revised RTIP Application Form - http://www.mtc.ca.gov/funding/
- TIP Amendment Form - http://www.mtc.ca.gov/funding/
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)
- Any other documentation required by the CMA or Caltrans

For an Extension:

- Copy of completed Request for Time Extension form (located on the internet at: http://www.dot.ca.gov/hq/LocalPrograms).
- A construction 'STIP History' for each extension that would delay construction, as described above for a STIP Amendment.
- A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution 3606) deadlines for all of the project sponsors' allocated

STIP projects, and all active federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funded projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines.

    - Any other documentation required by the CMA or Caltrans

- Where necessary, CMA staff requests policy board approval of proposed request.
- Sponsor submits Caltrans' "Request for Time Extension" form and any other required documentation to Caltrans.
- CMA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC P&A requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
- Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CMA be available in place of the project sponsor. The CMA and MTC must concur with this request via email.

Important Tip*:* For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months (although recently the Commission is reluctant to grant any extension longer than 12 months). It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification and not being present at the CTC meeting will most likely result in an extension not being approved.

For all new projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Programming and Allocations (P&A) Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed addition.
- Sponsor requests CMA concurrence for the STIP Amendment by submitting the following to the CMA:
    - Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
    - TIP Amendment form - http://www.mtc.ca.gov/funding/
    - RTIP Application form including: - http://www.mtc.ca.gov/funding/

- Resolution of local support
- Project nomination fact sheet (with maps)
- Project nomination fund sheet
- Local agency certification of assurances
- Project Study Report (PSR), or equivalent.
- Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).

- CMA staff obtains policy board approval of proposed addition.
- CMA requests MTC concurrence for the new project by transmitting a letter to MTC P&A requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CMA Resolution approving the project, and the documentation listed above provided by the project sponsor:

Step 2 : MTC Review and Concurrence

- Once a complete request has been received, MTC P&A staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC will sign Caltrans' Request for Time Extension form and send it with a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CMA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and CTC.)

Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
  - request to program a new project (or delete a project)
  - schedule delay that affects air quality conformity analysis
  - project advance with reimbursement or replacement project per AB 3090
  - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
- For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
  - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines
  - schedule changes, except where change implies major cost or delivery ramifications

- changes in implementing agency or project sponsor
- changes to project budget that are less than 20% of the total project cost or less than $1 million.
- redirection of funds from one project component to another (e.g. from project engineering into environmental)
- changes considered routine and not impacting project delivery

* Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

Additional/Supplemental Funds
On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

Biennial STIP Cycle: If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures.

STIP Amendment: If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above. However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension, except that instead of a "Request for Time Extension" form, a "Request for STIP Funding Allocation" form is used (located on the internet at: http://www.dot.ca.gov/hq/LocalPrograms). In such circumstances, Caltrans does not have delegated allocation authority to allocate unprogrammed funds for a project, and therefore the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for "Additional Funds at Time of Allocation". It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

Allocation of Funds
Project sponsors request an allocation of funds directly to Caltrans, with Caltrans either allocating the funds under its delegated allocation authority or placing the request on the CTC Agenda for approval. In either case, the completed request package is due to Caltrans 60 days prior to the anticipated allocation of funds. In general MTC is not involved with the allocation process, however, under a few circumstances MTC concurrence is required as noted below:

Local Road Rehabilitation Projects: Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the "Pavement Management System Certification" form with the "Local Road Rehabilitation Project Certification" form attached (both found on the internet at: http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/locgrnt.htm) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Programs. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Programs.

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. For the 2006 STIP Augmentation, no concurrence is necessary because all funding for the augmentation will be State-Only funds.

Funds Allocated Differently than Programmed: In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required if federal funds are involved. Changes that are allowed at the time of allocation are noted below, however, project sponsors should consult with Caltrans District 4 Local Programs, the CMA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding is not increased.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their "State-Only Funding Request Exception" form if the project type is not on the pre-approved state-only eligible funding list).

STP/CMAQ/TE Match Reserve: Project sponsors must work with the applicable CMA/TA to obtain programming approval for STP/CMAQ/TE match made available in the STIP. The CMA develops a countywide list for the use of the reserved funds and

submits the list to MTC, who in turns provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CMA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ/TEA Match Program.

Funds allocated as programmed in the STIP: The allocation of funds as they are programmed in the STIP and TIP do not involve MTC, other than as noted previously. Project sponsors work directly with Caltrans District 4 local programs in obtaining the allocation. STIP projects using federal funds (such as Transportation Enhancement (TE) projects) will not receive federal authorizations to proceed without the project being properly listed in the TIP.

Important Tip*:* Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and may even require a vote of the CTC rather than a simple Caltrans delegated allocation approval. Project sponsors are encouraged to consult with the CMA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

Timeline for STIP Amendment/Extension Approval

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the Programming and Allocations Committee (PAC). (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to delay funding in the next fiscal year is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 2, so it may be noticed at the May 2 CTC meeting for action at the June 6 CTC meeting.

Important Tip*:* The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: http://www.mtc.ca.gov/funding/

STIP Amendment Form/TIP Amendment Form

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: http://www.mtc.ca.gov/funding/. TIP Amendments should be processed through the Fund Management System, also available at the website mentioned above.

Contacts for STIP Amendments/Extensions:

Name	Area	Phone	Email
Kenneth Kao	STIP	510.817.5768	kkao@mtc.ca.gov
Ross McKeown	STIP	510.817.5842	rmckeown@mtc.ca.gov
Raymond Odunlami	TIP Amendments	510.817.5799	rodunlami@mtc.ca.gov

APPENDIX A – 13

Project Selection Processes

Guidance for Policy and Programming of Third Cycle Congestion Mitigation and Air Quality Improvement Program (CMAQ) Bonus Program Funds

MTC Resolution No. 3831

Date: November 28, 2007
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3831

This resolution adopts the policy and programming for the Third Cycle CMAQ Bonus Program. The policy contains the project categories that are to be funded with FY 2008-09 Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for inclusion in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Third Cycle Bonus Guiding Principles
Attachment B – Third Cycle Bonus Project List

Further discussion of the Third Cycle CMAQ Bonus Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated November 14, 2007.

Date: November 28, 2007
W.I.: 1512
Referred By: PAC

RE: Third Cycle CMAQ Bonus Program: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3831

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed principles guiding the policies and procedures to be used in the selection of projects to be funded with CMAQ funds for the Third Cycle CMAQ Bonus Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the principles and procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, developed a program of projects to be funded with CMAQ funds in Third Cycle CMAQ Bonus Program for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; now therefore be it

RESOLVED that MTC approves the policies and programming for the Third Cycle CMAQ Bonus Program, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the CMAQ funding shall be included in the federal TIP; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and approved by the Commission.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 28, 2007

Guiding Principles
For the development of the Third Cycle CMAQ Bonus Program

November 28, 2007

1. **Project Screening and Compliance with Regional and Federal Requirements:** Projects funded in the Third Cycle CMAQ Bonus program must adhere to the Third Cycle STP/CMAQ Project Selection Criteria and Programming Policies in MTC Resolution 3723 adopted by the Commission on December 21, 2005. MTC staff has performed a cursory review of projects proposed for the CMAQ Third Cycle Bonus Program to ensure 1) eligibility; 2) RTP consistency; 3) potential impacts to air quality and delivery of TCMs; and 3) project readiness. The projects are also subject to compliance with the following policy areas detailed in MTC Resolution No.3723: Federal Project Eligibility, RTP Consistency, Title VI Compliance, and Accommodations for Bicyclists, Pedestrians and Persons with Disabilities.

2. **Regional Project Delivery Policy:** The additional federal CMAQ funding is available for ready-to-go projects to best poise the region to avoid losing federal funding capacity and potentially capture more capacity. As such, obligation of the CMAQ funds must take place by December 31, 2008. Projects must otherwise meet MTC's Regional Project Delivery Policy as set forth by Resolution 3606.

3. **Local Match:** Projects funded with CMAQ funding require a non-federal local match of at least 11.47%. Project sponsors are required to provide the non-federal match, which is subject to change, as well as a Resolution of Local Support.

4. **Projects must be fully funded.** The funding provided through the Third Cycle CMAQ Bonus is a fixed amount. Any cost increases beyond this amount, or any additional funds needed for the project is the responsibility of the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION
SAFETEA THIRD CYCLE CMAQ BONUS Programming
Project List*
Attachment B

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand $)
SAFETEA STP/CMAQ THIRD CYCLE BONUS PROGRAMMING			
1. Marin U.S. 101 HOV Gap Closure / PDA Plans			
Marin 101 Gap Closure - Funding Exchange	Marin	TAM	Exchange
Specific Priority Development Area (PDA) Plans TBD by the Commisson *	TBD	TBD	$12,500
SUBTOTAL			$12,500
2. Golden Gate Bridge Median Barrier			
Golden Gate Bridge Median Barrier	Marin/San Francisco	GGBHTD	Swap
Specific project(s) TBD by the Commisson **	TBD	TBD	$20,000
SUBTOTAL			$20,000
3. Ed Roberts Campus			
Ed Roberts Campus	Alameda		$4,500
SUBTOTAL			$4,500
4. Resolution 3434 Strategic Plan Reserve			
Specific projects TBD by the Commisson ***	TBD	TBD	$35,000
SUBTOTAL			$35,000
Third Cycle CMAQ Bonus Total			**$72,000**

* Flexible funding provided by TAM in exchange for the Third Cycle CMAQ funds will be available to PDA planning activities. The programming commitments in this category are subject to the evaluation and approval of projects by the Commission.

** The GGB is ineligible to receive CMAQ funding. Therefore, the funds must be swaped with other CMAQ-eligible projects. Attachment B wil be revised once the projects to receive the fund swap are identified.

*** The programming commitments in this category are subject the evaluation of projects as part of the upcoming Resolution 3434 Strategic Plan effort.

J:\PROJECT\Funding\TIP\TIP Development\2009 TIP\Appendices\Draft Appendices\Word docs_draft 09TIP_appendices\[A-08b_RES-3831_Attach-B.xls]Third Cycle Bonus Project List

APPENDIX A – 14

Project Selection Processes

FTA Nonurbanized Area Formula(Section 5311)
Program of Projects for FY 2008-09

MTC Resolution No. 3838

Date: December 19, 2007
W.I.: 1512
Referred By: PAC
Revised: 03/26/08-C

ABSTRACT

Resolution No. 3838, Revised

This resolution adopts the FY 2008-09 Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

This resolution was revised on March 26, 2008, to adjust funding for five projects, due to changes in the FY 2008 program that reduced the amount of funding available in FY 2009.

Further discussions of these actions are contained in the MTC the Programming and Allocation Committee Summaries dated December 12, 2007, and March 5, 2008.

Date: December 19, 2007
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY 2008-09 Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3838

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et. seq.; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has developed, in consultation with interested transportation providers, a FY 2008-09 FTA Nonurbanized Area Formula Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2008-09 FTA Nonurbanized Area Formula Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that MTC intends, subject to appropriate project review, to approve regional, state and federal assistance for projects that are identified on Attachment A; and, be it further

RESOLVED, that MTC intends to develop a multi-year program for Nonurbanized Area Formula funds based on the projects that are identified on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY 2008-09 Program of Projects as listed on Attachment A to match the actual FTA Nonurbanized Area Formula fund appropriation; and be it further

RESOLVED, that Attachment A may be revised from time to time by approval of MTC's Programming and Allocations Committee.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on December 19, 2007.

Date: December 19, 2007
W.I.: 1512
Referred by: PAC
Revised: 03/26/08-C

Attachment A
Resolution No. 3838
Page 1 of 1

Federal Transit Administration
Section 5311 Nonurbanized Area Formula Program
Project Proposals - FY 2008-09

FY 2008-09 Funding Available:

Apportionments (Est.)	**$**	**1,349,626**
Prior Year Carryover:		**0**
Total Funding Avail.	**$**	**1,349,626**

FY 2008-09 Programming:

Applicant	Project Description	Project Type	Sect. 5311 Program	Sect. 5311 Request	Total Project Including Match
Dixon	Vehicle Replacement (1)	Cap	$ 60,000	$ 120,000	$ 150,000
Rio Vista	Operating Assistance (2)	Oper	$ 22,265	$ 149,692	$ 299,384
Sonoma County Transit	Operating Assistance	Oper	$ 140,962	$ 140,962	$ 670,577
Sonoma County Transit	Vehicle replacement	Cap	$ 381,000	$ 381,000	$ 461,010
SamTrans	Coastside Operating Assistance	Oper	$ 134,323	$ 134,323	$ 268,647
Marin County Transit	Operating Assistance (3)	Oper	$ 326,291	$ 437,975	$ 833,592
VTA	Preventive Maintenance (4)	Cap	$ -	$ 300,000	$ 920,729
Fairfield/Suisun	Operating Assistance	Oper	$ 105,158	$ 108,583	$ 196,247
Vallejo	Operating Assistance (5)	Oper	$ 179,628	$ 199,548	$ 780,889
Total Programming			$ 1,349,626	$ 1,972,083	$ 4,581,075
Total Available			$ 1,349,626		
Available for Carryover			$ (0)		

(1) Dixon vehicle replacement project reduced from $120,000 to $60,000; equal funds added in FY08 program.

(2) Rio Vista operating assistance project reduced from $76,949 to $22,265; equal funds added in FY08 program.

(3) Marin County Transit operating assistance project reduced from $352,417 to $326,291; equal funds added in FY08 program.

(4) VTA PM project reduced from $95,972 to $0; equal funds added to FY08 program.

(5) Vallejo operating assistance project reduced from $192,088 to $179,628; equal funds added to FY08 program.

APPENDIX A – 15

Project Selection Processes

2008 Regional Transportation Improvement Program (RTIP)

MTC Resolution No. 3840

Date: January 23, 2008
W.I.: 1515
Referred by: P&AC

ABSTRACT

Resolution No. 3840

This resolution adopts the 2008 Regional Transportation Improvement Program (RTIP) for fiscal years 2008-09 through 2012-13, for the San Francisco Bay Area for submission to the California Transportation Commission (CTC).

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated January 9, 2008.

Attachment A – 2008 RTIP project list

Date: January 23, 2008
W.I.: 1515
Referred by: P&AC

RE: Adoption of 2008 Regional Transportation Improvement Program (RTIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3840

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC biennially adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, and local governments, a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects for inclusion in fiscal years 2008-09 through 2012-13 of the 2008 RTIP ("2008 RTIP"); and

WHEREAS, the recently adopted Third Cycle Congestion Mitigation and Air Quality Improvement (CMAQ) Bonus (MTC Resolution 3831) provided $20 million in CMAQ funds to the Golden Gate Bridge movable median barrier project, with the provision that the funds would be exchanged with local or state funds due to ineligibility issues; and

WHEREAS, the 2008 RTIP has been developed consistent with the policies and procedures outlined in MTC Resolution No. 3825, and with the STIP Guidelines adopted by the CTC on October 24, 2007; and

WHEREAS, MTC's Programming and Allocations Committee recommends adoption of the funding for inclusion in fiscal years 2008-09 through 2012-13 of the 2008 RTIP; now, therefore, be it

RESOLVED, that MTC adopts the 2008 RTIP, attached hereto as Attachment 'A' and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the $20 million in exchanged RTIP/CMAQ funds for the Golden Gate Bridge movable median barrier project shall be the highest priority for STIP funding in San Francisco after Doyle Drive, Planning Programming and Monitoring (PPM) and Transportation Enhancement (TE) projects, and shall be the highest priority for STIP funding in Alameda County after Corridor Mobility Improvement Account (CMIA) and Trade Corridors Improvement Fund (TCIF), PPM and TE projects; and

RESOLVED, that the Executive Director may make adjustments to Attachment 'A' in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2008 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 23, 2008.

Date: January 23, 2008
W.I.: 1515
Referred by: P&AC

Attachment A
Resolution No. 3840

2008 Regional Transportation Improvement Program (RTIP)

Project List

Attachment A

MTC 2008 Regional Transportation Improvement Program

January 23, 2008
(all numbers in thousands)

MTC TIP ID	County	Agency	PPNO	Project	Total	2008 RTIP Funding by Fiscal Year					
						Prior	08-09	09-10	10-11	11-12	12-13
		Proposed 2008 RTIP - New Funding in STIP									
ALA070020	Alameda	ACCMA	0112A	I-580 HOV/HOT Lane (Eastbound)	**6,000**	0	0	0	0	6,000	0
ALA070020	Alameda	ACCMA	0112A	I-580 HOV/HOT Lane (Eastbound)	**-6,000**	0	0	0	0	-6,000	0
ALA010032	Alameda	ACCMA	139B	I-580 Noise Barrier (San Leandro Estudillo)	**-4,395**	0	-4,395	0	0	0	0
ALA070042	Alameda	ACCMA	0036F	I-880 Southbound HOV Marina-Hegenberger	**4,900**	0	3,000	0	1,900	0	0
ALA070042	Alameda	ACCMA	0036F	I-880 Southbound HOV Marina-Hegenberger	**-4,900**	0	-3,000	0	-1,900	0	0
ALA070042	Alameda	ACCMA	0036F	I-880 Southbound HOV Marina-Hegenberger	**3,295**	0	1,395	0	1,900	0	0
SF-070037	San Francisco	GGBHTD	NEW	Golden Gate Bridge Median Barrier	**12,000**	0	0	0	12,000	0	0
ALA050019	Alameda	ACCMA	0044C	I-880 Safety and Operational Improvements at 23rd/29th	**7,000**	0	-5,000	5,000	0	7,000	0
ALA978004	Alameda	Caltrans	0081D	SR-84 4-Lane Expwy from I-880 to SR-238 Mission Blvd	**-10,000**	0	0	-10,000	0	0	0
ALA050014	Alameda	ACTIA	NEW	SR-84 Expressway in Livermore	**12,000**	0	0	0	0	12,000	0
ALA990013	Alameda	Caltrans	0096A	I-238 Reconstruction/Widening from I-580 to I-880	**-4,059**	0	0	-4,059	0	0	0
CC-010002	Alameda/CC	Caltrans	0057A	SR-24 Caldecott Tunnel Fourth Bore	**2,000**	0	2,000	0	0	0	0
ALA070060	Alameda	Caltrans	NEW	I-238 Landscape Replacement Project	**4,059**	0	559	300	3,200	0	0
ALA99SA01	Alameda	ACCMA	2179	Planning, programming, and monitoring	**4,000**	0	0	1,000	1,000	1,000	1,000
REG050014	Alameda	MTC	2100	Planning, programming, and monitoring	**228**	0	0	0	0	114	114
ALA990015	Alameda	Union City	2110	Union City Intermodal Station	**715**	0	0	0	0	715	0
ALA978015	Alameda	Caltrans	0069N	I-80 Soundwall, Berkeley Aquatic Park	**-2,986**	0	0	0	-2,986	0	0
ALA050081	Alameda	Berkeley	2009W	Ashby BART Station Intermodal Improvements	**1,500**	0	1,500	0	0	0	0
REG070005	Alameda-TE	MTC	2100C	TE Reserve (MTC Share)	**1,960**	0	0	0	0	980	980
REG070005	Alameda-TE	ACCMA	2100C	TE Reserve (County Share)	**1,961**	0	0	1,961	0	0	0
REG070005	Alameda-TE	ACCMA	2100C	Existing TE Reserve	**-1,300**	0	-1,188	-112	0	0	0
ALA050080	Alameda-TE	Oakland	NEW	7th St / West Oakland TOD	**1,300**	0	1,300	0	0	0	0
Alameda County Totals				Target = $30,764, Max = $117,964	**29,278**	0	-3,829	-5,910	15,114	21,809	2,094
CC-010024	Contra Costa	Antioch	2011A	SR-4 Hillcrest Ave EB off ramp widening	**-4,450**	0	-4,450	0	0	0	0
CC-030028	Contra Costa	CCTA	0192F	SR-4 Widening from Somersville to SR-160	**19,450**	0	0	19,450	0	0	0
ALA070041	Contra Costa	ACCMA	0062E	I-80 Integrated Corridor Mobility	**3,339**	0	3,339	0	0	0	0
CC-010023	Contra Costa	CCTA	0298E	I-680/SR-4 Interchange, NB 680 to WB 4	**0**	0	0	0	-1,310	0	1,310
REG050014	Contra Costa	MTC	2118	Planning, programming, and monitoring	**148**	0	0	0	0	74	74
CC-070021	Contra Costa	CCTA	2011O	Planning, programming, and monitoring	**-4,671**	0	-1,557	-1,557	-1,557	0	0
CC-070021	Contra Costa	CCTA	2011O	Planning, programming, and monitoring	**5,365**	0	1,358	1,557	1,103	0	1,347
CC-070085	Contra Costa-TE	Martinez	0183I	Marina Vista Streetscape	**-725**	0	-725	0	0	0	0
CC-070080	Contra Costa-TE	Richmond	0183J	Richmond downtown ped/bike enhancement	**-662**	0	-662	0	0	0	0
CC-990046	Contra Costa-TE	CC County	NEW	Iron Horse Trail Overcrossing of Treat Blvd.	**246**	0	246	0	0	0	0
CC-070086	Contra Costa-TE	Hercules	NEW	Refugio Bridge - Bike, Ped, and Vehicle Connectivity	**775**	0	775	0	0	0	0
CC-070087	Contra Costa-TE	CC County	NEW	Montalvin Manor Pedestrian Improvements	**365**	0	365	0	0	0	0
REG070005	Contra Costa-TE	MTC	2118F	TE Reserve (MTC Share)	**1,270**	0	0	0	0	0	1,270
REG070005	Contra Costa-TE	CCTA	2118F	TE Reserve (County Share)	**1,272**	0	0	0	0	1,272	0
Contra Costa Totals				Target = $21,722, Max = $78,218	**21,722**	0	-1,311	19,450	-1,764	1,346	4,001

MTC 2008 Regional Transportation Improvement Program

January 23, 2008
(all numbers in thousands)

MTC TIP ID	County	Agency	PPNO	Project	Total	2008 RTIP Funding by Fiscal Year					
						Prior	08-09	09-10	10-11	11-12	12-13
MRN990001	Marin	Caltrans	0342L	US-101 HOV Gap Closure, segment 5 landscaping	**0**	0	-2,200	2,200	0	0	0
MRN990001	Marin	Caltrans	0342L	US-101 HOV Gap Closure, segment 5A landscaping	**0**	0	0	-3,000	3,000	0	0
MRN050034	Marin	Caltrans	0360F	US-101 HOV Lanes, SR-37 to Atherton (Novato) [MSN]	**-37,200**	-1,300	-7,200	-14,720	-13,980	0	0
MRN050034	Marin	Caltrans	0360F	US-101 HOV Lanes, SR-37 to Atherton (Novato) [MSN]	**35,300**	0	8,103	0	27,197	0	0
MRN050034	Marin	Caltrans	NEW	US-101 San Antonio Creek Curve Correction (split fr. MSN)	**1,900**	0	1,900	0	0	0	0
MRN070001	Marin	MCTD	2128A	Bus Stop Improvements	**0**	0	0	-900	900	0	0
MRN050002	Marin	TAM	2127C	Planning, programming, and monitoring	**-1,359**	0	-453	-453	-453	0	0
MRN050002	Marin	TAM	2127C	Planning, programming, and monitoring	**1,629**	0	359	359	309	208	394
REG050014	Marin	MTC	2127	Planning, programming, and monitoring	**42**	0	0	0	0	21	21
MRN070011	Marin-TE	Novato	NEW	Commuter Bike Connection	**300**	0	300	0	0	0	0
REG070005	Marin-TE	MTC	2127B	TE Reserve (MTC Share)	**371**	0	0	0	0	0	371
REG070005	Marin-TE	TAM	2127B	TE Reserve (County Share)	**72**	0	0	0	0	72	0
Marin County Totals				Target = $0, Max = $-7,976	**1,055**	-1,300	809	-16,514	16,973	301	786
NAP010009	Napa	NCTPA	1003E	Planning, programming, and monitoring	**0**	0	0	0	0	0	0
REG050014	Napa	MTC	2130	Planning, programming, and monitoring	**26**	0	0	0	0	13	13
NAP010001	Napa	Caltrans	0376	SR 12/29/221 Intersection Improvements	**-6,300**	-6,300	0	0	0	0	0
NAP010001	Napa	Caltrans	0376	SR 12/29/221 Intersection Improvements	**6,300**	3,700	0	2,600	0	0	0
REG070005	Napa-TE	MTC	2130B	TE Reserve (MTC Share)	**230**	0	0	0	0	0	230
REG070005	Napa-TE	NCTPA	2130B	TE Reserve (County Share)	**230**	0	0	0	0	230	0
Napa County Totals				Target = $1,465, Max = $11,709	**486**	-2,600	0	2,600	0	243	243
SF-010015	San Francisco	TBJPA	2133A	Caltrain Downtown Extension to new Transbay Terminal	**2,762**	0	0	0	2,762	0	0
SF-991030	San Francisco	Caltrans	0619A	Doyle Drive Replacement	**54,000**	0	0	0	54,000	0	0
SF-010028	San Francisco	Peninsula JPB	2014I	Caltrain Electrification	**-4,000**	-4,000	0	0	0	0	0
SF-010037	San Francisco	SF MUNI	2014O	Central Subway	**-4,000**	0	-4,000	0	0	0	0
SF-070037	San Francisco	GGBHTD	NEW	Golden Gate Bridge Median Barrier	**8,000**	0	1,050	2,900	4,050	0	0
SF-010008	San Francisco	SFCTA	2007	Planning, programming, and monitoring	**1,045**	0	0	0	0	515	530
REG050014	San Francisco	MTC	2131	Planning, programming, and monitoring	**116**	0	0	0	0	58	58
SF-070032	San Francisco-TE	SF DPW	9098A	Leland Avenue Streetscape	**-1,735**	0	-200	0	-1,535	0	0
SF-070032	San Francisco-TE	SF DPW	9098A	Leland Avenue Streetscape	**1,735**	0	1,735	0	0	0	0
REG070005	San Francisco-TE	MTC	2007S	TE Reserve (MTC Share)	**1,003**	0	0	0	0	0	1,003
REG070005	San Francisco-TE	SFCTA	2007S	TE Reserve (County Share)	**1,003**	0	0	0	0	1,003	0
San Francisco County Totals				Target = $59,929, Max = $104,541	**59,929**	-4,000	-1,415	2,900	59,277	1,576	1,591
SM-010047	San Mateo	Caltrans	0690A	US-101 Willow Rd Interchange Reconstruction	**-20,046**	0	-20,046	0	0	0	0
SM-010047	San Mateo	Caltrans	0690A	US-101 Willow Rd Interchange Reconstruction	**30,550**	0	0	8,000	0	22,550	0
SM-070003	San Mateo	Caltrans	0645C	SR-82 Menlo Park-Millbrae, Interconnect Signals, Ph. 1	**-5,224**	0	-5,224	0	0	0	0
SM-070003	San Mateo	Caltrans	0645C	SR-82 Menlo Park-Millbrae, Interconnect Signals, Ph. 1	**5,485**	0	0	5,485	0	0	0
SM-010002	San Mateo	SMCTA	0225G	SR-92 Widening Curve Correction	**0**	0	0	0	-5,629	5,629	0
SM-030001	San Mateo	Caltrans	0658B	US-101 Aux Lanes Embarcadero-Marsh (CMIA)	**4,606**	0	0	0	4,606	0	0
	San Mateo	SM C/CAG	NEW	Smart Corridor Segment 1	**5,000**	0	5,000	0	0	0	0
	San Mateo	SM C/CAG	NEW	Smart Corridor Segment 2	**5,000**	0	0	5,000	0	0	0
REG050014	San Mateo	MTC	2140	Planning, programming, and monitoring	**120**	0	0	0	0	60	60
SM-030015	San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	**1,380**	0	0	0	0	690	690

MTC 2008 Regional Transportation Improvement Program

January 23, 2008
(all numbers in thousands)

						2008 RTIP Funding by Fiscal Year					
MTC TIP ID	**County**	**Agency**	**PPNO**	**Project**	**Total**	**Prior**	**08-09**	**09-10**	**10-11**	**11-12**	**12-13**
REG070005	San Mateo-TE	MTC	2140C	TE Reserve (MTC Share)	**1,041**	0	0	0	0	0	1,041
REG070005	San Mateo-TE	SM C/CAG	2140C	TE Reserve (County Share)	**1,041**	0	0	0	0	1,041	0
San Mateo County Totals				Target = $26,874, Max = $73,713	**28,953**	0	-20,270	18,485	-1,023	29,970	1,791
SCL030008	Santa Clara	Caltrans	2204G	SR-87 - US-101 to Julian Landscaping	**-1,000**	0	0	-1,000	0	0	0
SCL030008	Santa Clara	Caltrans	2204Y	SR-87 - US-101 to Julian Landscaping	**-3,236**	0	0	-3,236	0	0	0
SCL970002	Santa Clara	Caltrans	0486D	SR-152 Passing Lanes and Left Turn Lanes	**-11,365**	0	0	-11,365	0	0	0
SCL990002	Santa Clara	Caltrans	0418F	SR-237/I-880 Interchange Landscaping	**-1,336**	0	0	-1,336	0	0	0
SCL010035	Santa Clara	Caltrans	0503J	I-280 Soundwalls: Bird Ave to Los Gatos Crk	**-3,944**	0	-99	-298	-3,547	0	0
SCL010037	Santa Clara	Caltrans	0521A	I-680 Soundwalls: Capitol Expwy to Mueller Ave	**-3,860**	0	-87	-383	-3,390	0	0
SCL010038	Santa Clara	Caltrans	0408E	I-880 Soundwalls: Stevens Creek Blvd to I-280	**-2,618**	0	-62	-262	-2,294	0	0
	Santa Clara	VTA	NEW	Airport People Mover	**50,440**	0	0	0	0	0	50,440
REG050014	Santa Clara	MTC	2144	Planning, programming, and monitoring	**266**	0	0	0	0	133	133
SCL010004	Santa Clara	VTA	2255	Planning, programming, and monitoring	**-736**	0	-245	-245	-246	0	0
SCL010004	Santa Clara	VTA	2255	Planning, programming, and monitoring	**2,736**	0	547	547	547	547	548
REG070005	Santa Clara-TE	VTA	2255B	Existing TE Reserve	**-435**	0	0	-435	0	0	0
SCL070040	Santa Clara-TE	San Jose	NEW	Jackson St Pedestrian Improvements	**435**	0	435	0	0	0	0
SCL070023	Santa Clara-TE	Palo Alto	9035B	Stanford Ave/El Camino Real Intersection Enhancements	**0**	0	-1,210	1,210	0	0	0
REG070005	Santa Clara-TE	MTC	2255B	TE Reserve (MTC Share)	**2,296**	0	0	0	0	0	2,296
REG070005	Santa Clara-TE	VTA	2255B	TE Reserve (County Share)	**2,297**	0	0	0	0	2,297	0
Santa Clara County Totals				Target = $0, Max = $93,015	**29,940**	0	-721	-16,803	-8,930	2,977	53,417
SOL990004	Solano	STA	5301	Jepson Pkwy (I-80 reliever)	**-13,099**	0	-13,099	0	0	0	0
SOL990004	Solano	STA	5301	Jepson: Walters Rd Ext (Fairfield)	**-3,300**	0	-3,300	0	0	0	0
SOL990004	Solano	STA	5301	Jepson: Vanden Rd Widen (County)	**-5,893**	0	-5,893	0	0	0	0
SOL990004	Solano	STA	5301	Jepson Pkwy (I-80 reliever)	**-6,123**	0	-2,400	0	-3,723	0	0
SOL990004	Solano	STA	5301	Jepson Parkway (Respread)	**36,657**	0	2,400	3,800	22,215	8,242	0
SOL991032	Solano	Vallejo	2261	Vallejo Baylink ferry maintenance facility	**-2,000**	0	-2,000	0	0	0	0
SOL991032	Solano	Vallejo	2261	Vallejo Baylink ferry maintenance facility	**4,300**	0	0	4,300	0	0	0
SOL950035	Solano	Vallejo	2260	Vallejo ferry terminal parking, phase 2	**-15,528**	0	0	-15,528	0	0	0
SOL950035	Solano	Vallejo	2260	Vallejo ferry terminal parking, phase 2	**13,128**	0	0	0	0	13,128	0
SOL030002	Solano	Fairfield	6045K	Capitol Corridor rail station, Fairfield	**0**	0	-4,000	0	4,000	0	0
SOL010002	Solano	STA	2263	Planning, programming, and monitoring	**-2,212**	0	-737	-737	-738	0	0
SOL010002	Solano	STA	2263	Planning, programming, and monitoring	**2,225**	0	589	589	589	229	229
REG050014	Solano	MTC	2152	Planning, programming, and monitoring	**70**	0	0	0	0	35	35
SOL050056	Solano-TE	Vacaville	5152D	Regional transit center landscaping	**-175**	0	-175	0	0	0	0
SOL050057	Solano-TE	Vacaville	5152E	Jepson Pkwy Gateway enhancement	**-175**	0	-175	0	0	0	0
SOL050057	Solano-TE	Vacaville	5152E	Jepson Pkwy Gateway enhancement	**350**	0	350	0	0	0	0
REG070005	Solano-TE	MTC	5152A	TE Reserve (MTC Share)	**601**	0	0	0	0	0	601
REG070005	Solano-TE	STA	5152A	TE Reserve (County Share)	**602**	0	0	0	0	602	0
Solano County Totals				Target = $10,600, Max = $37,338	**9,428**	0	-28,440	-7,576	22,343	22,236	865

MTC 2008 Regional Transportation Improvement Program

January 23, 2008
(all numbers in thousands)

MTC TIP ID	County	Agency	PPNO	Project	Total	2008 RTIP Funding by Fiscal Year					
						Prior	08-09	09-10	10-11	11-12	12-13
SON070004	Sonoma	Caltrans	\0360F	US-101 Marin-Sonoma Narrows	**-19,200**	0	-7,720	0	-11,480	0	0
SON070004	Sonoma	Caltrans	\0360F	US-101 Marin-Sonoma Narrows	**19,200**	0	6,700	0	12,500	0	0
SON010001	Sonoma	Caltrans	0789F	US-101 HOV Lanes SR-12 to Steele Landscaping	**-2,430**	0	0	0	-2,430	0	0
SON010001	Sonoma	Caltrans	0789F	US-101 HOV Lanes SR-12 to Steele Landscaping	**2,430**	0	0	250	2,180	0	0
SON050002	Sonoma	Caltrans	0789E	US-101 HOV Lanes College-Sixth	**0**	0	-3,290	3,290	0	0	0
SON010019	Sonoma	Caltrans	0749A	US-101 HOV Lanes Santa Rosa-Windsor	**-5,000**	0	-5,000	0	0	0	0
SON010019	Sonoma	Caltrans	0749A	US-101 HOV Lanes Santa Rosa-Windsor	**5,000**	0	5,000	0	0	0	0
SON010017	Sonoma	SCTA	0770E	Planning, programming, and monitoring	**-2,688**	0	-896	-896	-896	0	0
SON010017	Sonoma	SCTA	0770E	Planning, programming, and monitoring	**3,205**	0	607	607	607	607	777
REG050014	Sonoma	MTC	2156	Planning, programming, and monitoring	**84**	0	0	0	0	42	42
REG070005	Sonoma-TE	MTC	5156A	TE Reserve (MTC Share)	**732**	0	0	0	0	0	732
REG070005	Sonoma-TE	SCTA	5156A	TE Reserve (County Share)	**733**	0	0	0	0	733	0
Sonoma County Totals				Target = $0, Max = $19,271	**2,066**	0	-4,599	3,251	481	1,382	1,551
	MTC Region			**Regional Totals: Target = $151,354, Max = $527,793**	**182,857**	-7,900	-59,776	-117	102,471	81,840	66,339
							-67,676	-67,793	34,678	116,518	182,857

J:\PROJECT\Funding\RTIP\08 RTIP\[RTIP_2008_Final_20080123.xls]2008_List

Note: Detail on project programming by year and phase will be submitted to CTC

APPENDIX A – 16

Project Selection Processes

San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307 and 5309) Process and Criteria

MTC Resolution No. 3841

Date: January 23, 2008
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 3841

This resolution approves the process and establishes the criteria for programming the FTA Section 5307 and 5309 Fixed Guideway (FG) funds in the San Francisco Bay Area for FY 2008-09.

Further discussion of the Transit Capital Priorities Policy is contained in the Programming and Allocations Summary Sheet dated January 9, 2008.

Date: January 23, 2008
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3841

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307 and 5309 funds for FY 2008-09 to finance transit capital projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd

Bill Dodd, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on January 23, 2008

Date: January 23, 2008
W.I.: 1512
Referred By: PAC

FY 2008-09
San Francisco Bay Area
FTA Section 5307 and FTA Section 5309 Fixed Guideway
Transit Capital Priorities Criteria

For development of the
FY 2008-09
Transit Capital Priorities Project Lists

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

Table of Contents

I. GOALS AND OBJECTIVES 3

II. TCP APPLICATION PROCESS 4

III. PROJECT ELIGIBILITY 7

IV. PROJECT DEFINITION AND SCORING 14

V. PROGRAMMING POLICIES 17

APPENDIX 1 – BOARD RESOLUTION 24

APPENDIX 2 – OPINION OF COUNSEL 27

FY 2008-09
Transit Capital Priorities Criteria

I. GOALS AND OBJECTIVES

The FY 2005-06 through FY 2008-09 Transit Capital Priorities (TCP) Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Transportation 2030, the region's 25-year plan. The TCP applies to programming of the Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) funds.

The region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on operators' Short Range Transit Plans (SRTP) service objectives, and capital plans. All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects not funded through the TCP process are eligible for funding under these federal and state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

II. TCP APPLICATION PROCESS

The Transit Finance Working Group (TFWG) will serve as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the PTAC has reviewed them.

Capital Program Submittal. For the purposes of programming, project sponsors will submit requests for funding in accordance with detail instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval
MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY 2008-09 programming must be submitted no later than March 5, 2008, the date when the Programming and Allocations Committee will consider the FY 2008-09 proposed program. Appendix 1 is a sample resolution of board support.

Opinion of Counsel
Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307 and 5309 FG Programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects
MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Section IV below, MTC staff will inform

operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects will be programmed in the TCP in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model. Projects passing screening and scoring criteria will be consider for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed.

FTA Public Involvement Process and Transportation Improvement Program (TIP)
FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. However, as provided for in FTA Circular 9030.1C (revised October 1, 1998), FTA considers a grantee to have met the public participation requirements associated with the annual development of the POP when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects and projects deemed regionally significant. The TIP is a 3-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Changes to Transit Capital Priorities Program
Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls
If final apportionments for the FTA Section 5307 and Section 5309 FG programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, in making reductions to programming.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and perform project review when required. In addition, MTC staff will submit concurrence letters and MTC project review resolutions to FTA on behalf of project sponsors as needed.

FYs 2008-09 TCP Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY 2008-09 TCP. If a change in the schedule is required, MTC will notify participants of the TCP development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	December 5, 2007	January 9, 2008
PTAC TCP Policy Discussions	December 17, 2007	
Call for projects	January 2, 2008	January 18, 2008
TCP Policy to PAC/Commission	January 9/23, 2008	
FTA/AB 664 program to TFWG	February 6, 2008	March 5, 2008
Public comment period	February 25, 2008	March 26, 2008
FTA/AB 664 programs to PAC/Commission and amend TIP	March 5/26, 2008	
Approval of TIP amendment by FTA and FHWA	June 2008	

III. PROJECT ELIGIBILITY

Federal Requirements and Eligibility

Federal Legislation

Projects selected will conform to the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA).

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://www.mtc.ca.gov/planning/ITS/index.htm.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY 2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. For project sponsors that are unable to meet the 1% security requirement, MTC will set-aside 1% of the total amount of FTA Section 5307 programmed to those sponsors for the purposes of meeting this requirement.

Program Eligibility

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software, and other related projects to meet unfunded mandates. All preventive maintenance and some ADA complementary paratransit service are considered capital costs.

FTA Section 5309 Fixed Guideway Federally Defined Program Eligibility (Statutory Reference: 49USC5309): Capital projects to modernize or improve fixed guideway systems are eligible including purchase and rehabilitation of rolling stock and ferries, track, line equipment, structures, ferry floats, ramps and other ferry fixed guideway connectors, ferry navigational equipment and related components, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational

support equipment including computer hardware and software, system extensions, and preventive maintenance

Regional Requirements and Eligibility

Urbanized Area Eligibility
Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas determine the amounts of FTA Section 5307 and 5309 FG funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1: Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, SFMTA, SamTrans, Union City Transit, Vallejo Transit, WestCat
San Jose	ACE, Caltrain, SCVTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, Tri-Delta
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	City of Benicia, Napa Vine on behalf of American Canyon, City of Vallejo, WestCat
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, SCVTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the

San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) WestCat is an eligible claimant in the Vallejo UA but will report revenue miles in the San Francisco-Oakland UA in order to maximize funding to the region. Therefore, WestCAT will claim funds exclusively in the San Francisco-Oakland UA.

(v) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.

(vi) Petaluma Transit is an eligible claimant in the Petaluma UA starting in FY 2008-09 subject to Petaluma Transit becoming an eligible FTA grantee and filing NTD reports beginning in reporting year 2007. If Petaluma does not become an FTA grantee or pass-through recipient, or fails to file an NTD report for 2007, any 5307 funds programmed to Petaluma would be reprogrammed to other eligible operators.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements

The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction

of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan, and in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans).

Financial Requirements
The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements
All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. A project is defined as:

- The amount of train control replacement needs for a given year, replacement/rehab of one revenue vehicle sub-fleet or ferry vessel, replacement/rehab of fixed guideway (e.g. track replacement and related fixed guideway costs as defined in "Project Funding Caps" below for a given year.
- A sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches a common end of its useful life (i.e. a set that cycles at a common time).

All projects must be well justified, and have a clear need directly addressed by the project.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals.

The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule

Asset Useful Life
To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2: Useful Life of Assets

Bus*	12 years
Over-the-Road-Coaches*	16 years
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years
Light Rail Vehicle (LRV)	25 years
Trolley	18 years
Heavy Railcar[2]	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/3rd Rail	Varies by type of OVHD/3rd rail
Facility	Varies by facility and component replaced

Notes:
(1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
(2) Includes Caltrain and ACE commuter rail and BART urban rail cars.
(3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.
(4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Project Funding Caps
In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

- revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs.
- other replacement projects cannot exceed $7.5 million or for specific fixed guideway project categories, the amounts set forth in Table 3, whichever is less. See Table 4 for specific fixed guideway projects.
- expansion or enhancement projects cannot exceed $3.75 million

Exceptions to these annual funding ceilings will be considered by the TFWG on a case-by-case basis. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments. For FY 2008-09, MTC and the TFWG will consider temporary increases in project caps on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources.

Table 3: Fixed Guideway Caps

FG Operator	Project Category	Proposed Cap for Each Category
ACE[2]	All Eligible FG Categories	1,057,000
BART	Train Control	13,000,000
	Track Replacement/Rehab	13,000,000
	Power Delivery (Traction Power)	13,000,000
	All Other Eligible FG Categories	7,500,000
Caltrain	All Eligible FG Categories	7,500,000
GGBHTD	All Eligible FG Categories	2,000,000
SFMTA	Power Delivery (Overhead Reconstruction)	13,000,000
	Track Replacement	13,000,000
	All Other Eligible FG Categories	7,500,000
Vallejo	All Eligible FG Categories	2,000,000
VTA	All Eligible FG Categories	7,500,000

1) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total and was based on a gross project eligibility cap of $2 million.

TABLE 4: Fixed Guideway Categories by Operator

FG Categories	Possible Fixed Guideway Categories						
	ACE	BART	Caltrain	GGBHTD	SFMTA	Vallejo	VTA
Track Rep/Rehab	1	1	1		1		1
Wayside Fare Collection Equipment	1	1	1	1	1	1	1
Power Delivery		1			1		1
Train Control/Signaling	1	1	1		1		
Dredging				1		1	
Ferry FG Connectors				1		1	
Ferry Major Component Replacement				1		1	
Ferry Propulsion Replacement				1		1	
Cable Car Infrastructure					1		
Total Number of Categories by Operator	**3**	**4**	**3**	**5**	**5**	**5**	**3**

Funding for buses and vans for FY 2008-09 is subject to the price list as shown in Table 5.

Table 5: Regional Bus-Van Pricelist, FY 2008-09

	Proposed FY09 Price				
	Total	Federal	Local	Federal %	Local %
Auto	26,000	21,695	4,305	83.44%	16.56%
Minivan Under 22'	48,000	40,052	7,948	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	72,000	58,770	13,230	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diese	97,000	79,176	17,824	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	108,640	88,677	19,963	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	101,000	83,830	17,170	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	136,000	112,880	23,120	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	152,000	126,159	25,841	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	76,000	62,034	13,966	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	102,000	83,257	18,743	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	114,000	93,052	20,948	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	106,000	87,980	18,020	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	143,000	118,689	24,311	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	160,000	132,799	27,201	83.00%	17.00%
Transit Bus 30' Diesel	445,000	358,917	86,083	80.66%	19.34%
Transit Bus 30' CNG	498,000	401,665	96,335	80.66%	19.34%
Transit Bus 30' Hybrid	601,000	484,740	116,260	80.66%	19.34%
Transit Bus 35' Diesel	458,000	369,320	88,680	80.64%	19.36%
Transit Bus 35' CNG	513,000	413,670	99,330	80.64%	19.36%
Transit Bus 35' Hybrid	619,000	499,146	119,854	80.64%	19.36%
Transit Bus 40' Diesel	471,000	379,730	91,270	80.62%	19.38%
Transit Bus 40' CNG	528,000	425,684	102,316	80.62%	19.38%
Transit Bus 40' Hybrid	637,000	513,562	123,438	80.62%	19.38%
Over-the-Road 40' Diesel	551,000	443,608	107,392	80.51%	19.49%
Over-the-Road 40' CNG	617,000	496,744	120,256	80.51%	19.49%
Over-the-Road 40' Hybrid	744,000	598,991	145,009	80.51%	19.49%
Over-the-Road 45' Diesel	595,000	479,032	115,968	80.51%	19.49%
Over-the-Road 45' CNG	666,000	536,194	129,806	80.51%	19.49%
Over-the-Road 45' Hybrid	803,000	646,492	156,508	80.51%	19.49%
Over-the-Road 60' Diesel	785,000	631,087	153,913	80.39%	19.61%
Over-the-Road 60' CNG	879,000	706,656	172,344	80.39%	19.61%
Over-the-Road 60' Hybrid	1,060,000	852,168	207,832	80.39%	19.61%
Articulated 60' Diesel	667,000	536,223	130,777	80.39%	19.61%
Articulated 60' CNG	747,000	600,537	146,463	80.39%	19.61%
Articulated 60' Hybrid	900,000	723,539	176,461	80.39%	19.61%

IV. PROJECT DEFINITION AND SCORING

Project Scoring

All FTA Section 5307 and FTA Section 5309 FG projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as follows:

Project Category/Description	Project Score
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Section III, Paragraph 3.e., Table 2). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g. a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller buses, or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g. 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries)	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g. if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12th of the allowable programming for the project). *Note: Used buses placed in service prior to December 20, 2000 are eligible for replacement in the TCP after the vehicle has been part of the operator's "active fleet" as defined by the Federal Transit Administration for at least five years.*	

Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment per categories outlined in Section II, Paragraph 3, Table 4 (rail, bridges, traction power system, wayside train control systems, overhead wires) at the end of its useful life.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels.	
Revenue Vehicle Communication Equipment	16
Communication Equipment - For operators who replace radios and base stations when the revenue vehicle/vessel is replaced, no additional system wide replacement will be funded through the regional capital priorities. For bus operators who elect the system wide replacement option, the regional participation in the project will be constrained by the radio allowance in the standard bus price (provided that the radio/base station is not replaced prior to the applicable replacement cycle). Maximum programming allowance outlined in Section III, Table 5.	
Non-TransLink® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Table 5, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the TransLink® fare collection system.	
TransLink®	16
TransLink® - replacement of TransLink® fare collection equipment related to revenue vehicles and faregates.	
Safety	15
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program.	

ADA/Non Vehicle Access Improvement	14
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	12
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. *Note: Requests for preventive maintenance to meet budgetary shortfalls will be guided by the provisions outlined in Section V. Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V.*	
Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. SCORE 9 (see Programming item 3c Operations).	
Expansion	8
Expansion - any project needed to support expanded service levels.	

V. PROGRAMMING POLICIES

Project Apportionment Model for Eligible Urbanized Areas
There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% flexible set-aside amounts, and the 10% ADA set-aside amounts. The Regional Priority Model, as explained in paragraph (b), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (a) below.

Eligible programming revenues are net of the 10% flexible set-aside as outlined in paragraph (c) below, the 10% ADA set-aside shown in (d) below, and $10 million to Zero Emission Buses as discussed in the section titled "Zero Emission Bus Set Aside for FY 2008 – 09", below.

a) Multi-County Agreements: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

   There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

   Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

b) Regional Priority Programming Model - The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model,* as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g. LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g. SFMTA, AC, WestCat, CCCTA, etc.)

iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

c) 10% Set-aside Based on Apportioned Ridership and FTA Revenue Factors (weighted equally) - Prior to running the apportionment model, 10% of the FTA Section 5307 funds from each of the urbanized areas is redistributed based on apportioned ridership and FTA revenue factors. Table 6 shows the percentages by operator and urbanized area for this programming period. Urbanized areas not shown are either urbanized areas with only one operator or urbanized areas that have opted to not participate in the set-aside. Descriptions of these formulas are outlined below.

Apportioned Ridership: Ridership is apportioned based on how an operator reports their revenue miles to FTA. As an example, BART reports their revenue miles 71.28% in the San Francisco-Oakland UA, 26.14% in the Concord UA, and 2.58% in the Antioch UA. Instead of counting their total ridership, or 97.1 million, in each UA, ridership is apportioned to each UA based on the reporting factors.

FTA Revenue Factors: The set-aside is distributed on FTA revenue factors - bus tier and fixed guideway tier. Factors included in the analysis are revenue vehicle miles, passenger miles, and operating cost. Small-urbanized area set-asides are distributed to eligible operators based on a rough estimation of population and population density.

Table 6: 10% Flexible Set-aside Amounts by Urbanized Area and Operator

Operator	SFO	SJ	Concord	Antioch	Vallejo	Napa	Livermore	Gilroy-MH	Petaluma
AC Transit	15.8%								
ACE	1.5%		1.6%						
BART	25.6%		76.9%	47.9%					
Caltrain	3.3%	9.6%							
CCCTA			16.5%						
ECCTA				52.1%					
GGBHTD	5.2%								67.8%
LAVTA			5.0%				100.0%		
SFMTA	41.2%								
Napa VINE					13.5%	100.0%			
SamTrans	4.8%								
Sonoma Transit									32.2%
Union City	0.2%								
Vallejo	2.0%				86.5%				
VTA		90.4%						100.0%	
WCCTA	0.5%								
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

d) 10% ADA Set-aside – ADA Paratransit Service Set-aside: TEA-21 establishes a cap on the use of large urbanized area capital funds for ADA paratransit services not to exceed 10% of the region's apportionment of FTA Section 5307 funds. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

An operator may use its share of the FTA Section 5307 set-aside for capital purposes if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects related to safety, ADA, maintenance facilities and heavy equipment, stations, shelters, Intermodal facilities, or station parking.

To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes. Table 7 shows the percentages by operator and urbanized area for this programming period.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH
AC Transit	31%						
ACE	2%		14%				
BART	15%		46%	22%			
Caltrain	3%	15%					
CCCTA			32%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	9%						
LAVTA			8%			100%	
Napa VINE					7%		
SFMTA	30%						
SamTrans	8%						
SCVTA		85%					100%
SR City Bus	Not Applicable						
Sonoma City Transit	Not Applicable						
Tri-Delta				78%			
Union City							
Vacaville	Not Applicable						
Vallejo Transit	2%				93%		
WestCat	1%						
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA. House Resolution (H.R.) 5157 provides that urbanized areas transitioning from small to large urbanized areas in the 2000 census can use a portion of their large UA funds for operating purposes. This includes the urbanized areas of Santa Rosa and Antioch. Providing that reauthorizing legislation provides that these UAs can continue to use a portion their FTA Section 5307 funds for operating, these operators will be allowed to use funds for operating providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in operators' SRTPs and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTPs and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Transit Enhancements
TEA-21 requires that 1% of the FTA section 5307 apportionment be set aside for transit enhancements. Eligible projects include: historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities, bus shelters, landscaping and other scenic beautification, public art, pedestrian access and walkways, bicycle access, including bicycle storage facilities, transit connections to parks, signage, and enhanced access for persons with disabilities to mass transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 or 17 projects which can be identified as eligible transit enhancement project candidates would count against the 1% set-aside for transit enhancements, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding for Operating Purposes
Preventive maintenance will be considered a score 9 funding priority in Transit Capital Priorities, unless a fiscal need exists and can be demonstrated accordingly by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator can demonstrate in a board-approved budget or budget assumption that a shortfall exists; this budget or budget assumption must consider MTC's latest adopted fund estimate and/or Short-Range Transit Plan forecasts for transit-specific revenues.
- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds to meet operating shortfalls will be limited to two years preventive maintenance funding within a 12-year period.

Concepts for Preventive Maintenance Allowance – For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. The following two mechanisms will ensure both protection of capital replacement and flexibility for preventive maintenance:

- Capital Exchange – In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project.
- Negotiated Agreement within an Urbanized Area – In the second option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

The requesting operator will enter into an MOU with MTC and, if applicable, other transit properties affected by the preventive maintenance agreement. The agreement will embody the four eligibility requirements outlined above as well as any other terms and

conditions of the agreement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

Zero Emission Bus Set-Aside for FY 2008-09

The regional Zero Emission Bus Advanced Demonstration Project, which is required by California Air Resources Board regulations, is being implemented by AC Transit and VTA, in conjunction with Golden Gate Transit, SamTrans and SFMTA. MTC staff originally proposed to devote $10 million of the region's Proposition 1B transit funds to the project, but in the final plan adopted by the Commission, this commitment was shifted to the FTA Section 5307 program. In addition, $942,000 of the Partnership's original $15 million commitment to the project remains to be programmed. Accordingly, the FY 2008-09 program will include a one-time $10.9 million set-aside from the SFO and SJ urbanized areas, which will be programmed to AC Transit and VTA for the ZEB project.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307 and 5309 Fixed Guideway (FG) Project and Surface Transportation Program Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA SECTION 5307 AND 5309 FIXED GUIDEWAY(FG) AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law Public Law 109-59, August 10, 2005) continues the Federal Transit Administration Formula Programs (23 U.S.C. §53) and Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to SAFETEA-LU, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) Formula or Surface Transportation Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Section 5307, FTA 5309 FG, or Surface Transportation Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY 2008-09 FTA Section 5307 and FTA 5309 FG, or Surface Transportation Program funds for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least of 20% for FTA Section 5307 and FTA Section 5309 FG and 11.47% for Surface Transportation Program funds; and
2) that the sponsor understands that the FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funds; and
3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA funds must be obligated within three years of programming and the Surface Transportation Program funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Section 5307, FTA Section 5309 FG, and/or Surface Transportation Program of SAFETEA-LU in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Sections 5307 and 5309 FG and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost

increases to be funded with FTA Sections 5307 and 5309 FG and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in prior to MTC programming the FTA Section 5307 and 5309 FG or Surface Transportation Program funded project in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, FTA Section 5309 FG, and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5309 Fixed Guideway (FG) Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the FTA Section 5307 and 5309 FG, and STP Programs made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the FTA Section 5307, FTA Section 5309 FG, and STP Programs.
2. (Applicant) _____ is authorized to submit an application for FTA Section 5307, FTA Section 5309 FG, and STP funding for (project) _____ ___.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications FTA Section 5307, FTA Section 5309 FG, and STP Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Attachment 9, page 1).

APPENDIX A – 17

Project Selection Processes

FTA New Freedom (Section 5317)
Program of Projects for FY 2005-06

MTC Resolution No. 3847

Date: February 27, 2008
W.I.: 1512
Referred by: PAC

ABSTRACT
Resolution No. 3847

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with resolution:

Attachment A FY 2005-06 New Freedom Program of Projects for Large Urbanized Areas

Further discussion of this action is contained in the MTC "Executive Director's Memorandum" and the Programming and Allocations Committee Summary, both dated February 13, 2008.

Date: February 27, 2008
W.I.: 1513
Referred by: PAC

Re: Program of Projects for Federal Transit Administration's New Freedom Program (Section 5317) Funds for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3847

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program apportionment, attached hereto as Attachment A, and incorporated herein as though set forth at lengths; now, therefore, be it

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for the subrecipients listed in Attachment A; and be it further

RESOLVED, that MTC will enter into agreements with the subrecipients listed in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that Attachment A may be revised from time to time by approval of MTC's Programming and Allocations Committee.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 27, 2008.

Date: February 27, 2008
W.I.: 1513
Referred by: PAC

Attachment A
MTC Resolution No.3847

NEW FREEDOM PROGRAM - FY 2005-06 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS

No.	Subrecipient	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
1	AC Transit	Paratransit Inventory	Conduct a detailed inventory of all available transit resources, including funding, equipment, and personnel, in Alameda and Western Contra Costa County to determine how best to structure a coordinated system. Also investigate institutional settings and financial implications of establishing a mobility manager.	$180,000	$144,000
2	Benicia, City of	Taxi Scrip Program Extension	Expand the Benicia Breeze Taxi Scrip Program to destinations in Concord, Martinez, Pleasant Hill, and Walnut Creek to provide access to social service, medical centers, shopping, recreation and other quality of life destinations in Central Contra Costa County for seniors, persons with disabilities, and Medicare card holders.	$30,000	$15,000
3	Berkeley, City of	Ed Roberts Campus/Ashby BART Station Enhancements	Support construction of a universally designed helical ramp, oversized accessible elevators, and an accessible elevator lobby for people who will visit the Ed Roberts Campus.	$1,106,568	$669,405
4	Central Contra Costa Transit Authority	Community Connection Program Expansion	Provide a $5,000 per van annual subsidy for maintenance of up to 25 retired paratransit vans for use by community-based organizations to provide transportation services to seniors and people with disabilities, with at least 50 trips per month to ADA-eligible individuals.	$125,000	$62,500
5	Central Contra Costa Transit Authority	Comprehensive Mobility Options Inventory	Conduct a comprehensive inventory of all available mobility options for seniors and persons with disabilities to serve as a building block for later developing a mobility management function for majority of Contra Costa County and the Tri-Valley.	$43,750	$35,000
6	Contra Costa County Employment & Human Services Dept	Contra Costa Volunteer Driver Program Expansion	Expand existing volunteer driver programs for disabled, homebound seniors to areas in Contra Costa County that are low-income and/or have high populations of ethnic groups who do not speak English as their primary language.	$153,114	$45,000

NEW FREEDOM PROGRAM - FY 2005-06 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (continued)

No.	Subrecipient	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
7	San Mateo County Transit District	Peninsula Ride Connection	Provide mobility management services to seniors and people with disabilities in San Mateo County, including: assessing feasibility of countywide phone information and assistance service; coordinating corps of volunteer mobility ambassadors; updating the Senior Mobility Guide; coordinating and administering shared van program; promoting mobility in city planning processes; and developing business plan.	$184,200	$147,200
8	San Francisco Municipal Tranportation Agency	NextMuni Audible Arrival Time/Push-to-Talk (PTT)	Evaluate results of the pilot PTT installations, which translate bus arrival information and other messages to speech at bus shelters; and purchase and install PTT at an additional 270 shelter locations. Initial phase is the pilot program evaluation. Phases two, three, and four of the project would involve PTT installations at 147, 34, and then 89 locations.	$523,000	$200,000
9	Santa Clara Valley Transportation Agency	Mobility Options Travel Training Program	Provide travel training and fixed-route transit support information to persons with disabilities and seniors over a three-year period. Includes on-site and mobile presentations; specialized training for individuals with visual, cognitive, and developmental disabilities; group travel instruction; one-on-one travel instruction; and peer mode travel instruction.	$454,254	$227,127
				Total	$1,545,232

APPENDIX A – 18

Air Quality Conformity Analysis
MTC Resolution No. 3876

Date: May 28, 2008
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 3876

This resolution finds that the 2009 Transportation Improvement Program is in conformance with the State Implementation Plan (SIP) to achieve National Ambient Air Quality Standards.

Further information is contained in the Programming & Allocations Committee summary sheet dated May 14, 2008.

Date: May 28, 2008
W.I.: 1412
Referred by: PAC

RE: Approval of the Air Quality Conformity of the 2009 Transportation Improvement Program to the State Implementation Plan for Achieving and Maintaining National Ambient Air Quality Standards

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3876

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, the current Regional Transportation Plan (RTP) is the Transportation 2030 Plan, adopted by the Commission on February 23, 2005 (MTC Resolution No. 3681); and

WHEREAS, MTC staff has prepared an Administrative Modification to the Transportation 2030 Plan, which has been reviewed and approved by the MTC Executive Director under separate action as stipulated in MTC Resolution No. 3821; and

WHEREAS, MTC staff has prepared the 2009 Transportation Improvement Program (TIP), which adds non-regionally significant exempt and non-exempt projects from the Transportation 2030 Plan into the 2009 TIP, which has been presented to the Commission for its approval under separate action (MTC Resolution 3875); and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, MTC staff has prepared a new transportation air quality conformity analysis for the 2009 Transportation Improvement Program in accordance with the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, said conformity analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for a 30-day public comment review period per MTC Resolution No. 3757; now, therefore be it

RESOLVED, that MTC finds that the 2009 Transportation Improvement Program:

(A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and for the national carbon monoxide standard; and

(B) Provides for the timely implementation of Transportation Control Measures from the applicable State Implementation Plan; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the RTP administrative modification and TIP amendment and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd

Bill Dodd, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on May 28, 2008.

Date: May 28, 2008
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 3876

Transportation Air Quality Conformity Analysis for the 2009 Transportation Improvement Program

A copy of the Conformity Analysis is on file at the MTC/ABAG Library located in the Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, California 94607.

FINAL
TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS FOR THE 2009 TRANSPORTATION IMPROVEMENT PROGRAM

Draft: March 28, 2008
Final: May 28, 2008

METROPOLITAN
TRANSPORTATION
COMMISSION

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

MTC Project Staff

Doug Kimsey
Director, Planning

Ashley Nguyen
Project Manager

Planning and Programming & Allocations Staff
Raymond Kan
Ross McKeown
Sri Srinivasan

J:\SECTION\PLANNING\AIRQUAL\Conformity Determination\2009 TIP\ConformityAnalysis_2009TIP_Final.doc

TABLE OF CONTENTS

I. Summary of Conformity Analysis 4

II. Response to Comments 8

III. Conformity Findings 9

Appendix A: 2009 TIP Project Listing 10

I. SUMMARY OF CONFORMITY ANALYSIS

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. MTC is required to prepare and adopt an updated TIP every two years. The 2007 TIP was adopted by the Commission on July 26, 2006 (MTC Resolution No. 3755), and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on October 2, 2006. The current 2007 TIP is only valid through October 1, 2008; therefore, in accords with federal programming requirements, MTC is in the process of developing the 2009 TIP, which is the subject of this conformity analysis.

The 2009 TIP addresses the new SAFETEA planning requirements, and covers four years of programming, starting with fiscal years 2008-09 through 2011-12. The 2009 TIP includes most of the 2007 TIP projects and an additional ten new projects, of which eight projects are exempt projects and two projects are non-exempt, non-regionally significant projects. The list of new projects to be amended into the 2009 TIP is contained in Appendix A (specific funding sources are identified in the TIP itself). Furthermore, all projects to be included in the 2009 TIP are consistent with the Transportation 2030 Plan and meet all the financial constraint requirements.

Since the 2009 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2030 Plan, and these projects have been modeled in the appropriate horizon year using the latest planning assumptions, the conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the RTP (40 CFR §93.122(g)). Thus, MTC proposes to use the latest conformity analysis for the 2007 TIP/Amendment #07-18 as the basis for the conformity determination for the 2009 TIP. The latest conformity analysis is included in the report "Final Transportation Air Quality Conformity Analysis for the 2007 Transportation Improvement Program Amendment #07-18", which was approved by FHWA/FTA on January 11, 2008.

For purposes of the conformity analysis, we state for the record:

1. Latest Planning Assumptions, Emissions Model and Budget Comparison. No new regional emission analysis is necessary for the conformity determination for the 2009 TIP. This conformity determination is based on the regional emissions analysis performed for the 2007 TIP/Amendment #07-18. Please refer to the above referenced Conformity Report for the details of this analysis.

2. TCM Implementation: The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan are fully implemented. All information on the timely implementation of TCMs in the Conformity Report is still current. Please refer to the above referenced Conformity Report for the details of this analysis.

3. Reliance on the Previous Regional Emissions Analysis: Since the conformity determination for the 2009 TIP relies on the previous regional emissions analysis, MTC is required to meet the requirements of 40 CFR §93.122(g) as follows:

(g) Reliance on previous regional emissions analysis.
(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 ("Motor vehicle emissions budget") or 93.119 ("Interim emissions in areas without motor vehicle emissions budgets") without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:
(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;
(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;
(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and
(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:
(i) Not regionally significant; or
(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan's regional emissions at the time of the transportation plan's conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

The 2009 TIP meets these requirements:

- The TIP contains all projects, which must be started in the TIP's timeframe in order to achieve the highway and transit system envisioned by the transportation plan.
- All TIP projects which are regionally significant are included in the Transportation 2030 Plan and have a design concept and scope adequate to determine their contribution to the Transportation 2030 Plan's regional emissions at the time of the regional transportation plan's conformity determination. Note that there are no new non-exempt, regionally significant projects being proposed for the 2009 TIP.
- The design concept and scope of each regionally significant project in the TIP is not significantly different from those described in the Plan.
- All projects in the 2009 TIP are from a conforming Plan. Allocating funds to these projects will not delay the implementation of projects in the Plan or TIP, which are necessary to achieve the highway and transit system envisioned by the Plan.

4. Results of Previous Regional Emissions Analysis Comparing the Motor Vehicle Emissions to Budgets: Motor vehicle emissions in the Bay Area must not exceed the applicable budgets measured in tons per day for volatile organic compounds (VOCs), nitrogen oxides (NOx) and carbon monoxide (CO) as contained in the State Implementation Plan (SIP). The vehicle activity forecasts (Table 2) and motor vehicle emissions calculations (Tables 3A and 3B) for the previous emissions analysis are provided below. The results of the previous regional emissions analysis show that regional emissions are below the applicable budgets. Please refer to the above referenced Conformity Report for details on this analysis.

TABLE 2
VEHICLE ACTIVITY FORECASTS*

	2006	2007	2015	2025	2030
Vehicles in Use	5,084,099	5,146,988	5,884,899	6,769,168	7,269,775
Daily VMT (1000s)	172,298	174,090	194,776	218,793	232,621
Engine Starts	33,893,781	34,247,285	38,510,161	43,292,850	45,971,240

*VMT forecasts have been adjusted per CARB recommended methods (see Appendix B)

TABLE 3A
EMISSIONS BUDGET COMPARISONS FOR OZONE
(TONS/DAY WITH BUDGETS BASED ON SF BAY AREA-EMFAC 2000 AND ON ROAD MOTOR VEHICLE EMISSIONS USING MORE CURRENT EMFAC 2002, V2.2)

Year	VOC Budget	On-Road Motor Vehicles VOC	TCMs*	Net Emissions
2006	164.0	126.5	(0.3)	126.2
2007	164.0	116.3	(0.3)	116.0
2015	164.0	68.6	(0.3)	68.3
2025	164.0	44.6	(0.3)	44.3
2030	164.0	38.2	(0.3)	37.9

Year	NO_X Budget	On-Road Motor Vehicles NO_X	TCMs*	Net Emissions
2006	270.3	248.8	(0.5)	248.3
2007	270.3	229.8	(0.5)	229.3
2015	270.3	123.5	(0.5)	123.0
2025	270.3	67.0	(0.5)	66.5
2030	270.3	55.9	(0.5)	55.4

*The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NOx emission inventories for 2006 and beyond.

TABLE 3B
EMISSIONS BUDGET COMPARISONS FOR CARBON MONOXIDE

Year	2004 CO Budget*	Estimated CO
2006	1,850	1,320.0
2007	1,850	1,204.9
2015	1,850	647.8
2018 (interpolated)	1,850	558.5
2025	1,850	350.2
2030	1,850	297.0

** 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas*

5. Financial Constraint. The 2009 TIP is financially constrained based on revenue estimates from the State at the time of its preparation. The 2009 TIP addresses the new SAFETEA planning requirements, and covers four years of programming, starting with fiscal years 2008-09 through 2011-12.

6. Interagency and Public Consultation. MTC initiated interagency consultation on the 2009 TIP by discussing the conformity approach for the 2009 TIP with the Air Quality Conformity Task Force on February 27, 2008. The Conformity Task Force had an opportunity to review and comment on the administrative draft conformity analysis for the 2009 TIP prior to MTC releasing the draft analysis for 30-day public review period. The public review period for the draft conformity analysis began on March 28, 2008 and ended on May 1, 2008. On April 9, 2008, MTC's Programming and Allocations Committee held a public hearing on the 2009 TIP, wherein comments

on the draft conformity analysis were welcomed. MTC's Programming and Allocations Committee reviewed and approved the proposed final conformity analysis at its May 14, 2008 meeting, and the Commission approved it at its May 28, 2008 meeting (MTC Resolution No. 3876).

II. RESPONSE TO COMMENTS

The 30-day comment period for the draft conformity analysis closed on May 1, 2008. No public comments were received.

III. CONFORMITY FINDINGS

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's regulations and with the Bay Area Air Quality Conformity Procedures adopted by MTC as Resolution No. 3757.

- The 2009 Transportation Improvement Program provides for implementation of TCMs pursuant to the following federal regulation:

  (1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.

  (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

  (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).

- For carbon monoxide, motor vehicle emissions in the 2009 Transportation Improvement Program are lower than the transportation conformity budget in the SIP.

- For Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), motor vehicle emissions in the 2009 Transportation Improvement Program are also lower than the applicable motor vehicle emission budgets for the 8-hour ozone standard.

APPENDIX A: 2009 TIP PROJECT LISTING

PROJECT INFORMATION				RTP STATUS				Air Quality	
County	**Project Sponsor** (Funding Agency)	**Mode**	**Description**	**RTP ID**	**In Financially Constrained Element (YES/NO)**	**In Vision Element (YES/NO)**	**Complete & Operational By 2006, 2015, 2025, 2030**	**Exempt/ Non-Exempt**	**Regionally Significant**
Contra Costa	Unincorporated Contra Costa County	Local Road	Extend Soto Street (a local road) from Market Avenue to Parr Blvd.	22610	YES	NO	2015	Non-Exempt	No
Contra Costa	Pleasant Hill	Local Road	Widen Buskirk Avenue (a local road) between Monument Boulevard and Hookston Road.	22609	YES	NO	2015	Non-Exempt	No
Alameda	WETA	Transit	Alameda-Oakland Ferry Main Street Barge. Replace 60 year old float/barge at the Main Street ferry terminal in Alameda.	21017	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Green Valley Road rehab from Diablo Road to Stone Valley Road.	22769	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Diablo Road pavement rehabilitation and drainage improvements	94553	YES	NO	2015	Exempt	No
Contra Costa	Danville / San Ramon	Transit	Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area	22402	YES	NO	2015	Exempt	No
Contra Costa	Martinez	Bike - Ped	Construct a 19-foot wide bike overcrossing to span from DiMaggio Drive to Escobar Street, within the Martinez Waterfront Park.	21202	YES	NO	2015	Exempt	No
Contra Costa	Richmond	Local Road	Carlson Blvd street reconstruction and restriping from Tehama to San Jose	22610	YES	NO	2015	Exempt	No
Regional	BART	Transit	Rail Vehicle Replacement Program. Replace aging revenue vehicles to ensure continued safety and reliability for the BART patrons.	94525, 94556, 94635, 21876	YES	NO	2025	Exempt	No
Santa Clara	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT - Improve existing BRT lines (the 522 El Camino and the 523 Stevens Creek) in the Santa Clara/Alum Rock Corridor including the following: signal prioritization, acquiring new vehicles with low-floor boarding, and ticket vending machines.	22014	YES	NO	2015	Exempt	No

APPENDIX A – 19

Regional Policy for Enforcing Funding Deadlines and Project Substitution Requests for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds

MTC Resolution No. 3606

Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C

ABSTRACT

Resolution No. 3606, Revised

This Resolution establishes the regional policy for project delivery for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period and subsequent extensions, for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds.

This resolution was revised on April 26, 2006 to reflect changes in Caltrans procedures and federal regulations.

Further discussion of this action is contained in MTC Executive Director's Memorandums to the MTC Programming and Allocations Committee dated October 8, 2003, and April 12, 2006

Date: October 22, 2003
W.I.: 1512
Referred by: PAC

Re: Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3606

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Assembly Bill 1012 (Chapter 783, Statutes of 1999 - Torlakson) established stringent timely use of funds deadlines for projects receiving federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding; and

WHEREAS, Section 16304 of the California Government Code requires that federal funds obligated to a project must be encumbered within two state fiscal years following the year of obligation, and requires that these funds be liquidated (expended, invoiced and reimbursed) within three state fiscal years following the state fiscal year of encumbrance; and

WHEREAS, the region could lose STP and CMAQ funding if projects within the region do not adhere to the timely use of funds requirements under AB 1012 and Section 16304 of the California Government Code; and

WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately $100 million waiting for additional OA; and

WHEREAS, MTC has established regional obligation deadlines for projects receiving STP and CMAQ funding to ensure that the region obligates federal funding in a timely manner; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy for managing the region's OA and enforcing the region's delivery of STP and CMAQ funding; now, therefore, be it

RESOLVED, that MTC approves the Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ funds set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 22, 2003

Regional Project Delivery Policy for SAFETEA
STP and CMAQ Funding

General Policy

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. STP/CMAQ funds may be used for any phase of the project in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can delivery new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. STP/CMAQ funds may be shifted among any phase of the project without the concurrence or involvement of MTC if allowed

under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Programming to Apportionment in the year of Obligation

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization Act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after March 1 of each fiscal year. In some years OA may not be available for advancements until after June 1, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to June 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other federal-aid projects. Restrictions may be placed on the advancement of funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines. MTC may consult

with Caltrans and/or the appropriate CMA to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip*:* Caltrans releases unused local OA on June 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision allows the advancement of projects after June 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these Project reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (such as Local Streets and Roads Rehabilitation) are available for redirection within the program by the

respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, such as the Transportation for Livable Communities (TLC) program, or for regional operations projects such as 511, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans procedures and federal regulation. However, STP/CMAQ funding for the project is limited to the amount approved by MTC. Once funds are de-obligated there is no guarantee the funds will be available for the project.

Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for reprogramming.

Important Tip: If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or

transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

  Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP, but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

  Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

  Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.

  STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds.

Important Tip: An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE methodology may not be required if the activities (such as environmental or design) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE methodology is required. If a DBE methodology is required, agencies are encouraged to begin the process by June of the preceding federal fiscal year so the process may be complete by the beginning of the federal fiscal year in October.

- **Obligation/Submittal Deadline**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by March 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by March 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after March 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the March 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to de-programming by MTC.

Within the CMA administered programs, such as the Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until March 1 of the programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of May 31of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by March 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by May 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of March 1, 2008 and an obligation/FTA transfer deadline of

May 31, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of March 1, 2009 and an obligation/FTA transfer deadline of May 31, 2009. No extensions will be granted to the obligation deadline.

- Submittal Deadline: March 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).

- Obligation Deadline: May 31 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

March 1 - Regional submittal deadline. Complete package submittals, and ACA conversion requests for projects in the annual obligation plan received by March 1 of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA.

March 1 – May 31 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by May 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to May 31, in order to secure the funds within that federal fiscal year.

May 31 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by May 31of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to May 31 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under certain circumstances such as when Caltrans uses ACA for state projects.

Important Tip*:* In some years OA for the region may be severely limited, especially toward the end of the federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the deadline of March 1 have priority, followed by other projects in the annual obligation plan submitted before the deadline of March 1. Projects in the obligation plan but submitted after March 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after June 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. Obligation requests submitted after the March 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy may have OA restricted.

- **Program Supplement Agreement (PSA) Deadline**

  The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

  Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to deobligation by Caltrans.

- **Construction Advertisement / Award Deadline**

  For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

  Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance.

  For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip*:* Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Invoicing Deadline**

Funds for each federally funded phase and for each federal program code must be invoiced against at least once every six months.

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Important Tip*:* In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase and each federal program code at least once every six months. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

- **Inactive Projects**

  Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **Liquidation/Reimbursement Deadline**

  Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation.

  California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

  Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

  At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

  Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

  Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay

reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to delivery the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines sited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional Project delivery policy was developed by the San Francisco Bay Area's Partnership, through the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff.

APPENDIX A – 20

Project Review Criteria and Procedures
MTC Resolution No. 3115

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

<u>ABSTRACT</u>

Resolution No. 3115

This resolution adopts the criteria and procedures to be employed by the MTC in the review and approval of projects and related grant applications pursuant to §§ 665l8 and 66520 of the Government Code, and § 21655.6 of the Vehicle Code, and federal Intergovernmental Review requirements, and fulfill MTC's responsibilities under the memoranda of understanding with the Association of Bay Area Governments and the California Department of Transportation as authorized pursuant to MTC Resolution No. 1569.

This resolution supersedes MTC Resolution No. 1570.

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

Re: Project Review Criteria and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3115

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, Government Code § 665l8 provides that the California Transportation Commission, when allocating funds for construction projects on the state highway system within the region, shall determine that the projects conform to the MTC's Regional Transportation Plan and its schedule of priorities; and

WHEREAS, Government Code § 66520 provides that any application to the state or federal government, for any grant of money, whether an outright or matching grant, by any city, city and county, county, or transportation district within the San Francisco Bay Area shall, if it contains a transportation element, first be submitted to MTC for review as to its compatibility with the Regional Transportation Plan (RTP), and the schedule of priorities included therein; and

WHEREAS, Vehicle Code § 21655.6 requires that the Department of Transportation (Caltrans) obtain the approval of the regional transportation planning agency prior to establishing the exclusive or preferential use of highway lanes for high-occupancy vehicles; and

WHEREAS, certain transportation projects and/or programs defined in federal regulations (49 CFR l7) are subject to Intergovernmental Review under procedures implementing Executive Order 12372; and

WHEREAS, a Memorandum of Understanding (MOU) among the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), and the MTC defines their respective roles and responsibilities in the Intergovernmental Review process (MTC Resolution No. 1569); and

WHEREAS, by Resolution No. 1570 the MTC adopted criteria used to determine the "Regional vs. Local" nature of projects to be reviewed, and instituted a project classification listing to indicate the application of those criteria in selecting projects for review; and

WHEREAS, the MTC desires to establish criteria and procedures for project review and application approval appropriate to the type of transportation projects and/or programs which are the subject of such action; now, therefore, be it

RESOLVED, that the MTC finds that the criteria and procedures for project review and application approval described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, permit the efficient and proper discharge of its responsibilities under Sections 66518 and 66520 of the Government Code and § 21655.5 of the Vehicle Code; and, be it further

RESOLVED, that the MTC finds that those criteria and procedures satisfy Intergovernmental Review requirements and fulfill its responsibilities under the MOU; and, be it further

RESOLVED, that the MTC adopts the criteria and procedures for project review and application approval shown in Attachment A as those to be employed for such actions henceforth; and, be it further

RESOLVED, that the MTC directs staff, with the next annual cycle, to revise the project review procedures described in the Regional Transportation Plan to conform to those contained in Attachment A; and, be it further

RESOLVED, that Resolution No. 1570 is hereby superseded.

METROPOLITAN TRANSPORTATION COMMISSION

Jim Spering, Chairman

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on October 28, 1998.

MTC Project Review and Application Approval Criteria and Procedures

I. PROJECT REVIEW — COMMISSION REVIEW AND APPLICATION APPROVAL

Any projects or program contained in the Annual/biennial Element of the Transportation Improvement Program (TIP) which fall under any of the criteria for major transportation projects listed below shall require Project Review by MTC to determine consistency with the Regional Transportation Plan and as a condition for implementation.

This shall also apply to any project or program amended into the Annual/biennial element of the TIP subsequent to its adoption.

Criteria

1. The authorizing or permitting exclusive or preferential use of highway lanes for high-occupancy vehicles, with the exception of HOV bypass lanes, by the State Department of Transportation;
2. The construction of mixed-flow highway lanes or of auxiliary lanes which do not terminate at the first subsequent interchange on the State highway system.
3. Interchange or local arterial improvements which have the potential to affect main-line operations on the State Highway System;
4. Transit projects that involve the construction of rail extensions, new stations, or parking facilities that exceed 500 parking spaces;
5. Transportation projects that have special circumstances or issues (i.e. design, environmental, financial) that warrant a review by the Commission.

Procedure:

All projects or programs contained in the Annual/Biennial Element of the current Transportation Improvement Program (TIP) falling under any one of the above criteria must be submitted to MTC by the project sponsor for project review and application approval, pursuant to Sections 66518 or 66520 of the California Government Code.

Upon receipt of an application, staff reviews the project or program documentation and, if appropriate, advises the applicant of any deficiencies or other problems likely to delay application approval. When the project sponsor's documentation and applicable environmental analysis is found to be satisfactory, staff prepares a Staff Evaluation of the project and a

resolution that determines that the project conforms with the RTP, and supports the grant application for the amounts contained in the Annual/Biennial Element. The Staff Evaluation and resolution are presented to the Grant Review & Allocations Committee for review and, if found satisfactory, referral to the Commission for approval. The project sponsor can access TIP funding only after Commission approval of the application.

II. ADMINISTRATIVE APPROVAL

Any project or program contained in the annual/biennial element of the Transportation Improvement Program (TIP) not falling under any of the criteria for major transportation projects listed above shall be considered consistent with the Regional Transportation Plan and the schedule of priorities included therein, and will require no further review or approval action by MTC as a condition for implementation.

Procedure

In adopting the federal Transportation Improvement Program (TIP), the Annual/Biennial projects or programs eligible projects will be identified for administrative approval. Each entry in the TIP tabulation will include the name of the implementing agency, the project description (as shown in the TIP), and the total estimated cost in the Annual/Biennial Element. Unless a project is revised, no further review by MTC will be necessary after the approval of the TIP.

III. REVIEW OF LOCALLY FUNDED ROAD PROJECTS

Generally, locally funded road projects are not normally subject to project review and may be administratively approved. However, if these road projects significantly impact the State highway system, Project Review will be required to determine consistency with the Regional Transportation Plan.

Additionally, locally funded road projects that have regional significance will be listed in the TIP. *Regionally significant* projects must be included in the TIP to ensure adequacy of the federal air quality conformity analysis. *Regionally significant projects* mean capacity increasing projects that normally include principal arterial highways or fixed guideway transit facilities or that offer an alternative to regional highway travel.

Other related actions, such as an amendment of the Transportation Improvement Program, may be necessary in addition to the process described above.

APPENDIX A – 21

Projects Compliant with Americans With Disabilities Act (ADA)

List of Americans with Disabilities Act (ADA) Compliant Projects

Sl. No.	TIP ID	County	Sponsor	Transit Agency	Keystation	Project Name	Project Description
1	BRT99T01B	REG	BART	BART	Various	ADA Paratransit Capital Accessibility Improve	BART: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement at various stations.
2	SCL030005	SCL	VTA	VTA	Various	Guadalupe Corridor LRT Platform Rehab & Retrofit	San Jose: Guadalupe Corridor; Rehabilitate and retrofit existing station platforms to accommodate Low-floor Light Rail Transit (LRT) vehicles.
3	SCL050043	SCL	SJRC	ACE	Santa Clara	Ped Underpass & Platform Improvements	ACE: Santa Clara Center; Construct ADA compliant pedestrian underpass and platform center improvements to facilitate train movements and pedestrian movement. [Santa Clara Platform and Pedestrian Improvements]
4	SM-030026	SCL	Caltrain	Caltrain	Palo Alto	Palo Alto ADA Crossing Improvements	Caltrain: Palo Alto Station; ADA accessible pedestrian grade crossing and platform improvements.

APPENDIX A – 22

Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2007

Annual Listing of Federally Obligated Projects

Federal Fiscal Year 2007

(October 1, 2006 – September 30, 2007)

Metropolitan Transportation Commission

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Ammiano
City and County of San Francisco

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

Tom Bates
Cities of Alameda County

Bob Blanchard
Sonoma County and Cities

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

December 28, 2007

TO: Federal Highway Administration, Federal Transit Administration, Interested Agencies, Organizations and Individuals

RE: Release of Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2006-07

Federal Law, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), requires the Metropolitan Transportation Commission to publish a listing of projects using federal funds obligated in the previous federal fiscal year. The annual listing provides a record of project delivery for the previous year. The listing is also intended to increase the awareness of government spending on transportation projects.

Since the introduction of SAFETEA and the new regulations that require a more transparent reporting method, MTC developed this report to make the annual obligations listing easier to understand for the general public. The Annual Listing includes text explaining the different obligation groups, as well as breaking down the listing by categories such as mode, fund source, and Transportation 2030 (MTC's Regional Transportation Plan) investment category. Additionally, the Listing includes a long list of commonly used abbreviations and acronyms to help the public better understand the federal obligation process.

SAFETEA also encourages cooperation among the state transportation agency (Caltrans), public transit operators, and MTC to develop this listing. As a part of our development process, MTC brought a working draft to the Bay Area Partnership Technical Advisory Committee to receive their input on the Listing. The information comes from data compiled by Caltrans and MTC. For the last federal fiscal year (2006-2007), the region obligated approximately $835 million in federal funds.

The listing has three sublistings: local projects, transit projects, and state managed projects. Information for the local project listing includes obligation of fund sources such as Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Transportation Enhancement (TE). The source of this information is Caltrans and MTC. The second table for transit includes obligation of fund sources such as Federal Transit Administration Sections 5307 and 5309, and comes from MTC. The final listing of state managed highway projects includes obligation of fund sources such as Emergency Relief and Interstate Maintenance, and comes from Caltrans.

The enclosed document is available through the Internet at the MTC home page:

http://www.mtc.ca.gov/funding/delivery/

If you have any questions regarding the Annual Listing, please contact Kenneth Kao of MTC's Programming and Allocations Section by phone at (510) 817-5768 or by e-mail at: kkao@mtc.ca.gov.

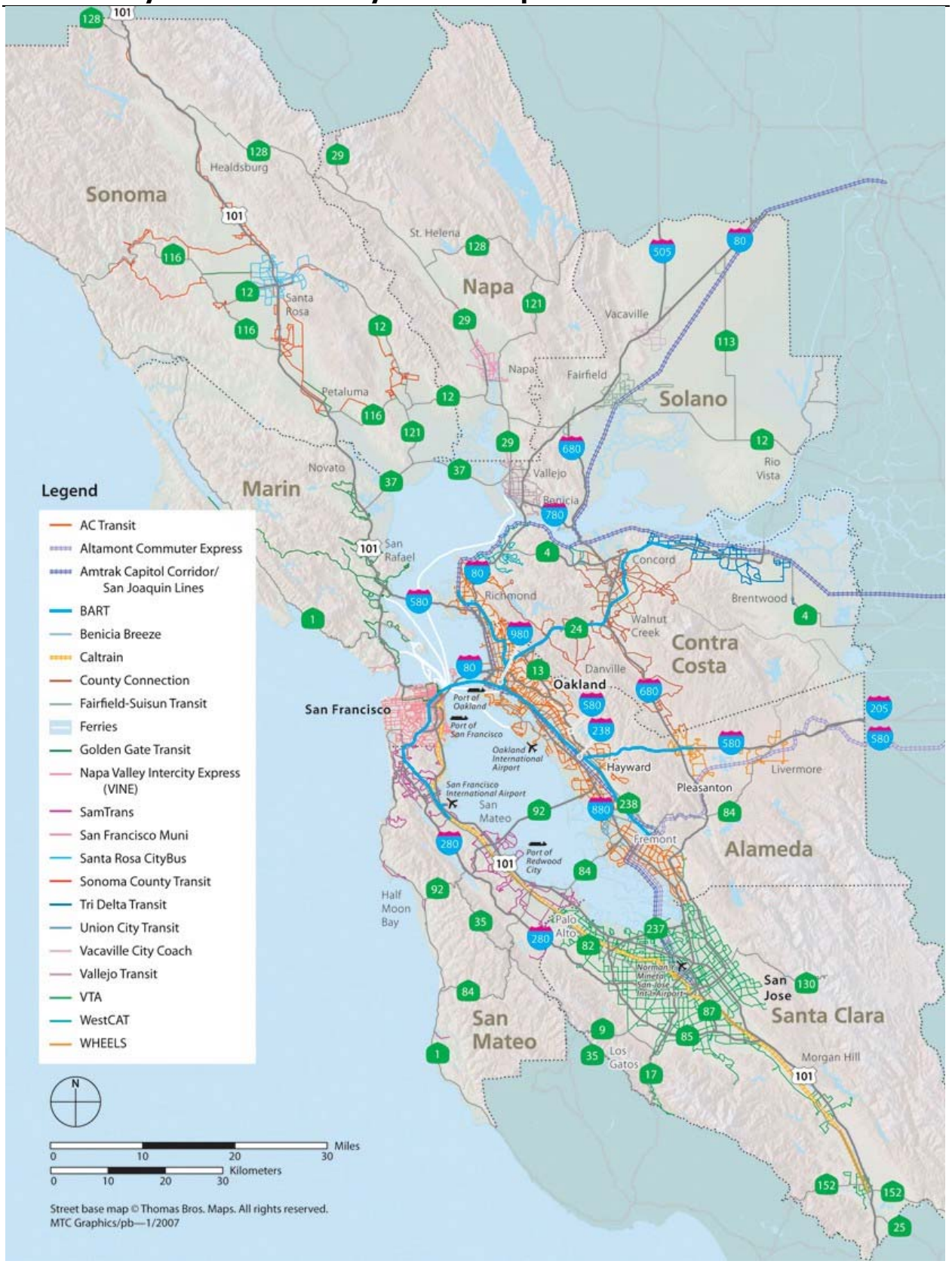
Thank you for your interest in the Annual Listing of Federally Obligated Projects.

Sincerely,

Therese McMillan
Deputy Executive Director, Policy

Enclosure

Nine-County San Francisco Bay Area Transportation Network



About this Document

Federal Law, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), requires the Metropolitan Transportation Commission to publish a listing of projects using federal funds obligated in the previous federal fiscal year (FFY). The annual listing provides a record of project delivery for the previous year. The listing is also intended to increase the awareness of government spending on transportation projects to the public. Obligation of federal funds means that a project has received federal commitment for reimbursement, and does not necessarily mean that the project was initiated or completed in that year or indicate the total cost of that project.

This document is available for download on the MTC website at http://www.mtc.ca.gov, under "Funding."

About the Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The Commission's work is guided by a 19-member policy board.

Over the years, state and federal laws have given MTC an increasingly important role in financing Bay Area transportation improvements. At the federal level, the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and its successor, the Transportation Equity Act for the 21st Century, empowered Metropolitan Planning Organizations (MPOs) like MTC to determine the mix of transportation projects best suited to meet their region's needs. Congress reaffirmed MPOs' role in transportation financing in 2005 with the passage of the SAFETEA.

Regional Transportation Plan: Mobility for the Next Generation

As the agency responsible for transportation planning in the nine-county San Francisco Bay Area, MTC is responsible for adopting the Bay Area's regional transportation plan. The current plan, known as Transportation 2030, was adopted by the Commission on February 23, 2005. The plan was developed after a three-phase planning process over some 20 months with extensive public involvement.

The plan specifies a detailed set of investments and strategies throughout the region from 2005 through 2030 to maintain, manage and improve the surface transportation network. Updated every four years to reflect new planning priorities and changing projections of growth and travel demand, the long-range plan must be based on a realistic forecast of future revenues. Taken as a whole, the projects included must help improve regional air quality.

For context, the region relies on various fund sources – among them federal funds – to achieve the set of investments in the plan. Over the 25-year period of the plan, federal funds represent approximately 11% of the revenues for Bay Area surface transportation investments. As a reminder, this obligation report is limited to federal funds and does not include all revenues expended on transportation in a given year.

Only projects consistent with the Regional Transportation Plan's financially-constrained list may be placed in the Transportation Improvement Program (TIP) for federal funding.

Transportation Improvement Program

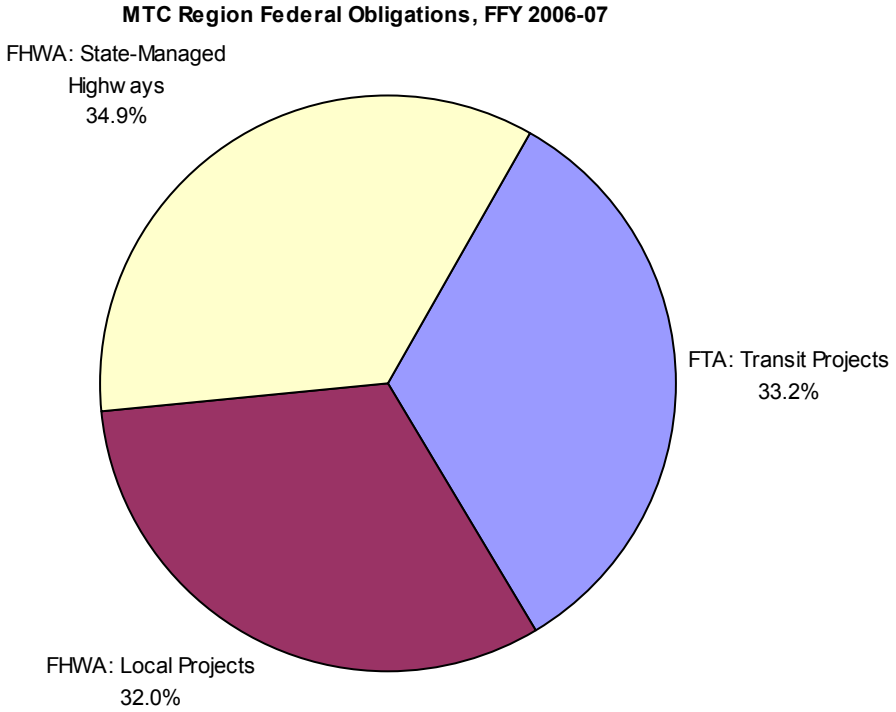
The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, such as a review for impacts on air quality. The TIP sets forth the Metropolitan Transportation Commission's investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements in the nine-county San Francisco Bay Area. MTC prepares and adopts the TIP every two years. By law, the TIP must cover at least a four period and contain a priority list of projects grouped by year. Further, the TIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to TIP approval. The 2007 TIP was approved by the Federal Highway Administration on October 2, 2006.

In order for a project to receive a federal obligation, the project's funds must be included in the region's or the state's TIP.

Annual Obligated Project Listing Summary

This annual listing shows that approximately $835 million of federal funds were obligated in the MTC region. Of this amount, $558 million was obligated by the Federal Highway Administration (FHWA) for highway, local road, bicycle and pedestrian facilities, transportation enhancement, and air quality projects. Of this $558 million, the State of California Department of Transportation (Caltrans) obligated $291 million for state highway related projects, and local agencies and Caltrans obligated $267 million for local projects on and off the state highway system. Another $277 million was obligated by the Federal Transit Administration (FTA) for transit projects. Chart A-1 illustrates the breakdown of obligations by obligating agency.

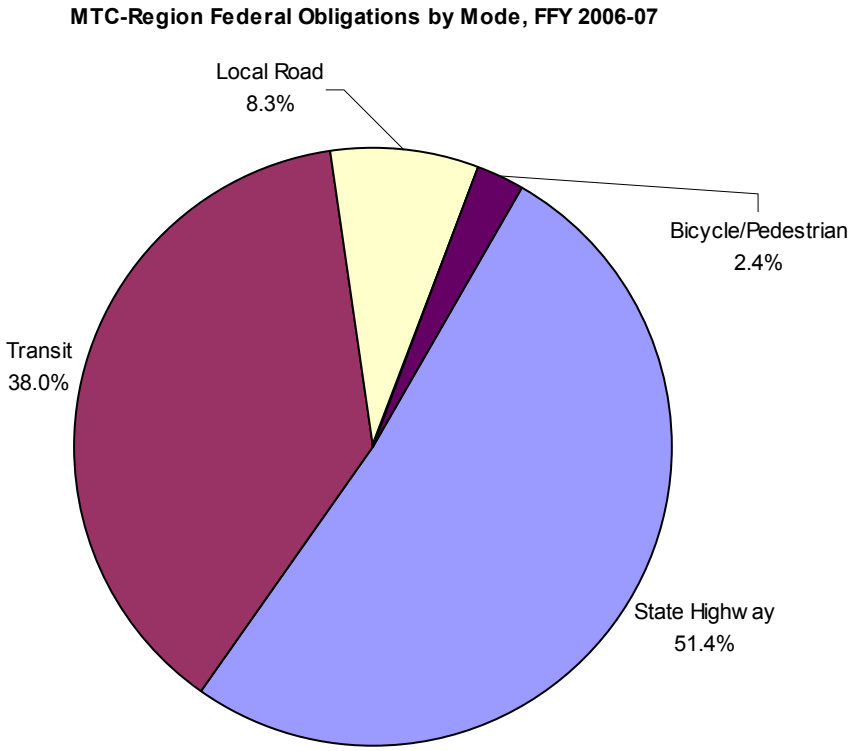
Chart A-1: MTC-Region Federal Obligations



Obligating Agency	Total Obligations	Percent of Total
Federal Highways Administration: State-Managed Highways*	$291 million	34.9%
Federal Transit Administration: Transit Projects	$277 million	33.2%
Federal Highways Administration: Local Projects	$267 million	32.0%
Total	**$835 million**	**100%**

* This amount does not include statewide obligations for which a regional breakdown of funding is not available.

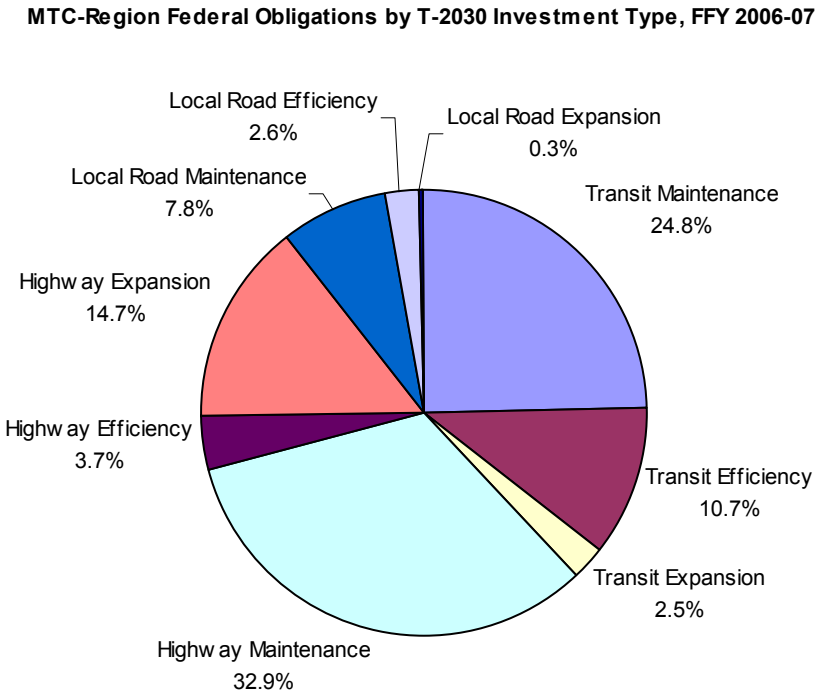
Chart A-2: MTC-Region Federal Obligations by Mode



Mode	Total Obligations	Percent of Total
State Highway	$429 million	51.4%
Transit	$317 million	38.0%
Local Road	$69 million	8.3%
Bicycle/Pedestrian	$20 million	2.4%
Total	**$835 million**	**100%**

The chart above shows all federal obligations in the MTC region, broken down by mode. The largest mode receiving federal obligations in FFY 2006-07 was state highways, making up 51% of all obligations, or about $429 million of $835 million. Transit received the second largest amount of obligations, at 38% or $317 million of $835 million obligated. Local road projects received 8% of all obligations. Bicycle and pedestrian projects received $20 million in federal obligations, or 2.4% of all federal funds obligated.

Chart A-3: MTC-Region Federal Obligations by T-2030 Investment Type



T-2030 Investment Category/Type	Total Obligations	Percent of Total
Adequate Maintenance	**$547 million**	**65.5%**
Highway	$275 million	32.9%
Transit	$207 million	24.8%
Local Road	$65 million	7.8%
Strategic Expansion	**$146 million**	**17.5%**
Highway	$123 million	14.7%
Transit	$21 million	2.5%
Local Road	$2 million	0.3%
System Efficiency	**$142 million**	**17.0%**
Transit	$89 million	10.7%
Highway	$31 million	3.7%
Local Road	$22 million	2.6%
Total	**$835 million**	**100%**

The chart above illustrates all obligations in the MTC region, broken down by Transportation 2030 investment categories or types. The spending recommendations proposed by the Transportation 2030 Plan are focused on maintaining and operating the existing transportation system efficiently and making strategic investments to keep pace with the Bay Area's projected growth over the next 25 years. The Plan shows about 80% will go toward the ongoing maintenance and rehabilitation of the region's transportation infrastructure, 4% to operate and manage the system more efficiently, and 16% to expand our highways, transit, and local roads. It is important to remember that the Plan shows funding from all sources in the region, not just

federal funding. Federal funding comprises of only 11% of the projected funding in Transportation 2030.

In FFY 2006-07, highway maintenance received the largest amount of federal obligations, making up 33% of all obligations, or about $275 million. This includes interstate maintenance and emergency relief projects. Transit maintenance obligated the second highest amount of federal funds, with 25% or $207 million. This category includes bus and facility rehabilitation. Highway expansion obligated the third highest amount of federal funds, with 15% or $123 million of federal funds. This includes highway widening and HOV lane construction.

Bicycle and pedestrian projects are categorized under local road.

The Regional Transportation Plan, referred to as Transportation 2030, can be found at the MTC website at http://www.mtc.ca.gov/planning/2030_plan/index.htm.

Annual Obligated Projects Listing Explanation

There are three tables included in the listing:

- Table 1: FHWA Local Projects obligated, sorted by county and implementing agency. This list includes projects from fund sources such as surface transportation program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), transportation enhancements (TE), and federal high-priority earmarks. Funds transferred to FTA are marked with a "+" after the fund source.
- Table 2: Federal Transit Administration Transit obligations, sorted by transit property. This list includes all funds obligated directly through FTA.
- Table 3: State-Managed Highway obligations, sorted by county. This list includes all funds obligated by the California Department of Transportation (Caltrans) for work on the state highway system, and includes fund sources such as emergency relief (ER), Interstate Maintenance (IM), and National Highway System (NHS) funds.

For tables 1 and 2, the columns in the listing include:

- TIP ID, the identification code for the project in MTC's TIP
- Project Title and Description
- Fund Source, indicating the obligated fund source
- Federal Project ID, indicating the federal project identification code (for FTA obligations, this is the grant number)
- Total Obligation Amount, rounded to the nearest dollar. Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project
- Obligation Date, indicating the date FHWA (or FTA) obligated the funds
- Remaining Obligation Amount (by TIP ID), the amount programmed in the next four years of the TIP (FFY 08 through FFY 10), rounded to the nearest dollar. Please note that if there are multiple obligations for each TIP ID, the remaining obligation amount will also be displayed multiple times.

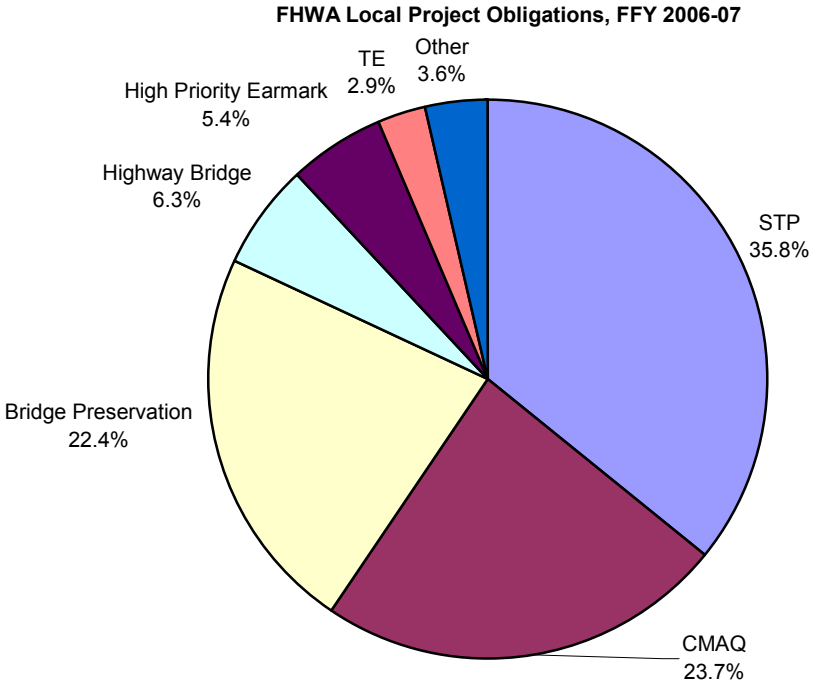
Table 3 does not include the TIP ID, obligation date, or remaining obligation amount. The California Department of Transportation may have additional information regarding the obligations they manage. Many of the funds Caltrans obligates for the State Highway System are

programmed in the TIP and obligated at the beginning of the year as a lump sum. Table 3 also includes a column showing the Advance Construction (AC) Amount, which is the amount Caltrans can spend ahead of receiving an actual obligation. The AC Amount is included for reference, but is not used in any calculations for this report.

Obligated Project Table Charts

The attached tables show all projects obligated in FY 2006-07. The charts below illustrate the breakdown of fund source by each of the tables mentioned above, except for Table 3.

Chart B-1: FHWA Local Project Obligations



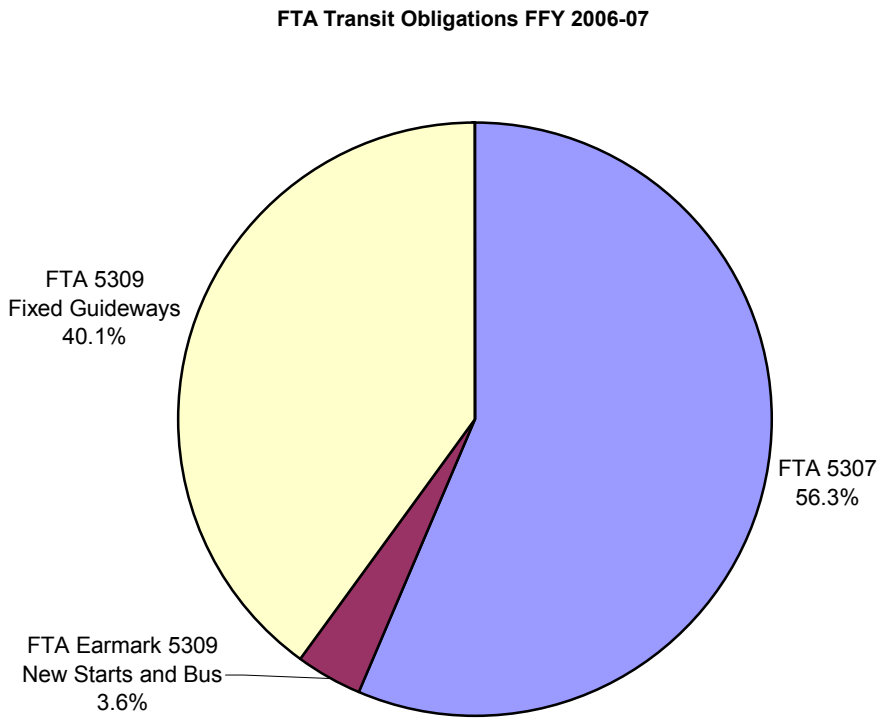
Fund Source	Total Obligations	Percent of Total
Surface Transportation Program*	$95.6 million	35.8%
Congestion Mitigation Air Quality Improvement*	$63.1 million	23.7%
Bridge Preservation	$59.7 million	22.4%
Highway Bridge Program	$16.8 million	6.3%
High Priority Earmark	$14.5 million	5.4%
Transportation Enhancements	$7.7 million	2.9%
Other (HSIP, SRTS, Seismic Retrofit, etc.)	$9.5 million	3.6%
Total	**$266.9 million**	**100%**

* Of these amounts, $24.9 million of STP and $8.9 million of CMAQ were transferred to FTA. Note these amounts include advance construction (AC) from previous years converted to obligation in FY 2006-07.

The above chart shows that the majority of funding obligated was Surface Transportation Program (STP) funds, with total obligations of about $95.6 million, or 36% of local project funds obligated. STP funds are mainly used for roadway and transit rehabilitation needs. Congestion

Mitigation Air Quality Improvement (CMAQ) projects obligated about 24% or $63 million. The region used CMAQ funds for the successful Bay Area Spare the Air Days, allowing free transit on air quality exceedence days, as well as a number of bicycle and pedestrian improvement projects. Transportation Enhancement (TE) projects, including streetscape beautification and bicycle and pedestrian projects, made up 3% or $7.7 million, while High Priority earmark obligations made up 5% or $14.5 million of obligated funds. Funds transferred to the Federal Transit Administration for obligation totaled about $33.8 million, or 12.6% of funds obligated. For regional bridges, the region obligated $59.7 million in Bridge Preservation funds (22.3% of total) and $16.8 million in Highway Bridge Program funds (6.3% of total) for bridge safety. The remaining obligations came from lump sum obligations, including the Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS), and Seismic Retrofit Programs. These programs account for the remaining 3.6% or $9.5 million of obligations.

Chart B-2: FTA Transit Obligations

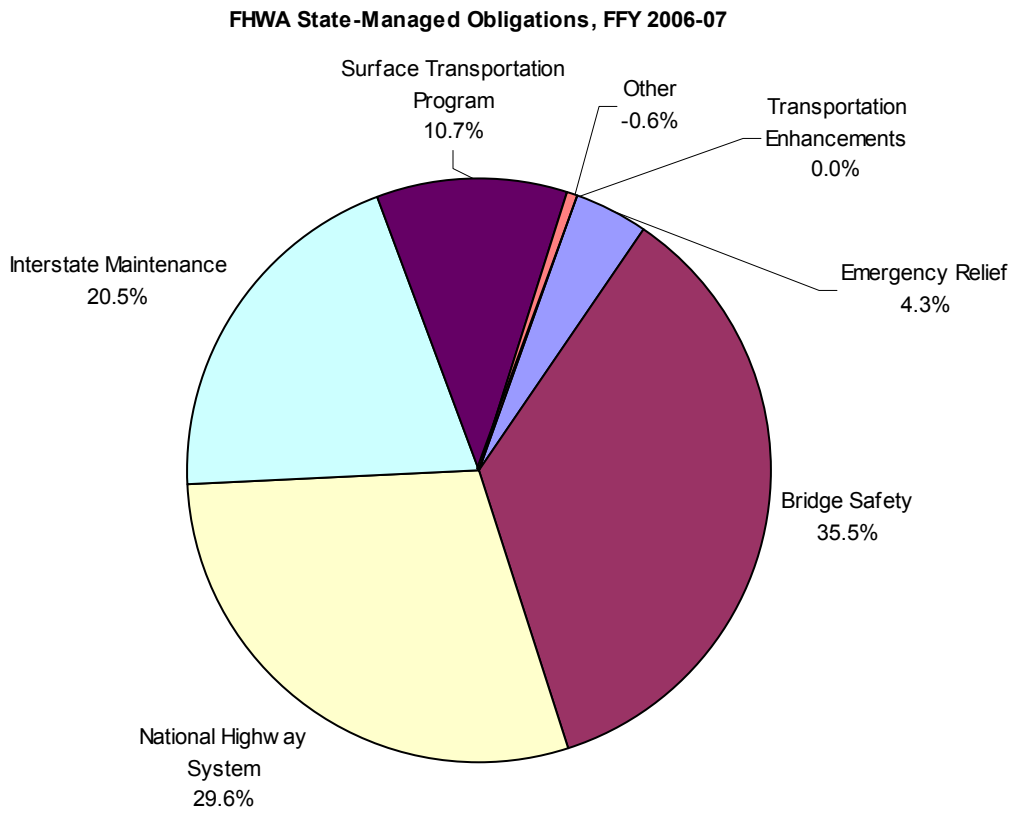


Fund Source	Total Obligations	Percent of Total
FTA 5307	$156.1 million	56.3%
FTA 5309	$111.1 million	40.1%
FTA Earmark 5309	$9.9 million	3.6%
Total	**$277.1 million**	**100%**

The above chart shows the breakdown of Federal Transit Administration obligations in FY 2006-07. The majority of obligations were for FTA section 5307 funds, with $156 million in obligations accounting for 56% of funds obligated by FTA. Section 5307 funds can be used for a variety of purposes, including bus purchases, preventative maintenance, and facility

improvements. FTA section 5309 fixed guideways account for 40% of FTA-obligated funds, or about $111 million. Section 5309 fixed guideways funds can only be used for supporting transit using fixed guideways, such as rail and ferry services. FTA section 5309 earmark funds make up 3.6% of FTA-obligated funds, or $10 million. Section 5309 earmark funds includes new start funding for significant capital projects, and bus funding for bus facilities and bus purchases.

Chart B-3: FHWA State-Managed Obligations



Fund Source	Total Obligations	Percent of Total
Bridge Safety	$103.4 million	35.5%
National Highway System	$86.3 million	29.6%
Interstate Maintenance	$59.6 million	20.5%
Surface Transportation Program	$31.2 million	10.7%
Emergency Relief	$12.6 million	4.3%
Other	-$1.9 million	-0.6%
Transportation Enhancements	-$0 million	-0.0%
Total	**$291.2 million**	**100%**

The above chart shows the obligations the State of California received from FHWA in FFY 2006-07 for the region and for certain significant statewide programs. The largest fund source obligated to the State was Bridge Safety funds, used to repair and replace bridges, with $104 million or 36% of total state-managed obligations. National Highway System funds, used for improvements to roads on the National Highway System, obligated $86 million. The next largest

fund source obligated was Interstate Maintenance, with $60 million or 21% of total state-managed obligations. These funds are used to maintain the Interstate Highway System in the region. Surface Transportation Program obligated $31 million, and Emergency Relief funds obligated $13 million or 4% of total state-managed obligations. ER funds are used to repair roads after a disaster or weather incident. The "Other" category includes research and safety grants, minimum guarantee funds, and other studies, and had a net deobligation of $1.9 million. Similarly, the Transportation Enhancement fund source had a net obligation of $0 due to deobligations of prior year funds occurring this year.

Annual Obligation Listing Highlights

Below are the projects with the highest obligation amount in FY 2006-07 for each of the three attached tables.

Table 1: FHWA Local Project Obligations, Top 10 Obligations Overall

Agency	Project	Obligated Amount
Various	Various: Lump Sum SHOPP - Bridge Preservation	$59,656,459
BART	BART Preventative Maintenance (BART Car Replacement Program)	$22,681,000
Caltrans	I-238 Widening in Alameda County	$17,500,000
Various	Various: Lump Sum Local - Highway Bridge Program	$16,847,707
Caltrans	Sonoma US-101 HOV Lane – SR-12 to Steele Lane	$13,800,000
Caltrans	Marin US-101 HOV Gap Closure	$10,000,000
MTC	Spare The Air - Free Regional Transit FY 06-07	$7,500,000
GGBHTD	TransLink Regional Fare Collection System	$7,000,000
Caltrans	I-680 Auxiliary Lane - Bollinger Canyon to Diablo	$5,500,000
Sonoma County	Sonoma County - Various Streets Rehabilitation	$5,486,000

Table 2: Federal Transit Administration Obligated Projects, Top 5 Obligations

Operator	Project	Obligated Amount
BART	High Priority Security Projects	$22,881,899
AC Transit	Preventive Maintenance	$16,665,551
SF MTA	3rd St Light Rail Transit, Phase 1 & Metro East Rail Facility	$14,365,875
BART	Traction Power System Renovation	$13,000,000
BART	Rail, Way and Structures Program	$13,000,000
SF MTA	SF Muni Rail Replacement Program	$13,000,000
SF MTA	Trolley Overhead Reconstruction Program	$13,000,000

Table 3: FHWA State-Managed Highway Obligations, Top 5 Obligations

County	Project	Obligated Amount
Alameda	San Francisco-Oakland Bay Bridge, Replace SFOBB East Span	$100,000,000
Contra Costa	SR-24 from Caldecott Tunnel to El Curtola Overcrossing, Roadway Rehabilitation	$36,293,099
San Mateo	Various Locations from I-280/SR-92 Separation to Junipero Serra Bridge, Grind/Replace PCC Slab	$21,060,651
San Mateo	Santa Clara Co. Line to Larkspur Drive Undercrossing in Millbrae, Upgrade Metal Beam Barrier	$19,620,995
Contra Costa	Contra Costa Co. on Westbound I-80 from SR-4 to Cummings Skyway, Extend HOV Lane	$18,975,649

Listing of Commonly Used Abbreviations

Below is a listing of commonly-used abbreviations in this document and their meanings.

Abbreviation	Meaning
AC	Asphalt Concrete
AC	Advance Construction
AC Transit	Alameda-Contra Costa Transit District
ACCMA	Alameda County Congestion Management Agency
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit District
BR	Bridge
BRT	Bus Rapid Transit
Caltrain/JPB	Caltrain / Peninsula Joint Powers Board
Caltrans	California Department of Transportation
CC	Contra Costa
CCAG	[San Mateo] Cities/County Associated Governments
CCCTA	Central Contra Costa Transit Authority
CCTA	Contra Costa Transportation Authority
CCTV	Closed-Circuit Television
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation Air Quality Improvement
CO	County
CON	Construction
DPW	Department of Public Works
E/B	Eastbound
E/O	East of
ECCTA	Eastern Contra Costa Transit Authority
ENV	Environmental
ER	Emergency Relief (or Response)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA 5307	Federal Transit Administration section 5307
FTA 5309 FG	Federal Transit Administration section 5309 – Fixed Guideways
FTA Ear 5309 Bus	Federal Transit Administration section 5309 Earmark – Bus
FTA Ear 5309 NS	Federal Transit Administration section 5309 Earmark – New Starts
FY	Fiscal Year
GGBHTD	Golden Gate Bridge, Highway, and Transportation District
HES	Hazard Elimination/Safety
HOT	High Occupancy – Toll
HOV	High Occupancy Vehicle
I/C	Interchange
I/S	Intersection
IM	Interstate Maintenance
ITS	Intelligent Transportation Systems

LAVTA	Livermore Amador Valley Transit Authority
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
N/B	Northbound
N/O	North of
NCTPA	Napa County Transportation Planning Agency
NWPRR	Northwestern Pacific Railroad
OA	Obligation Authority
OC, O/C	Overcrossing
PCC	Portland Cement Concrete
PE	Preliminary Engineering
PM	Postmile
PS&E	Plans, Specifications, and Estimates
PTAP	Pavement Technical Assistance Program
ROW, R/W, RW	Right of Way
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
S/B	Southbound
S/O	South of
SAFETEA	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SamTrans	San Mateo County Transit District
SC, SCL	Santa Clara
SCTA	Sonoma County Transportation Authority
SF	San Francisco
SF MTA	San Francisco Municipal Transportation Agency
SFCTA	San Francisco County Transportation Authority
SM	San Mateo
SR	State Route
SRTS, SR2S	Safe Routes to Schools
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAM	Transportation Authority of Marin
TBJPB	Transbay Joint Powers Board
TE	Transportation Enhancements
TEA	Transportation Enhancement Activities
TETAP	Traffic Engineering Technical Assistance Program
TIP	Transportation Improvement Program
TMC	Traffic Management Center
TMP	Traffic Management Plan
TOS	Traffic Operations System
UC, U/C	Undercrossing
VTA	Santa Clara Valley Transportation Authority
W/B	Westbound
W/O	West of
Westcat	Western Contra Costa Transit Authority
ZEB	Zero-Emissions Bus

Further Information

For additional information regarding specific projects contained within this report, please contact the project sponsor.

For additional information about this report or federal programming and obligations in general, please visit our website at:

http://www.mtc.ca.gov

Or, you may contact the following staff persons at MTC's Programming and Allocations section:

Name	Title	Phone	E-Mail
Kenneth Kao	Project Manager	(510) 817-5768	kkao@mtc.ca.gov
Ross McKeown	Program Manager	(510) 817-5842	rmkeown@mtc.ca.gov
Alix Bockelman	Section Director	(510) 817-5850	abockelman@mtc.ca.gov

Table 1: FHWA Local Project Obligations, FFY 2006-07

TIP ID	County	Agency	Project Title	Mode	Fund Source	Federal Project ID	Obligated Amount	Obligated Date	Remaining Obligation Amount (by TIP ID)
ALA979001	Alameda	ACCMA/MTC	ACCMA - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,650,000
ALA070025	Alameda	Alameda	City of Alameda Signal Coordination (CON	Local Rd	CMAQ	CML-5014(028)	$59,000	6/12/2007	
ALA070026	Alameda	Alameda	Electric Fleet Vehicles & Charging Stations (CON)	Local Rd	CMAQ	CML-5014(027)	$99,000	12/12/2006	
ALA050072	Alameda	Alameda County	Alameda County - Castro Valley Blvd Rehabilitation (PE	Local Rd	STP	STPL-5933(088)	$83,000	6/28/2007	$841,000
ALA050020	Alameda	Berkeley	Berkeley - Gilman Street Rehabilitation (CON)	Local Rd	STP	STPL-5057(028)	$705,000	3/31/2007	
ALA050059	Alameda	Caltrans	SR 13 Median Landscaping (SWAP)	State Hwy	STP	STPL-6204(063)	$400,235	5/15/2007	
ALA990013	Alameda	Caltrans	I-238 Widening	State Hwy	STP	STPL-6204(057)	$17,500,000	2/23/2007	$755,000
ALA050082	Alameda	Dublin	E. Dublin BART Station Corridor Bike Ped Enh. (PE)	Bike Ped	CMAQ	CML-5432(013)	$284,000	4/13/2007	$1,835,000
ALA050083	Alameda	Dublin	W. Dublin BART Station Corridor Bike Ped Enh.	Bike Ped	CMAQ	CML-5432(013)	$205,000	4/13/2007	$1,257,000
ALA990093	Alameda	East Bay Reg Pks	Bay Trail (Baumberg Track Trail seg) (CON	Bike Ped	STP	STPL-6075(014)	$180,434	9/21/2007	
ALA050022	Alameda	Fremont	Fremont - Various Streets Rehabilitation (CON)	Local Rd	STP	STPL-5322(028)	$2,850,000	6/7/2007	
ALA050071	Alameda	Hayward	Hayward - Various Streets Rehabilitation (PE	Local Rd	STP	STPL-5050(032)	$104,000	4/4/2007	$776,000
ALA990070	Alameda	Hayward	Upgrade Industrial Parkway/Whipple Ave	Local Rd	Earmark	HP21L-5050(025)	($389)	2/21/2007	
ALA070028	Alameda	LAVTA	ACE Station Shuttle Services (CON)	Transit	CMAQ+	FTACML-6193(008)	$88,000	4/25/2007	
ALA070029	Alameda	LAVTA	E. Dublin/Pleasanton BART Station Shuttle (CON)	Transit	CMAQ+	FTACML-6193(008)	$102,000	4/25/2007	
ALA050068	Alameda	Livermore	Livermore - Murrieta Blvd Rehabilitation (CON	Local Rd	STP	STPL-5053(015)	$486,000	5/1/2007	
ALA990072	Alameda	Livermore	I-580/Isabel Ave/SR 84/Portola Ave I/C Mod	State Hwy	TE	RPSTPL-5053(009)	$4,713,895	9/20/2007	$6,613,000
ALA990072	Alameda	Livermore	I-580/Isabel Ave/SR 84/Portola Ave I/C Mod	State Hwy	TE	RPSTPL-5053(009)	$2,000,000	8/8/2007	$6,613,000
ALA030035	Alameda	MTC	Ed Roberts Intermodal Transit Cente	Transit	Earmark	TCSP003-6084(049)	($150,000)	10/31/2006	
ALA030007	Alameda	Oakland	Coliseum Transit Hub Streetscape Improvements	Bike Ped	CMAQ	STPL-5012(068)	$89,000	1/17/2007	
ALA050039	Alameda	Oakland	MacArthur Transit Hub Improvement Project (CON)	Bike Ped	CMAQ	CML-5012(076)	$681,000	3/31/2007	$215,000
ALA050039	Alameda	Oakland	MacArthur Transit Hub Improvement Project (CON)	Bike Ped	CMAQ	CML-5012(076)	$215,000	9/15/2007	$215,000
ALA070027	Alameda	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th St. (CON)	Bike Ped	CMAQ	STPLEE-5012(065)	$770,000	3/20/2007	
ALA991063	Alameda	Oakland	Grand Avenue Pedestrian and Transit Bult	Bike Ped	CMAQ	CML-5012(058)	($47,108)	6/12/2007	
ALA991078	Alameda	Oakland	Grand Avenue Pedestrian and Transit Bult	Bike Ped	TE	STPLER-5012(059)	($24,146)	4/13/2007	
MTC050019	Alameda	Port of Oaklanc	LNG Infrastructure Project (CON)	Local Rd	CMAQ	CML-6057(011)	$1,750,000	7/2/2007	
ALA050069	Alameda	San Leandro	Washington Ave Rehab: San Lorenzo Crk to I-880 (PE)	Local Rd	STP	STPL-5041(028)	$49,000	3/9/2007	$442,000
ALA070030	Alameda	San Leandrc	Traffic Signal System Improvements (CON)	Local Rd	CMAQ	CML-5041(027)	$100,000	5/5/2007	
Statewide	Alameda	Univ. of Calif.	Technology Transfer Center Activities	Local Rd	Other	LTAP-6073(016)	$170,000	12/8/2006	
Statewide	Alameda	Univ. of Calif.	Technology Transfer Center Activities	Local Rd	Other	LTAP-6073(016)	$148,506	9/7/2007	
Statewide	Alameda	Univ. of Calif.	Technology Transfer Center Activities, Richmond Station	Local Rd	Other	LTAP-6073(006)	($8,506)	5/14/2007	
Statewide	Alameda	Univ. of Calif.	State Planning and Research, UCE	Local Rd	Other	LTAP-0001(004)	($100,000)	12/6/2006	
CC-990007	Contra Costa	Caltrans	Rt. 4 Widening-RR Ave. to Loveridge Rd.	State Hwy	TE	STPLER-6072(002)	($58,488)	10/31/2006	
CC-990040	Contra Costa	Caltrans	I-680 Aux Ln. - Bollinger Canyon to Diablo	State Hwy	STP	STPL-6204(056)	$5,500,000	2/23/2007	
CC-010031	Contra Costa	CC County	Delta DeAnza Trail Gap Closure	Bike Ped	TE	RPSTPLE-5928(074)	$53,118	2/2/2007	
CC-030010	Contra Costa	CC County	Camino Tassajara Bikeway Shoulder	Bike Ped	TE	RPSTPLE-5928(072)	$286,837	8/17/2007	
CC-010009	Contra Costa	CCTA	SR 4 East Widen Loveridge to Somersville Ph 2	State Hwy	Earmark	HPLUL-6072(008)	$2,760,000	6/12/2007	$29,141,000
CC-979042	Contra Costa	CCTA/MTC	CCTA - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,300,000
CC-050016	Contra Costa	Clayton	Clayton Rd/Marsh Creek Rd Rehab	Local Rd	STP	STPL-5386(008)	($82,332)	11/8/2006	
CC-050037	Contra Costa	Concord	Concord Blvd. Bike Ped Gap Closure (CON	Bike Ped	CMAQ	CML-5135(028)	$572,000	6/26/2007	
CC-050034	Contra Costa	Contra Costa Co	Contra Costa Co. - Byron Highway Rehabilitation	Local Rd	STP	STPL-5928(071)	$902,000	7/7/2007	
CC-050034	Contra Costa	Contra Costa Co	Contra Costa Co. - Byron Highway Rehabilitatio	Local Rd	STP	STPL-5928(071)	$709,000	7/7/2007	
CC-050062	Contra Costa	Contra Costa Cc	Stone Valley Rd Rehabilitation (PE	Local Rd	STP	STPL-5928(080)	$88,530	1/12/2007	$540,000
CC-050065	Contra Costa	Contra Costa Co	San Pablo Dam Rd Rehabilitation (PE)	Local Rd	STP	STPL-5928(078)	$20,000	2/3/2007	$540,000
CC-050075	Contra Costa	Danville	Crow Cnyn/Camino Tassajara Improvements	Local Rd	Earmark	HPLUL-5434(016)	$422,156	8/27/2007	$4,890,000
CC-050075	Contra Costa	Danville	Crow Cnyn/Camino Tassajara Improvements	Local Rd	Earmark	TIPL-5434(015)	$221,000	8/27/2007	$4,890,000
CC-030007	Contra Costa	El Cerrito	Fairmont St. Pedestrian & Streetscape Improvements	Bike Ped	CMAQ	CML-5239(008)	($0)	11/17/2006	
CC-050069	Contra Costa	Moraga	Moraga - Moraga Road Rehabilitation	Local Rd	Earmark	HSIPL-5415(007)	$90,000	9/14/2007	$540,000

Table 1: FHWA Local Project Obligations, FFY 2006-07

TIP ID	County	Agency	Project Title	Mode	Fund Source	Federal Project ID	Obligated Amount	Obligated Date	Remaining Obligation Amount (by TIP ID)
CC-010012	Contra Costa	Oakley	O'Hara Avenue Overlay	Local Rd	STP	STPL-5477(001)	($89,472)	5/18/2007	
CC-050020	Contra Costa	Orinda	Orinda - Moraga Way Rehab: Phase I (CON	Local Rd	STP	STPL-5444(012)	$539,000	6/12/2007	
CC-050070	Contra Costa	Orinda	Orinda - Moraga Way Rehab: Phase II (CON	Local Rd	STP	STPL-5444(012)	$495,827	6/12/2007	$540,000
CC-050011	Contra Costa	Pinole	Pinole - Appian Way Rehab: Phase I (CON	Local Rd	STP	STPL-5126(008)	$309,000	3/22/2007	
CC-050011	Contra Costa	Pinole	Pinole - Appian Way Rehab: Phase I (CON	Local Rd	STP	STPL-5126(008)	$291,000	3/22/2007	
CC-070066	Contra Costa	Richmond	Central Richmond Greenway (East Segment) (CON)	Bike Ped	CMAQ	CML-5137(035)	$1,000,000	5/17/2007	
MRN990001	Marin	Caltrans	Marin US 101 HOV Gap Closure	State Hwy	Earmark	PLHL-5927(024)	$660,876	9/6/2007	$880,000
MRN050004	Marin	Corte Madera	Corte Madera Avenue Sidewalk Rehabilitation (CON	Local Rd	STP	STPL-5232(008)	$72,000	7/6/2007	
MRN050004	Marin	Corte Madera	Corte Madera Avenue Sidewalk Rehabilitation (PE	Local Rd	STP	STPL-5232(008)	$8,000	3/22/2007	
MRN050007	Marin	Fairfax	Fairfax - Sir Francis Drake Blvd. Rehabilitation (CON	Local Rd	STP	STPL-5277(019)	$97,000	8/24/2007	
MRN991048	Marin	Fairfax	Fairfax - Center Boulevard Rehabilitation (CON	Local Rd	STP	STPL-5277(014)	$400,000	8/15/2007	
MRN050006	Marin	Marin County	Marin County - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5927(047)	$1,440,000	3/31/2007	
MRN050033	Marin	Marin County	Non-motorized Transp. Pilot Program - Marin County	Bike Ped	Earmark	NMTPL-5927(058)	$580,000	8/24/2007	$13,436,200
MRN050033	Marin	Marin County	Non-motorized Transp. Pilot Program - Marin County	Bike Ped	Earmark	NMPTL-5927(051)	$550,000	9/6/2007	$13,436,200
MRN050033	Marin	Marin County	Non-motorized Transp. Pilot Program - Marin County	Bike Ped	Earmark	NMTPL-5927(056)	$160,000	8/22/2007	$13,436,200
MRN050033	Marin	Marin County	Non-motorized Transp. Pilot Program - Marin County	Bike Ped	Earmark	NMTPL-5927(055)	$140,000	8/22/2007	$13,436,200
MRN050030	Marin	MCTD	Bus Stop Enhancements	Transit	TE	RPSTPLE-5927(049)	$37,182	6/29/2007	
MRN050008	Marin	Novato	Novato - Ignacio Blvd. Rehabilitation (CON)	Local Rd	STP	STPL-5361(018)	$492,000	3/31/2007	
MRN991025	Marin	Ross	Sir Francis Drake Blvd. Street Rehat	Local Rd	STP	STPL-5176(002)	($67,918)	4/20/2007	
MRN050005	Marin	San Rafael	San Rafael - Fourth Street Rehabilitation (CON)	Local Rd	STP	STPL-5043(021)	$662,000	7/10/2007	
MRN050034	Marin	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin	State Hwy	Earmark	DEMO06L-5927(053)	$841,500	9/18/2007	$13,162,000
MRN970034	Marin	TAM/MTC	TAM - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	
NAP050004	Napa	Amer Canyon	American Canyon Road Rehabilitation (CON	Local Rd	STP	STPL-5470(005)	$287,000	7/2/2007	
NAP99LC01	Napa	Napa	Pedestrian-Oriented Streetscape Improve	Bike Ped	STP	STPL-5042(019)	($26,822)	11/17/2006	
NAP970004	Napa	Napa Co TA/MTC	NCTPA - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,050,000
NAP050005	Napa	Napa County	Yountville Cross Road Rehabilitatio	Local Rd	STP	STPL-5921(034)	($37,129)	11/6/2006	
NAP050007	Napa	Napa County	Wooden Valley Road Rehabilitation (CON	Local Rd	STP	STPL-5921(036)	$760,000	5/1/2007	
NAP070001	Napa	Napa County	Napa - Las Amigas Class II Bicycle Lane	Bike Ped	TE	RPSTPLE-5921(039)	$276,213	8/22/2007	
NAP991022	Napa	Napa County	Cuttings Wharf Road Bicycle Lane	Bike Ped	CMAQ	CML-5921(023)	($10,894)	11/6/2006	
REG050005	Region-Wide	BART	BART Preventative Maint. (Car Replacement) (CON)	Transit	STP+	FTASTPL-6000(031)	$22,681,000	4/25/2007	
Statewide	Region-Wide	CA Consrv. Corps	Statewide Oak Regeneratio	Local Rd	TE	STPLE-6110(005)	($225,495)	11/30/2006	
MTC99002B	Region-Wide	GGBHTD	TransLink Fare Collection System (CON	Transit	CMAQ+	FTACML-6003(032)	$7,000,000	4/25/2007	$2,200,000
MTC030003	Region-Wide	MTC	Freeway Operations TOS (CON)	State Hwy	CMAQ	CML-6084(126)	$1,700,000	1/13/2007	$6,500,000
MTC050018	Region-Wide	MTC	Spare The Air - Free Regional Transit (PE)	Transit	CMAQ	CML-6084(129)	$7,500,000	5/24/2007	
MTC990003	Region-Wide	MTC	Regional Rideshare Program	Local Rd	CMAQ	CML-6084(077)	($0)	11/24/2006	
MTC990006	Region-Wide	MTC	TravInfo/511 Traveler Informatio	State Hwy	STP	STPL-6084(079)	($0)	7/17/2007	
MTC990006	Region-Wide	MTC	TravInfo/511 Traveler Informatio	State Hwy	STP	STPL-6084(079)	($0)	12/6/2006	
MTC990017	Region-Wide	MTC	Pavement Mgmt Tech. Assist. Program (P-TAP)	Local Rd	STP	STPL-6084(131)	$800,000	8/9/2007	$1,600,000
MTC990017	Region-Wide	MTC	Pavement Mgmt Tech. Assist. Program (PTAP)	Local Rd	STP	STPL-6084(085)	($1)	11/8/2006	$1,600,000
MTC99002A	Region-Wide	MTC	TransLink Fare Collection Systen	Transit	CMAQ	CML-6084(057)	($0)	1/18/2007	
REG050015	Region-Wide	MTC	TETAP & Signal Timing Program - Part 2	Local Rd	CMAQ	CML-6084(068)	($0)	10/31/2006	$2,250,000
SF-050043	Region-Wide	MTC	City CarShare Pilot Program	Local Rd	Earmark	HPLUL-6084(127)	$549,519	2/2/2007	$640,000
REG050021	Region-Wide	MTC SAFE	Incident Management Program: FSP Portion (PE	State Hwy	CMAQ	CML-6160(014)	$2,000,000	8/1/2007	$10,600,000
SF-010026	San Francisco	GGBHTD	GGBHTD San Francisco Ferry Term. Rehab (CON)	Transit	STP+	FTACML-6003(008)	$1,800,000	4/25/2007	
SF-010026	San Francisco	GGBHTD	GGBHTD San Francisco Ferry Term. Rehab (PSE)	Transit	STP+	FTACML-6003(008)	$450,000	4/25/2007	
SF-950033	San Francisco	MUNI	Market Street Transit Thoroughfar	Transit	CMAQ	CML-5934(100)	($36,974)	10/31/2006	
SF-050023	San Francisco	Port of SF	Illinois St. Bridge Bike Ped. Improvements (CON)	Bike Ped	CMAQ	HPLUL-6169(011)	$440,987	7/3/2007	
SF-050013	San Francisco	SF City/County	Broadway Streetscape Improvements, Phase II (CON)	Bike Ped	CMAQ	CML-5934(125)	$1,779,000	3/31/2007	

Table 1: FHWA Local Project Obligations, FFY 2006-07

TIP ID	County	Agency	Project Title	Mode	Fund Source	Federal Project ID	Obligated Amount	Obligated Date	Remaining Obligation Amount (by TIP ID)
SF-050042	San Francisco	SF City/County	San Francisco Street Improvements Program	Local Rd	Earmark	HPLUL-5934(133)	$586,400	6/20/2007	$6,039,000
SF-050042	San Francisco	SF City/County	San Francisco Street Improvements Program	Local Rd	Earmark	HPLUL-5934(132)	$100,800	4/30/2007	$6,039,000
SF-050042	San Francisco	SF City/County	San Francisco Street Improvements Program	Local Rd	Earmark	HPLUL-5934(138)	$100,800	9/11/2007	$6,039,000
SF-991016	San Francisco	SF City/County	Lake Merced Pav. Renovation - Phase II	Local Rd	STP	STPL-5934(112)	($1,033,029)	10/31/2006	
SF-991022	San Francisco	SF City/County	Neighborhood Traffic Calming & Beauty	Local Rd	TE	STPLER-5934(110)	($8,118)	4/5/2007	
SF-990015	San Francisco	SF Co TA/MTC	SFTA - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,140,000
SF-050044	San Francisco	SF County TA	S.F. Value Pricing Study & Pilot	Local Rd	Earmark	VPPL-6084(133)	$436,000	9/20/2007	
SF-991030	San Francisco	SF County TA	US 101 Doyle Drive Replacement	State Hwy	Earmark	PLH-P101(853)	$1,903,935	3/27/2007	$8,400,000
SF-050011	San Francisco	SF DPW	San Francisco - Valencia Street Rehabilitation (CON	Local Rd	STP	STPL-5934(131)	$2,673,000	4/19/2007	
SF-050040	San Francisco	SF DPW	San Francisco - Cortland Avenue Rehabilitation	Local Rd	STP	STPL-5934(136)	$1,250,000	7/21/2007	$1,250,000
SF-070017	San Francisco	SF Int Airport	Shuttle Bus Clean Air Retrofits (CON)	Transit	CMAQ	CML-6097(008)	$500,000	6/26/2007	
SM-050021	San Mateo	Atherton	Atherton - Valparaiso Avenue Rehabilitation (CON)	Local Rd	STP	STPL-5261(003)	$470,000	5/5/2007	
SM-050011	San Mateo	Belmont	Belmont - Old County Road Rehabilitation (PE)	Local Rd	STP	STPL-5268(014)	$14,000	3/9/2007	$120,000
SM-050033	San Mateo	Brisbane	Brisbane - Bayshore Rehabilitation - Phase 2	Local Rd	STP	STPL-5376(004)	($27,380)	12/12/2006	
SM-979033	San Mateo	CCAG/MTC	SMCCAG - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,090,000
SM-050035	San Mateo	Daly City	Lake Merced Blvd. Bicycle Lane Project (CON)	Bike Ped	CMAQ	CML-5196(029)	$463,000	5/1/2007	
SM-050047	San Mateo	Daly City	Mission St. Ped. Improvements. Ph. I (PSE)	Bike Ped	CMAQ	CML-5196(030)	$120,000	3/10/2007	$3,798,052
SM-070009	San Mateo	Daly City	East Market & Hillside Blvd Rehabilitation (CON)	Local Rd	STP	STPL-5196(031)	$350,000	6/7/2007	
SM-030005	San Mateo	East Palo Alto	Bay Road Streetscape & Calming Improvements	Bike Ped	STP	STPL-5438(006)	$709,954	8/22/2007	
SM-970008	San Mateo	Half Moon Bay	Half Moon Bay - SR 92 / Main Street Widening (CON)	State Hwy	STP	STPL-5357(003)	$1,500,000	8/1/2007	
SM-050016	San Mateo	Menlo Park	Menlo Park - Sand Hill Road Rehabilitation (CON)	Local Rd	STP	STPL-5273(016)	$707,000	1/10/2007	
SM-050010	San Mateo	Pacifica	Pacifica - Palmetto Avenue Rehabilitation (CON)	Local Rd	STP	STPL-5350(013)	$405,000	3/31/2007	
SM-070021	San Mateo	Redwood City	Alameda de las Pultgas/Bay Road Rehabilitation (CON)	Local Rd	STP	STPL-5029(018)	$900,000	7/10/2007	$900,000
SM-050051	San Mateo	SamTrans	El Camino Real Grand Boulevard Initiative	State Hwy	Earmark	HPLUL-6014(005)	$400,000	4/18/2007	$1,200,000
SM-050020	San Mateo	San Carlos	San Carlos - Alameda de las Pulgas Road Rehab (CON)	Local Rd	STP	STPL-5267(012)	$220,000	5/5/2007	
SM-050044	San Mateo	San Mateo Co	US 101 San Mateo Ramp Metering (CON	State Hwy	CMAQ	CML-5935(039)	$230,266	4/21/2007	
SM-991042	San Mateo	San Mateo Co	Alameda De Las Pulgas Resurfacing	Local Rd	STP	STPL-5935(032)	($8,840)	4/12/2007	
SM-050018	San Mateo	SSF	South San Francisco - Grand Ave Rehabilitation (CON	Local Rd	STP	STPL-5177(019)	$290,000	3/22/2007	
SM-050026	San Mateo	SSF	San Bruno BART Linear Park (CON)	Bike Ped	CMAQ	CML-5177(018)	$1,933,000	3/31/2007	$2,402,000
SCL010034	Santa Clara	Gilroy	Monterey Streetscape Imps. - 6th to 7th Sterets	Bike Ped	TE	STPLER-5034(011)	($130,004)	1/16/2007	
SCL990051	Santa Clara	Gilroy	Monterey Road Corridor Improvements	Local Rd	STP	STPL-5034(009)	($10,076)	12/15/2006	
SCL050018	Santa Clara	Los Altos	Los Altos - Grant Road Rehabilitation (CON)	Local Rd	STP	STPL-5309(009)	$140,000	3/31/2007	
SCL050018	Santa Clara	Los Altos	Los Altos - Grant Road Rehabilitation (CON	Local Rd	STP	STPL-5309(009)	$109,000	3/31/2007	
SCL050019	Santa Clara	Los Altos Hills	Los Altos Hills - Page Mill Road Rehabilitation	Local Rd	STP	STPL-5324(002)	($4)	4/12/2007	
SCL050042	Santa Clara	Los Gatos	State Route 9 Bicycle and Pedestrian Imp. (CON	Bike Ped	CMAQ	CML-5067(011)	$883,173	8/28/2007	$1,345,000
SCL050030	Santa Clara	Milpitas	Milpitas - S. Park Victoria Drive Rehabilitation (CON	Local Rd	STP	STPL-5314(002)	$490,000	1/11/2007	
SCL991056	Santa Clara	Milpitas	Berryessa Creek Bike Ped Trail	Bike Ped	TE	STPLER-5314(001)	($0)	1/12/2007	
SCL070014	Santa Clara	Morgan Hill	Third Street Promenade (PE)	Bike Ped	CMAQ	CML-5152(016)	$180,000	8/24/2007	$1,700,000
SCL050071	Santa Clara	Palo Alto	Palo Alto - California Ave & Newell Rd Rehab (CON	Local Rd	STP	STPL-5100(009)	$557,000	4/21/2007	
SCL050028	Santa Clara	San Jose	San Jose - Various Streets Rehabilitation (CON)	Local Rd	STP	STPL-5005(083)	$4,188,000	5/5/2007	$6,546,000
SCL991007	Santa Clara	San Jose	Stevens Creek Blvd/Winchester Blvd ITS (CON)	Local Rd	CMAQ	CML-5005(064)	$500,000	9/15/2007	
SCL991067	Santa Clara	San Jose	Guadalupe River Park Trail Project	Bike Ped	TE	STPLER-5005(067)	($0)	11/20/2006	
SCL050023	Santa Clara	Santa Clara	Santa Clara - Lick Mill Blvd Rehabilitation (CON)	Local Rd	STP	STPL-5019(019)	$656,000	5/1/2007	
SCL010026	Santa Clara	Santa Clara Co	Bascom Ave. Median & Landscaping	Bike Ped	TE	STPLER-5937(083)	($174,957)	2/1/2007	
SCL050025	Santa Clara	Santa Clara Co	Santa Clara Co - Montague Expwy Rehab Phase I & II (CON)	Local Rd	STP	STPL-5937(108)	$2,237,000	7/10/2007	
SCL070009	Santa Clara	Santa Clara Co	Almaden Expressway Bike Ped Improvement (CON	Bike Ped	CMAQ	STPLH-5937(102)	$1,032,173	1/13/2007	
SCL070009	Santa Clara	Santa Clara Co	Almaden Expressway Bike Ped Improvement (PSE	Bike Ped	CMAQ	STPLH-5937(102)	$100,000	1/13/2007	

Table 1: FHWA Local Project Obligations, FFY 2006-07

TIP ID	County	Agency	Project Title	Mode	Fund Source	Federal Project ID	Obligated Amount	Obligated Date	Remaining Obligation Amount (by TIP ID)
SCL050024	Santa Clara	Saratoga	Saratoga - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5332(010)	$367,000	7/2/2007	
SCL050027	Santa Clara	Sunnyvale	Sunnyvale - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5213(023)	$1,001,000	7/5/2007	$1,184,000
SCL991063	Santa Clara	Sunnyvale	Borregas Ave/US 101/SR 237 Bike Ped Bridges (CON	Bike Ped	CMAQ	CML-5213(026)	$1,895,000	7/10/2007	
SCL010040	Santa Clara	VTA	SR-152/SR-156 Interchange Improvements (CON	State Hwy	STP	STPL-6264(016)	$2,844,966	1/13/2007	$4,768,000
SCL010040	Santa Clara	VTA	SR-152/SR-156 Interchange Improvements (CON	State Hwy	STP	HPLUL-6264(029)	$355,034	1/11/2007	$4,768,000
SCL070002	Santa Clara	VTA	I-880/I-280/Stevens Creek I/C Improvements	State Hwy	Earmark	HPLUL-6264(032)	$2,920,000	9/27/2007	$11,888,000
SCL978008	Santa Clara	VTA/MTC	SCVTA - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,820,000
SOL010021	Solano	Benicia	Benicia - West "K" Street Rehabilitation (CON)	Local Rd	STP	STPL-5003(022)	$50,986	9/15/2007	
SOL050051	Solano	Dixon	Dixon - North Fourth St and East "A" St Rehab (CON)	Local Rd	STP	STPL-5056(014)	$130,000	4/21/2007	
SOL010023	Solano	Fairfield	Fairfield - Hilborn Road Rehabilitation	Local Rd	STP	STPL-5132(030)	$535,000	5/17/2007	
SOL010023	Solano	Fairfield	Fairfield - Hilborn Road Rehabilitation	Local Rd	STP	STPL-5132(030)	$179,593	8/24/2007	
SOL050033	Solano	Fairfield	Linear Park Trail (CON)	Bike Ped	CMAQ	CML-5132(029)	$330,000	5/5/2007	
SOL050055	Solano	Fairfield	Downtown Fairfield Pedestrian Projec	Bike Ped	TE	RPSTPLE-5132(031)	$309,855	8/23/2007	
SOL050062	Solano	Rio Vista	SR12-Rio Vista Bridge Study	State Hwy	Earmark	HPLUL-5099(011)	$295,509	7/31/2007	$67,000
SOL991066	Solano	Solano Co TA	Eastern Solano / SNCI Rideshare Program (CON)	State Hwy	CMAQ	CML-6249(015)	$115,000	5/1/2007	$195,000
SOL970033	Solano	STA/MTC	STA - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,750,000
SOL010024	Solano	Solano County	Solano County - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5923(076)	$1,056,000	3/22/2007	
SOL010024	Solano	Solano County	Solano County - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5923(076)	$75,000	6/12/2007	
SOL050024	Solano	Solano County	Vacaville-Dixon Bicycle Route (CON	Bike Ped	CMAQ	CML-5923(071)	$500,000	3/31/2007	
SOL050061	Solano	Solano County	I-80 HOV Lanes Turner Overcrossing	State Hwy	Earmark	HPLUL-5923(079)	$685,240	7/31/2007	
SOL050061	Solano	Solano County	I-80 HOV Lanes Turner Overcrossing	State Hwy	Earmark	HPLUL-6249(019)	$685,240	4/2/2007	
SOL050061	Solano	Solano County	I-80 HOV Lanes Turner Overcrossing	State Hwy	Earmark	HPLUL-5923(078)	$274,760	7/31/2007	
SOL050061	Solano	Solano County	I-80 HOV Lanes Turner Overcrossing	State Hwy	Earmark	HPLUL-6249(018)	$274,760	4/12/2007	
SOL050061	Solano	Solano County	I-80 HOV Lanes Turner Overcrossing	State Hwy	Earmark	HPLUL-6249(018)	($274,760)	7/10/2007	
SOL050061	Solano	Solano County	I-80 HOV Lanes Turner Overcrossing	State Hwy	Earmark	HPLUL-6249(019)	($685,240)	7/9/2007	
SOL030004	Solano	Suisun City	Driftwood Drive Pedestrian Way	Bike Ped	CMAQ	CML-5032(016)	$329,331	8/27/2007	
SOL010026	Solano	Vacaville	Vacaville - Nut Tree Road Rehabilitation	Local Rd	STP	STPL-5094(042)	$50,000	7/3/2007	
SOL030005	Solano	Vacaville	Davis St. Ped & Gateway Improvements	Bike Ped	CMAQ	CML-5094(035)	($0)	6/12/2007	
SOL050027	Solano	Vacaville	Centennial Bike Way (CON)	Bike Ped	CMAQ	CML-5094(040)	$520,000	4/21/2007	
SOL050054	Solano	Vacaville	Vacaville - Dobbins St/E Monte Vista Ave Rehab (CON)	Local Rd	STP	BHLS-5094(037)	$180,000	7/3/2007	
SOL050023	Solano	Vallejo	Vallejo Station Pedestrian Links (CON)	Bike Ped	CMAQ+	FTACML-5030(044)	$1,716,000	5/17/2007	
MRN990001	Sonoma	Caltrans	Marin US 101 HOV Gap Closure	State Hwy	CMAQ	CML-6204(043)	$10,000,000	2/26/2007	$880,000
MRN990001	Sonoma	Caltrans	Marin US 101 HOV Gap Closure	State Hwy	CMAQ	CML-6204(054)	$1,127,000	3/6/2007	$880,000
SON990001	Sonoma	Caltrans	Son 101 HOV - SR 12 to Steele Lane	State Hwy	CMAQ	CML-6204(058)	$13,800,000	2/15/2007	
SON050029	Sonoma	City of Sonoma	Sonoma - Andrieux Street Rehabilitation (PE)	Local Rd	STP	STPL-5114(013)	$15,000	5/1/2007	$135,000
SON050031	Sonoma	Cloverdale	Cloverdale - Jefferson Street Reconstruction (CON	Local Rd	STP	STPL-5039(020)	$230,000	6/12/2007	
SON050031	Sonoma	Cloverdale	Cloverdale - Jefferson Street Reconstruction (CON)	Local Rd	STP	STPL-5039(020)	$150,000	6/12/2007	
SON050005	Sonoma	Cotati	Cotati - West Sierra / East Cotati Ave Rehab	Local Rd	STP	STPL-5383(006)	$470,000	5/11/2007	$150,000
SON050006	Sonoma	Healdsburg	Healdsburg Avenue Rehabilitation (CON	Local Rd	STP	STPL-5027(009)	$240,000	7/18/2007	
SON050030	Sonoma	Petaluma	Petaluma - East Washington and 6th Street Rehab (PE	Local Rd	STP	STPL-5022(041)	$239,000	5/5/2007	$718,000
SON070007	Sonoma	Petaluma	Petaluma Blvd. Pedestrian Enhancements	Bike Ped	TE	RPSTPLE-5022(040)	$429,370	6/20/2007	
SON050009	Sonoma	Rohnert Park	Rohnert Park Expressway Rehabilitation (CON)	Local Rd	STP	STPL-5379(016)	$900,000	5/1/2007	
SON050034	Sonoma	Rohnert Park	Rohnert Park - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5379(015)	$632,000	5/1/2007	
SON050004	Sonoma	Santa Rosa	Santa Rosa/Sebastopol - Various Streets Rehab (CON)	Local Rd	STP	STPL-5028(043)	$848,000	5/11/2007	
SON990040	Sonoma	Santa Rosa	Santa Rosa Creek Multi-Use path	Bike Ped	TE	STPLE-5028(007)	($22,132)	12/1/2006	
SON991034	Sonoma	Santa Rosa	Transit Preemption, Bicycle/Vehicle Video Equip	Bike Ped	CMAQ	CML-5028(032)	($1,322)	11/17/2006	
SON050035	Sonoma	Sebastopo	Sebastopol - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5123(010)	$142,000	5/1/2007	
SON050035	Sonoma	Sebastopo	Sebastopol - Various Streets Rehabilitation (PE	Local Rd	STP	STPL-5123(010)	$8,000	3/22/2007	

Table 1: FHWA Local Project Obligations, FFY 2006-07

TIP ID	County	Agency	Project Title	Mode	Fund Source	Federal Project ID	Obligated Amount	Obligated Date	Remaining Obligation Amount (by TIP ID)
SON970081	Sonoma	Son Co TA/MTC	SCTA - CMA Planning Activities (ENV)	Local Rd	STP	STPL-6084(124)	$135,000	1/23/2007	$1,050,000
SON050011	Sonoma	Sonoma County	Sonoma County - Various Streets Rehabilitation (CON	Local Rd	STP	STPL-5920(104)	$5,486,000	5/1/2007	
SON050019	Sonoma	Sonoma County	Old Redwood Highway Bicycle Lanes (CON)	Bike Ped	CMAQ	CML-5920(099)	$490,000	6/12/2007	
SON050019	Sonoma	Sonoma County	Old Redwood Highway Bicycle Lanes (ROW)	Bike Ped	CMAQ	CML-5920(099)	$25,000	6/12/2007	
SON991011	Sonoma	Sonoma County	Stony Point road, Stage 3B	Local Rd	Other	M-E078(001)	($21,610)	1/8/2007	
SON991023	Sonoma	Sonoma County	Stony Point Road - Stage 5A	Local Rd	STP	STPL-5920(080)	($2,167)	6/6/2007	
SON050013	Sonoma	Windsor	Windsor - Old Redwood Highway Rehabilitation (CON	Local Rd	STP	STPL-5472(006)	$510,000	5/1/2007	
SON070003	Sonoma	Windsor	Windsor Road Pedestrian Enhancements	Bike Ped	TE	RPSTPLE-5472(008)	$208,045	6/29/2007	
VAR991004	Various	Various	Various: Lump Sum - Emergency Response (ER	State Hwy	ER	Various	$3,750,943	Various	$3,000,000
VAR991005	Various	Various	Various: Lump Sum SHOPP - Bridge Preservation (BP)	State Hwy	BP	Various	$59,656,459	Various	$90,280,000
VAR991007	Various	Various	Various: Lump Sum Local - Highway Bridge Program (HBP)	Local Rd	HBP	Various	$16,847,707	Various	$106,809,000
VAR991008	Various	Various	Various: Lump Sum Local - Seismic Retrofit (SR)	Local Rd	SR	Various	$2,299,643	Various	
VAR991009	Various	Various	Various: Lump Sum Local - Railroad Crossings (RR	Local Rd	RR	Various	$1,391,264	Various	$1,890,000
VAR991010	Various	Various	Various: Lump Sum Local - HSIP and SR2S (Safety)	Local Rd	Safety	Various	$1,861,848	Various	$9,865,000
						Total	**$266,873,556**		

Table 2: Federal Transit Administration Transit Obligations, FFY 2006-07

TIP ID	Operator	Project Description	Fund Source	Grant Number	Obligation Amount	Obligation Date	Remaining Obligation Amount (by TIP ID)
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	FTA 5307	CA-90-Y526	$1,032,908	9/17/2007	$5,593,896
ALA050041	AC Transit	Information Systems Upgrade	FTA 5307	CA-90-Y526	$1,000,000	9/17/2007	$500,000
ALA050064	AC Transit	Security Needs	FTA 5307	CA-90-Y526	$4,270,036	9/17/2007	$5,641,403
ALA990052	AC Transit	Paratransit Vehicle Lease	FTA 5307	CA-90-Y526	$754,512	9/17/2007	$777,147
ALA990076	AC Transit	ADA Set-aside	FTA 5307	CA-90-Y526	$4,872,567	9/17/2007	$4,133,197
ALA991070	AC Transit	Preventive Maintenance	FTA 5307	CA-90-Y526	$10,427,930	9/17/2007	$12,408,971
ALA991070	AC Transit	Preventive Maintenance	FTA 5307	CA-90-Y526	$16,665,551	9/17/2007	$12,408,971
ALA050067	ACE	GPS Train Tracking & Reporting System	FTA 5307	CA-90-Y562	$205,046	8/24/2007	
SCL050043	ACE	Santa Clara Platform and Ped Improvements	FTA 5307	CA-90-Y562	$232,021	8/24/2007	$238,982
ALA010056	ACE (SJRC)	Track Improvements	FTA 5309 FG	CA-05-0221	$1,057,000	8/24/2007	$888,860
ALA050043	ACE (SJRC)	Signal System Rehabilitation	FTA 5307	CA-90-Y562	$258,676	8/24/2007	
ALA050043	ACE (SJRC)	Signal System Rehabilitation	FTA 5309 FG	CA-05-0221	$798,324	8/24/2007	
ALA050066	ACE (SJRC)	Signal Upgrade Project (Stockton to Lathrop)	FTA 5309 FG	CA-05-0221	$912,149	8/24/2007	$1,466,082
BRT030004	BART	Train Control Renovation	FTA 5307	CA-90-Y541	$3,894,994	7/27/2007	$13,000,000
BRT030004	BART	Train Control Renovation	FTA 5309 FG	CA-05-0216	$9,105,006	7/16/2007	$13,000,000
BRT030005	BART	Traction Power	FTA 5309 FG	CA-05-0216	$13,000,000	7/16/2007	$13,000,000
BRT971001	BART	Rail, Way and Structures Program	FTA 5309 FG	CA-05-0216	$13,000,000	7/16/2007	
BRT975004	BART	BART Extension to San Francisco Int'l Airport	FTA Ear 5309 NS	CA-03-0394-16	$2,424,694	6/19/2007	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	FTA 5307	CA-90-Y541	$1,408,498	7/27/2007	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	FTA 5307	CA-90-Y541	$1,557,660	7/27/2007	
REG050010	BART	General Mainline Renovation	FTA 5309 FG	CA-05-0216	$5,162,883	7/16/2007	$69,142,326
REG050010	BART	General Mainline Renovation	FTA 5307	CA-90-Y541	$11,042,923	7/27/2007	$69,142,326
REG050011	BART	Security Needs	FTA 5307	CA-90-Y541	$22,881,899	7/27/2007	$7,918,101
REG050006	BART	Strategic Maintenance	FTA 5307	CA-90-Y541	$5,143,942	7/27/2007	$5,298,260
SOL050036	Benicia	Replace (1) 2000 cutaway bus	FTA 5307	CA-90-Y512	$64,553	6/18/2007	
SM-030006	Caltrain	Systemwide Track Rehab & Civil Structures	FTA 5309 FG	CA-05-0209	$7,500,000	9/24/2007	
SM-030010	Caltrain	Security Needs	FTA 5307	CA-90-Y493	$2,875,807	9/24/2007	
SM-030020	Caltrain	Caltrain Stations - Safety Improvement Program	FTA 5309 FG	CA-05-0209	$5,165,364	9/24/2007	
SM-030026	Caltrain	Palo Alto ADA Crossing Improvements	FTA 5307	CA-90-Y493	$1,011,130	9/24/2007	
SM-050004	Caltrain	Install Crossovers & Control Points	FTA 5309 FG	CA-05-0209	$2,091,608	9/24/2007	
SM-050041	Caltrain	Signal/Communication Rehabilitation	FTA 5307	CA-90-Y493	$862,793	9/24/2007	$3,024,000
SM-030006	Caltrain	Track Rehab	FTA 5307	CA-90-Y493	$804,746	9/24/2007	
CC-030034	CCCTA	Preventive Maintenance	FTA 5307	CA-90-Y576	$325,298	8/17/2007	$2,150,633
CC-050046	CCCTA	Complete APC and AVA with Security Upgrades	FTA 5307	CA-90-Y576	$400,000	8/17/2007	$320,000
CC-050052	CCCTA	On-Board Security Cameras	FTA 5307	CA-90-Y576	$280,000	8/17/2007	$160,000
CC-050053	CCCTA	Operations Facility Security Camera System	FTA 5307	CA-90-Y576	$100,000	8/17/2007	$80,000
CC-050054	CCCTA	Improved Locks and Alarms at Ops Facilities	FTA 5307	CA-90-Y576	$52,000	8/17/2007	
CC-050055	CCCTA	Emergency Communications Equipment	FTA 5307	CA-90-Y576	$20,000	8/17/2007	
CC-99T001	CCCTA	ADA Set-aside	FTA 5307	CA-90-Y576	$656,875	8/17/2007	$676,581
CC-030034	CCCTA	Preventive Maintenance	FTA 5307	CA-90-Y576	$335,614	8/17/2007	$2,150,633
SOL010006	Fairfield	Operating assistance	FTA 5307	CA-90-Y551	$1,996,190	8/21/2007	$2,165,182

Table 2: Federal Transit Administration Transit Obligations, FFY 2006-07

TIP ID	Operator	Project Description	Fund Source	Grant Number	Obligation Amount	Obligation Date	Remaining Obligation Amount (by TIP ID)
MRN010034	GGBHTD	Preventive Maintenance	FTA 5307	CA-90-Y517	$807,995	9/14/2007	$1,761,781
MRN010035	GGBHTD	Radio/AVL System Replacement	FTA 5307	CA-90-Y517	$1,836,912	9/14/2007	$663,088
MRN030005	GGBHTD	Security Needs	FTA 5307	CA-90-Y517	$393,000	9/14/2007	
MRN030010	GGBHTD	Fixed Guideway Connectors	FTA 5309 FG	CA-05-0222	$2,000,000	8/10/2007	$2,000,000
MRN030013	GGBHTD	Repl 6 paratransit vans	FTA 5307	CA-90-Y517	$352,204	9/14/2007	
MRN030014	GGBHTD	Repl 8 paratransit vans	FTA 5307	CA-90-Y517	$482,088	9/14/2007	
MRN990017	GGBHTD	Ferry channel & berth dredging.	FTA 5307	CA-90-Y517	$489,453	9/14/2007	$4,000,000
MRN990017	GGBHTD	Ferry channel & berth dredging.	FTA 5309 FG	CA-05-0222	$1,510,547	8/10/2007	$4,000,000
MRN991039	GGBHTD	MIS - Maintenance Management System	FTA 5307	CA-90-Y517	$842,509	9/14/2007	
MRN99T001	GGBHTD	ADA Set-aside	FTA 5307	CA-90-Y517	$1,136,933	9/14/2007	$1,171,041
ALA99SA09	LAVTA	Construct Bus Facility for LAVTA	FTA Ear 5309 Bus	CA-03-0633-02	$451,440	8/21/2007	$996,930
NAP970010	Napa	Operating assistance	FTA 5307	CA-90-Y550	$1,145,532	6/22/2007	$1,611,907
NAP030004	Napa VINE	ADA Set-aside	FTA 5307	CA-90-Y550	$21,826	6/22/2007	$22,481
NAP97AM58	Napa VINE	Preventive Maintenance	FTA 5307	CA-90-Y550	$169,799	6/22/2007	$174,893
REG050013	Regional	Capital Inventory Improvements	FTA 5307	CA-90-Y555	$1,000,000	8/13/2007	
SM-050037	SamTrans	Replace 19 1999 El Dorado paratransit vans	FTA 5307	CA-90-Y525	$2,430,464	8/28/2007	
SM-050038	SamTrans	Purchase 10 Minivan 2002 4-Year PT Vehicles	FTA 5307	CA-90-Y525	$466,874	8/28/2007	
SM-050047	SamTrans	Replace SamTrans Fare Collection Equipment	FTA 5307	CA-90-Y525	$2,585,456	8/28/2007	$3,798,052
SM-030023	SamTrans	Preventive Maintenance	FTA 5307	CA-90-Y525	$371,646	8/28/2007	$640,885
SON030011	SantaRosa Bus	Operating assistance	FTA 5307	CA-90-Y545	$659,000	8/27/2007	
SON030012	SantaRosa Bus	Bus Stop Enhancements	FTA 5307	CA-90-Y545	$26,744	8/27/2007	$26,217
SON050026	SantaRosa Bus	Preventive Maintenance	FTA 5307	CA-90-Y545	$1,200,000	8/27/2007	$1,200,000
SON070011	SantaRosa Bus	Purchase 3 Hybrid Buses	FTA 5307	CA-90-Y545	$660,865	8/27/2007	$1,395,481
SF-030004	SF MTA	High Priority Security Project	FTA 5307	CA-90-Y533	$2,270,374	8/13/2007	$404,134
SF-050024	SF MTA	Wayside Train Control	FTA 5309 FG	CA-05-0215	$2,844,000	8/14/2007	$3,200,000
SF-050025	SF MTA	Flynn Facility Ventilation	FTA 5307	CA-90-Y533	$1,311,098	8/13/2007	$1,470,431
SF-050026	SF MTA	Escalator Rehabilitation	FTA 5307	CA-90-Y533	$2,000,000	8/13/2007	$2,000,000
SF-050028	SF MTA	Facility Safety Improvements	FTA 5307	CA-90-Y533	$1,000,000	8/13/2007	
SF-050034	SF MTA	Light Rail Vehicle-Overhaul Program	FTA 5309 FG	CA-05-0215	$4,568,792	8/14/2007	$16,000,000
SF-050036	SF MTA	Potrero-Presidio Fall Protection System	FTA 5307	CA-90-Y533	$600,000	8/13/2007	
SF-95037B	SF MTA	SF Muni Rail Replacement Program 1998-20	FTA 5309 FG	CA-05-0215	$13,000,000	8/14/2007	$13,800,000
SF-970073	SF MTA	Cable car vehicle renovation program	FTA 5309 FG	CA-05-0215	$806,400	8/14/2007	$838,656
SF-970105	SF MTA	Third St. IOS/MME	FTA 5309 FG	CA-05-0215	$2,534,125	8/14/2007	$2,400,000
SF-970105	SF MTA	Third St. IOS/MME	FTA 5307	CA-90-Y533	$14,365,875	8/13/2007	$2,400,000
SF-970170	SF MTA	Trolley Overhead Reconstruction	FTA 5309 FG	CA-05-0215	$13,000,000	8/14/2007	$13,500,000
SF-990022	SF MTA	ADA Set-aside	FTA 5307	CA-90-Y533	$3,807,639	8/13/2007	$3,921,868
SF-991001	SF MTA	Woods Maintenance Facility Rehab	FTA 5307	CA-90-Y533	$1,000,000	8/13/2007	$1,000,000
SF-99T002	SF MTA	Cable Car Traction Power & Guideway Rehab	FTA 5309 FG	CA-05-0215	$7,500,000	8/14/2007	$8,000,000
SF-99T005	SF MTA	Historic Rail Car rehabilitation	FTA 5309 FG	CA-05-0215	$2,294,104	8/14/2007	
SF-99T005	SF MTA	Historic Rail Car rehabilitation	FTA 5307	CA-90-Y533	$5,499,496	8/13/2007	
SF-010015	TBJPA	Transbay Terminal-Caltrain Downtown Extension	FTA Ear 5309 Bus	CA-04-0040	$2,808,960	8/14/2007	$27,628,120

Table 2: Federal Transit Administration Transit Obligations, FFY 2006-07

TIP ID	Operator	Project Description	Fund Source	Grant Number	Obligation Amount	Obligation Date	Remaining Obligation Amount (by TIP ID)
SF-010015	TBJPA	Transbay Terminal-Caltrain Downtown Extension	FTA Ear 5309 Bus	CA-04-0040	$4,200,000	8/14/2007	$27,628,120
SOL97AM70	Vacaville	Purchase bus shelters	FTA 5307	CA-90-Y554	$200,000	8/16/2007	
SOL010033	Vallejo Transit	CARB (27) Filters Mitigation, 3 new buses	FTA 5307	CA-90-Y524	$540,000	9/7/2007	
SOL030019	Vallejo Transit	Preventive Maintenance	FTA 5307	CA-90-Y524	$253,781	9/7/2007	$1,810,489
SOL030019	Vallejo Transit	Preventive Maintenance (bus & ferry systems)	FTA 5307	CA-90-Y524	$1,054,518	9/7/2007	$1,810,489
SOL050040	Vallejo Transit	Replace 19 40' Gillig buses	FTA 5307	CA-90-Y524	$4,566,120	9/7/2007	
SOL050047	Vallejo Transit	CARB Replace (3) 1987 40' MCI Buses	FTA 5307	CA-90-Y524	$1,023,057	9/7/2007	
SOL990040	Vallejo Transit	ADA Set-aside	FTA 5307	CA-90-Y524	$567,478	9/7/2007	$584,501
SOL991055	Vallejo Transit	Bus Maintenance Facility Rehab	FTA 5307	CA-90-Y524	$271,283	9/7/2007	$279,421
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	FTA 5309 FG	CA-05-0210-01	$1,246,132	8/27/2007	$22,124,208
SCL050002	VTA	LRT Rail Rehabilitation	FTA 5309 FG	CA-05-0210-01	$1,890,000	8/27/2007	$1,086,400
SCL050049	VTA	Rail Substation Rehabilitation / Replacement	FTA 5309 FG	CA-05-0210-01	$110,000	8/27/2007	$522,282
CC-030025	WestCAT	Preventive Maintenance	FTA 5307	CA-90-Y559	$60,123	7/26/2007	$428,920
CC-030025	WestCAT	Preventive Maintenance	FTA 5307	CA-90-Y559	$249,824	7/26/2007	$428,920
CC-050040	WestCAT	Replace (2) 35' 1997 35' Thomas buses	FTA 5307	CA-90-Y559	$665,526	7/26/2007	
CC-050050	WestCAT	CARB Replace (6) 1988 35' Buses	FTA 5307	CA-90-Y559	$1,996,579	7/26/2007	
CC-050051	WestCAT	CARB (11) Filters Mitigation, 3 new buses	FTA 5307	CA-90-Y559	$220,000	7/26/2007	
CC-990045	WestCAT	ADA Set-aside	FTA 5307	CA-90-Y559	$110,072	7/26/2007	$113,375
				Total	**$277,127,837**		

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Alameda	000C(216)	VARIOUS COUNTIES ON VARIOUS ROUTES, RETROFIT CHANGEABLE MESSAGE	NATL HIGHWAY SYS - TEA21	($14,972)	$0
Alameda	000C(244)	BAY AREA BRIDGES, TUBES AND TUNNELS, SECURITY CAMERAS, ALARMS	SURFACE TRANSPORTATION FLEX	$1,573,925	$0
Alameda	0801(075)	IN ALAMEDA COUNTY IN I-80 IN OAKLAND,EMERYVIL, OGAC SURFACING AND SIGNING	INTERSTATE MAINTENANCE - TEA21	($268)	$0
Alameda	0801(078)	IN ALAMEDA COUNTY IN EMERYVILLE FROM TEMESCAL, HIGHWAY PLANTING REPLACEMENT	MIN GUAR-SPECIAL LIM-TEA21	$104,096	$0
Alameda	0801(084)	PORT OF OAKLAND O/C TO POWELL ST O/C, WIDENING AND RETAINING WALLS	INTERSTATE MAINTENANCE	($1,692,867)	$0
Alameda	0801(086)	IN BERKELEY W OF UNIV AV OC TO E OF GILMAN UC, REPLACE PLANTING AND IRRIGATION	MIN GUAR-SPECIAL LIM-TEA21	$208,263	$0
Alameda	0801(090)	SAN FRANCISCO - OAKLAND BAY BRIDGE, REPLACE SFOBB EAST SPAN	BRIDGE PROGRAM - 85% ON/OFF	$100,000,000	$0
Alameda	0801(090)	SAN FRANCISCO - OAKLAND BAY BRIDGE, REPLACE SFOBB EAST SPAN	BR REPL - 65% ON SYS - TEA21	$0	($100,000,000)
Alameda	1538(003)	I-80 IN ALA CO-0.1KM W/0.7KM E SF TOLL PLAZA, WETLAND MITIGATION	E.R.LOMA PRIETA QUAKE	($1,466)	$0
Alameda	1546(003)	I-880 IN ALA CO-AT THIRD ST-MANDELA PKWY/**, ROADSIDE ENHANCEMENT-RESURFACE	Emergency Relief - PL 101-130 ISTEA **	($9)	$0
Alameda	1546(003)	I-880 IN ALA CO-AT THIRD ST-MANDELA PKWY/**, ROADSIDE ENHANCEMENT-RESURFACE	E.R.LOMA PRIETA QUAKE	($16,629)	$0
Alameda	2381(004)	ALAMEDA COUNTY NEAR HAYWARD ON ROUTE 238, INSTALL CONCRETE BARRIER	100% SAFETY	($32,788)	$0
Alameda	3072(050)	DISTRICT 4 OFFICE IN THE TMC, PROCUREMENT,INSTALLATION OF EQMT	NATL HIGHWAY SYS - TEA21	$1,735,935	($7,565,059)
Alameda	35E0(004)	ALAMEDA COUNTY IN FREMONT AT VARIOUS LOCATION, RECONSTRUCT HIGHWAY FILL SLOPE	EMER REL-FED AID-OT 2001 & SUB	($24,836)	$0
Alameda	3750(001)	W/B I-580 EAST OF TASSAJARA IN ALAMEDA COUNTY, ERMER OPENING STORM DAMAGE REPAIR	EMER RELIEF-FED AID-OTHER	($4,214)	$0
Alameda	3757(001)	ALA CO;SR-24;PM 5.7, EMER OPENING-SLIDE REMOVAL	EMER RELIEF-FED AID-OTHER	($2,644)	$0
Alameda	4301(001)	ALAMEDA CO. NON INTERSTATE VAR. LOCATIONS, EMERGENCY REPAIR STORM DAMAGE	SURFACE TRANSPORTATION FLEX	$0	($50,000)
Alameda	4302(001)	ALAMEDA CO. ON I-80,205,238,580,680,880,980 *, EMERGENCY REPAIR STORM DAMAGE	SURFACE TRANSPORTATION FLEX	$0	($50,000)
Alameda	43Z0(001)	ALAMEDA CO IN OAKLAND AT RTE 80/880 SEPARATOR, EMERGENCY REPAIR TRAFFIC	SURFACE TRANSPORTATION FLEX	$0	$8,000,000
Alameda	43Z1(001)	ALAMEDA CO IN OAKLAND AT RTE 80/580/880 SEP, REPLACE BRIDGE SPANS	SURFACE TRANSPORTATION FLEX	$0	$20,000,000
Alameda	43Z2(001)	ALAMEDA CO IN OAKLAND AT RTE 80/580/880_SEP, DEMOLISH 80/580 CONNECTOR	SURFACE TRANSPORTATION FLEX	$0	$4,300,000
Alameda	43Z3(001)	ALAMEDA CO IN OAKLAND AT RTE 80/580/880_SEP, TRANSIT SERVICES RIEMBURSEMENT	SURFACE TRANSPORTATION FLEX	$0	$2,753,191
Alameda	5801(038)	IN ALAMEDA COUNTY IN LIVERMORE ON INTERSTATE, REHABILITATE BRIDGE DECK	INTERSTATE MAINTENANCE - TEA21	$2,295	$0

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Alameda	5801(042)	ALA CO. W/O GREENVILLE RD UC-TASSAJARA CRK BR, UPGRADE MEDIA BARRIER	STP - STATE FLEXIBLE - STEA03	($39,579)	$0
Alameda	6801(052)	ALAMEDA & CONTRA COSTA AT VARIOUS LOCATIONS, REPLACEMENT PLANTING	INTERSTATE MAINTENANCE - TEA21	($37,461)	$0
Alameda	8801(021)	IN OAKLAND AT THE 98TH AVE I/C., RECONSTRUCT I/C	STP STATE FLEXIBLE	($1)	$0
Alameda	8801(028)	I-880 IN ALA CO IN FREMONT AT FREMONT BL OC, INTERCHANGE RECONSTRUCTION	MIN.ALLOC.STATE FLEXIBLE	($112,420)	$0
Alameda	8801(045)	FREMONT, NEWARK, UNION CITY AND HAYWARD, AC OVERLAY	INTERSTATE MAINTENANCE	($8,842,241)	$0
Alameda	8801(049)	OAKLAND ON MANDELA PARKWAY, PLANTING & ROADWAY IMPROVEMENTS	INTERSTATE MAINTENANCE	$1,008,830	$0
Alameda	9801(004)	IN OAKLAND ON NORTHGATE AVE, PARK AND RIDE FACILITY	INTERSTATE MAINTENANCE - TEA21	($123,486)	$0
Alameda	P001(531)	RT 260-POSEY/WEBSTER TUBES-RT 580 JOAQUIN UC, SIGNS AND LIGHTING REHABILITATION	SURFACE TRANSPORTATION FLEX	$3,956,571	$0
Alameda	P024(024)	AT THE CALDECOTT TUNNEL ON ROUTE 24 IN ALA/CC, REPLACE SLABS, INSTALL DRAINAGE	MIN GUAR-SPECIAL LIM-TEA21	($21,471)	$0
Alameda	P084(033)	IN FREMONT & SUNOL 3 MILES OF E ROUTE 680, 4R, WIDEN SHOULDERS, SFTY	STP - STATE FLEXIBLE - STEA03	$3,639,500	($3,639,500)
Alameda	P084(034)	NEAR LIVERMORE & PLEASANTON E/O RT 680, HORIZONTAL/VERTICAL CURVE ALIGNMENT	SURFACE TRANSPORTATION FLEX	$112,523	$29,372,018
Alameda	P092(033)	ALAMEDA COUNTY IN HAYWARD_FROM 0.2 MILE WEST, REHABILITATE ROADWAY	NHS- NATL HIGHWAY SYS	$81,264	$0
Alameda	P092(036)	HAYWARD-SANTA CLARA ST TO WATKINS STREET, REHABILITATE ROADWAY	NHS- NATL HIGHWAY SYS	$0	$3,285,596
Alameda	P185(003)	ALAMEDA COUNTY IN OAKLAND_AT VARIOUS LOCATION, REHABILITATE ROADWAY	STP - STATE FLEXIBLE - STEA03	$14,779	$0
Alameda	P185(003)	ALAMEDA COUNTY IN OAKLAND_AT VARIOUS LOCATION, REHABILITATE ROADWAY	MIN GUAR-SPECIAL LIM	($872)	$0
Alameda	S061(001)	SR-61 IN ALAMEDA AT THE SAN LEANDRO BAY BR, SEISMIC RETROFIT	STP STATE FLEXIBLE	($29,000)	$0
Alameda	S084(031)	LIVERMORE FROM I680 TO ISABEL AVE/RTE 84 INT, ROADWAY REHABILITATION & WIDEN	STP - STATE FLEXIBLE - TEA21	($953,610)	$0
Alameda	S084(035)	EAST END OF DUMBARTON BR. TO BRIDGE TOLL PLZA, OVRLY W/OGAC MED BARRIER RMB	DON ST BONUS - URB - STEA	$94,762	$0
Alameda	S084(035)	EAST END OF DUMBARTON BR. TO BRIDGE TOLL PLZA, OVRLY W/OGAC MED BARRIER RMB	NHS- NATL HIGHWAY SYS	$0	$4,121,602
Alameda	S260(004)	OAKLAND & ALAMEDA AT WEBSTER & POSEY TUNNELS, SEISMIC RETROFIT	SURFACE TRANSPORTATION FLEX	$8,853,656	$0
Alameda	X001(485)	ALAMEDA COUNTY ON RTE 80 AND 580, REPLACEMENT PLANTING	INTERSTATE MAINTENANCE - TEA21	($33,535)	$0
Contra Costa	0801(106)	IN RICHMOND, SOLANO AVE O/C MCBRYDE O/C, SLIDE REPAIR/CONSTRUCT RETAINING WALL	INTERSTATE MAINTENANCE	($169,820)	$0
Contra Costa	0801(107)	CC COUNTY ON W/B I80 FROM RT 4 TO CUMMINGS, EXTEND HOV LANE	INTERSTATE MAINTENANCE	$18,975,649	$0
Contra Costa	0801(107)	CC COUNTY ON W/B I80 FROM RT 4 TO CUMMINGS, EXTEND HOV LANE	INTERSTATE MAINTENANCE STEA03	$0	($18,975,649)

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Contra Costa	37B1(004)	CC CO AT ALAMO STONE VALLEY ROAD U/C N/B, RECONSTRUCT EMBANKMENT SLOPE	EMER RELIEF-FED AID-OTHER	($30,046)	$0
Contra Costa	4309(001)	CONTRA COSTA CO. NON INTERSTATE VAR LOCATIONS, EMERGENCY REPAIR STORM DAMAGE	SUPPL EMERGENCY REL 2005 HURRI	$301,972	$0
Contra Costa	4309(001)	CONTRA COSTA CO. NON INTERSTATE VAR LOCATIONS, EMERGENCY REPAIR STORM DAMAGE	SURFACE TRANSPORTATION FLEX	$0	($50,000)
Contra Costa	4310(001)	CONTRA COSTA CO. ON I-80,580,& 680 AT VAR LOC, EMERGENCY REPAIR STORM DAMAGE	SUPPL EMERGENCY REL 2005 HURRI	$14,478,729	$0
Contra Costa	4310(001)	CONTRA COSTA CO. ON I-80,580,& 680 AT VAR LOC, EMERGENCY REPAIR STORM DAMAGE	SURFACE TRANSPORTATION FLEX	$0	($50,000)
Contra Costa	43C0(004)	IN CITY OF RICHMOND ON EASTBOUND I-80., REM. SLIDE MATERIAL/REBLD	ER 2004 HURRICANES ADD'L FUND	$275,479	$0
Contra Costa	5802(041)	CC & MARIN COUNTIES, RICHMOND/SAN RAFAEL BR, BRIDGE SEISMIC RETROFIT	INTERSTATE MAINTENANCE - TEA21	$16,000	$0
Contra Costa	5802(041)	CC & MARIN COUNTIES, RICHMOND/SAN RAFAEL BR, BRIDGE SEISMIC RETROFIT	1/2% SK TR - ON SYS - TEA21	$0	($16,000)
Contra Costa	6801(021)	I-680 IN WALNUT CREEK AT I-680/SR-24 SEP., WIDEN FWY & RECONSTRUCT INTERCHANGE	Interstate - ISTEA 91.57%	($670)	$0
Contra Costa	6801(045)	INTERSECTION OF PACHECO BLVD. & ARTHUR ROAD., SIGNAL UPGRADE / INTERSECTION	MIN GUAR-SPECIAL LIM-TEA21	($42,937)	$0
Contra Costa	6801(051)	WALNUT CREEK,PLEASANT HILL,CONCORD, REPLACEMENT PLANTING & IRRIGATION	INTERSTATE MAINTENANCE - TEA21	$244,883	$0
Contra Costa	6801(052)	ALAMEDA & CONTRA COSTA AT VARIOUS LOCATIONS, REPLACEMENT PLANTING	INTERSTATE MAINTENANCE - TEA21	($212,270)	$0
Contra Costa	6801(053)	WALNUT CREEK ON ROUTE 680 AND ROUTE 24, REPLACEMENT HIGHWAY PLANTING	INTERSTATE MAINTENANCE - TEA21	$125,467	$0
Contra Costa	6801(054)	BENICIA-MARTINEZ BRIDGE_***, INSTALL NEW BRIDGE_***	INTERSTATE MAINTENANCE	$10,560,954	$0
Contra Costa	6801(054)	BENICIA-MARTINEZ BRIDGE_***, INSTALL NEW BRIDGE_***	INTERSTATE MAINTENANCE - TEA21	$0	($10,269,600)
Contra Costa	6801(054)	BENICIA-MARTINEZ BRIDGE_***, INSTALL NEW BRIDGE_***	INTERSTATE MAINTENANCE STEA03	($4,876,400)	$0
Contra Costa	6801(059)	RTE 680 FROM WALNUT CREEK TO MARTINEZ, WIDEN FOR HOV LANES	NHS- NATL HIGHWAY SYS	$11,058,076	$0
Contra Costa	6801(066)	MARTINEZ RT 680 & MARINA VISTA/WATERFRONT RD., REHABILITATE ROADWAY	INTERSTATE MAINTENANCE	$0	$5,228,355
Contra Costa	P004(113)	CC CO. NR HERCULES FROM RT 4 TO E HERCULES UP, UPGRADE HIGHWAY TO 4 LANES	NATL HIGHWAY SYS - TEA21	$357,188	$0
Contra Costa	P004(118)	IN CC AND SOL COUNTIES AT VARIOUS LOCATIONS, CONSTRUCT MEDIAN THRIE BEAM	STP OPTIONAL SAFETY - STEA03	($0)	$0
Contra Costa	P004(120)	ON SR-4, IN AND NEAR OAKLEY AND BRENTWOOD, ROADWAY REHABILITATION & WIDEN	MIN GUARANTEE-EXEMPT-STEA03	($0)	$0
Contra Costa	P004(121)	MARTINEZ ON RTE 4 W OF ALHAMBRA AVE UC, HIGHWAY PLANTING, RESTORATION	NATL HIGHWAY SYS - TEA21	($52,618)	$0
Contra Costa	P004(127)	RT 4 PITTSBURGH-ANTIOCH TO W/O OAKLEY RD O/C, AC RESURFACING AND DIG OUTS	NATL HIGHWAY SYS - STEA03	($629,921)	$0

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Contra Costa	P004(130)	CC CO-VAR LOCATIONS--WILLOW AVE-OAKLEY RD O/C, INSTALL TOS AT 13 LOCATIONS	NATL HIGHWAY SYS - STEA03	$0	($2,036,190)
Contra Costa	P004(131)	SR 4 E LOVERIDGE TO SOMERSVILLE, WIDEN TO 8 LANES	NHS- NATL HIGHWAY SYS	$8,807,291	($7,876,853)
Contra Costa	P024(025)	ON ROUTE 24 IN CONTRA COSTA COUNTY IN LAFAYET, INTERCHANGE MODIFICATIONS	EQUITY BONUS LIMITATION	$134,639	$0
Contra Costa	P024(026)	WALNUT CREEK ON ROUTE 680 AND ROUTE 24, REPLACEMENT HIGHWAY PLANTING	NATL HIGHWAY SYS - TEA21	$33,903	$0
Contra Costa	P024(029)	RT 24 FROM CALDECOTT TUNNEL TO EL CURTOLA O/C, ROADWAY REHABILITATION	NHS- NATL HIGHWAY SYS	$36,293,099	($43,930,799)
Marin	35L6(004)	MARIN CO. 3.5 KM S/O TOMALES-PETALUMA RD, REPAIR STORM DAMAGE	EMER RELIEF-OTHER	$37,446	$0
Marin	3738(003)	MRN CO;SR-101;PM 23.9;S/O MRN/SON COUNTY LN, EMERGENCY OPENING STORM DAMAGE	EMER RELIEF-FED AID-OTHER	($6,517)	$0
Marin	4331(001)	MARIN CO. ON I-580 AT VAR. LOCATIONS, EMERGENCY REPAIR STORM DAMAGE	SURFACE TRANSPORTATION FLEX	$0	($50,000)
Marin	4331(005)	MARIN CO. ON I-580 AT VAR. LOCATIONS, PRELIMINARY ENGINEERING	SURFACE TRANSPORTATION FLEX	$0	($22,893)
Marin	P041(105)	SONOMA AND MARIN CO. AT VARIOUS LOCATIONS, REPLACE GORE SIGNS W/OVERHEAD	SURFACE TRANSPORTATION FLEX	$0	$2,543,688
Marin	P101(603)	RT-101 FM MILLER CR INTERCH-RT 37, R/W; CONST HOV LANES & SOUNDWALL	PRIMARY-95% MATCH-PRIOR PRIM	($49,400)	$0
Marin	P101(848)	LARKSPUR/SAN RAFAEL FM LUCKY DR TO SAN PEDRO RD, HOV LANE	NHS- NATL HIGHWAY SYS	$12,381,529	$0
Marin	P101(848)	LARKSPUR/SAN RAFAEL FM LUCKY DR TO SAN PEDRO RD, HOV LANE	NATL HIGHWAY SYS - TEA21	$0	($12,239,705)
Marin	Q101(057)	IN LARKSPUR, CORTE MADERA & SAN RAFAEL, NORTHBOUND & SOUTHBOUND HOV LANES	NHS- NATL HIGHWAY SYS	$2,611,565	$0
Marin	Q101(069)	SAUSALITO/CORTE MADERA AT VARIOUS LOCATIONS, HIGHWAY PLANTING RESTORATION	NATL HIGHWAY SYS - STEA03	$0	($1,795,594)
Marin	Q101(122)	MILL VALLEY S/B OFF-RAMP TO EAST BLITHEDALE, WIDEN OFF-RAMP/CONSTRUCT SOUNDWALL	NHS- NATL HIGHWAY SYS	$5,669,939	$0
Marin	Q101(127)	SAN RAFAEL-COLEMAN PED OC TO SAN PEDRO RD UC, CONST HOV LANE AND BICYCLE LN	STP - ENHANCE - STEA03	$0	$2,153,049
Napa	27A3(004)	NAPA COUNTY E OF RUTHERFORD W OF KNOXVILLE, STORM DAMAGE REPAIR	EMER REL-FED AID-OT 2001 & SUB	$1,714	$0
Napa	3783(001)	NAP CO;SR-128;PM 4.5/34.1, CLEAN UP;RSP;TRAFFIC CONTROL	ER 2004 HURRICANES ADD'L FUND	($0)	$0
Napa	P029(081)	SR-29 IN NAPA IN YOUNTIVILLE AT MADISON ST, INSTALL SIGNAL & WIDEN RT TURN LN	STP - STATE FLEXIBLE - TEA21	$85,697	$0
Napa	P029(083)	NAPA COUNTY NEAR NAPA ON ROUTE 29, SIGNALIZE INTERSECTION	STP HAZARD ELIMINATION-TEA-21	$21,353	$0
Napa	P029(089)	NAPA - TRANCAS STREET INTERCHANGE, CONSTRUCT INTERCHANGE	SURFACE TRANSPORTATION FLEX	$1,087,173	$0
Napa	P055(048)	IN NAPA CO ON RT 12, 29, 121, 128 & 221, UPGRADE TRAFFIC BARRIER	SURFACE TRANSPORTATION FLEX	$1,882,848	$0

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Napa	P121(014)	SR121 FR SOSCOL AV-TRANCAS ST, WIDEN TO 40' RDWY RECONSTRUCTION	CONSOL PRIMARY-PL94-28 SEC 105	($165)	$0
Napa	P121(014)	SR121 FR SOSCOL AV-TRANCAS ST, WIDEN TO 40' RDWY RECONSTRUCTION	STP STATE FLEXIBLE	($2,153)	$0
Napa	P121(021)	NEAR NAPA,SONOMA COUNTY LINE TO DUHIG ROAD, REALIGN CURVE & WIDEN SHOULDER	SURFACE TRANSPORTATION FLEX	$162,010	($162,010)
San Francisco	1535(003)	CITY/CO SAN FRANCISCO RT-101 FR OCEAN AV OC, TOW TRUCK SVC (TMP)	Emergency Relief - PL 101-130 ISTEA **	($9,221)	$0
San Francisco	1574(003)	I-280/SR-101 CORRIDORS, VAR LOCS, MKT PLAN/RIDESHAR-INTER TRAFFIC	Emergency Relief - PL 101-130 ISTEA **	($5,889)	$0
San Francisco	2801(011)	S.F. SR-101/I-280, STRENGTHEN DOUBLE DECK STRUCTURE	INTERSTATE MAINTENANCE	($191,888)	$0
San Francisco	Q101(086)	RT 101 FROM VAN NESS TO LYON STREET, MODIFY TRAFFIC SIGNALS	SURFACE TRANSPORTATION FLEX	($62,897)	$0
San Mateo	000C(236)	SANTA CLARA & SAN MATEO COUNTIES, VARIOUS LOC, UPGRADE OR PROTECT TRAFFIC BARRIER	MIN GUAR-SPECIAL LIM-TEA21	$57,350	$0
San Mateo	1187(007)	SM CO.-1,IN PACIFICA, DEVIL'S SLIDE BYPASS, CONSTRUCT NEW BYPASS W/TUNNEL	Emergency Relief ISTEA **	$6,550,324	$0
San Mateo	1187(007)	SM CO.-1,IN PACIFICA, DEVIL'S SLIDE BYPASS, CONSTRUCT NEW BYPASS W/TUNNEL	ER 2004 HURRICANES ADD'L FUND	($6,550,324)	$0
San Mateo	1574(003)	I-280/SR-101 CORRIDORS, VAR LOCS, MKT PLAN/RIDESHAR-INTER TRAFFIC	Emergency Relief - PL 101-130 ISTEA **	($4,632)	$0
San Mateo	2801(108)	HILLSBORO N/O HAYNE RD-S/O TROUSDALE DRIVE UC, INSTALL METAL BEAM GUARD RAIL	INTERSTATE MAINTENANCE	$1,119	$0
San Mateo	2801(110)	SC CO LINE TO LARKSPUR DR. UC IN MILLBRAE, UPGRADE METAL BEAM BARRIER	INTERSTATE MAINTENANCE	$19,620,995	$0
San Mateo	2801(110)	SC CO LINE TO LARKSPUR DR. UC IN MILLBRAE, UPGRADE METAL BEAM BARRIER	INTERSTATE MAINTENANCE STEA03	$0	($22,802,853)
San Mateo	2801(111)	VAR LOC FR 280/92 SEP TO JUNIPERO SERRA BRIDG, GRIND/REPLACE PCC SLAB	INTERSTATE MAINTENANCE	$21,060,651	$0
San Mateo	2801(716)	FR SR 1 - SAN FRANCISCO CO LINE, PE, IRRIGATION UPGRADE	INTERSTATE 4R 23 USC 104	($39,006)	$0
San Mateo	3500(005)	SAN MATEO CO/VARIOUS NON-INTERSTATE LOCATIONS, STORM DAMAGE	EMER REL-FED AID-OT 2001 & SUB	$458	$0
San Mateo	35D7(004)	IN SM CO. IN & NEAR WOODSTOCK AT VAR. LOC., STORM DAMAGE REPAIR, RECONSTRUCTION	EMER REL-FED AID-OT 2001 & SUB	$468	$0
San Mateo	35K3(004)	IN SAN MATEO COUNTY NEAR WOODSIDE, CONSTRUCT SECANT WALL	EMER REL-FED AID-OT 2001 & SUB	($94,245)	$0
San Mateo	35K8(004)	SM CO;NR PACIFICA;6KM-5KM S/O LINDA MAR BLVD., STORM DAMAGE REPAIR	EMER RELIEF-FED AID-OTHER	($0)	$0
San Mateo	35L1(004)	NEAR LA HONDA @ 7.7KM W/O SR 35, STORM DAMAGE REPAIR	EMER RELIEF-OTHER	$1,457	$0
San Mateo	43B8(004)	SAN MATEO COUNTY ON 280, REPLACE DRAINAGE SYSTEM	INTERSTATE MAINTENANCE	$0	$669,216
San Mateo	43D0(004)	ON ROUTE 84 NEAR LA HONDA, CONSTRUCT RETAINING WALL-REPAIR	SURFACE TRANSPORTATION FLEX	$0	$1,931,562

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
San Mateo	P101(923)	SAN MATEO CNTY IN SAN CARLOS ON SR-101, REPLACE REINFORCED CONCRETE	NATL HIGHWAY SYS - TEA21	$243,939	$0
San Mateo	Q101(029)	SAN MATEO ON RTE 101 AT SAN MATEO CREEK, IMPROVE DRAINAGE CAPACITY	NATL HIGHWAY SYS - STEA03	($58,666)	$0
San Mateo	Q101(124)	SF FROM 0.7 KM N/O CANDLESTICK PARK TO RT 80, REPLACE PCC PAVEMENT	NHS- NATL HIGHWAY SYS	$0	$8,862,516
San Mateo	S082(007)	SR-82 IN SM CO IN SAN MATEO-41ST AVE/27TH AVE, MODIFY AND INTERCONNECT TRAFFIC SIGNALS	STP - STATE FLEXIBLE - STEA03	$28,461	$0
San Mateo	S082(015)	EL CAMINO REAL-MENLO PARK TO MILLBRAE, INTERCNNECT EXSTING TRAFFIC SIGNALS	STP - STATE FLEXIBLE - STEA03	$0	$5,395,191
San Mateo	S084(030)	NEAR WOODSIDE AT 2.4 KM SOUTH OF RTE 35/84, SLIDE REPAIR	STP <200K - STEA03	($481,666)	$0
Santa Clara	000C(267)	IN SCL/SM CO. AT VARIOUS LOCATIONS, INSTALL MISSION BELL MARKERS	STP - ENHANCE - STEA03	($1)	$0
Santa Clara	2801(104)	SAN JOSE FRM LINCOLN AVE U/C TO LEIGH AVE O/C, REMOVE TEMP&INSTALL CONCRETE BARRIER	INTERSTATE MAINTENANCE - TEA21	$8	$0
Santa Clara	2801(109)	IN SAN JOSE FROM 280/680/101 TO BIRD AVE O/C, ASPHALT CONCRETE RESURFACING	INTERSTATE MAINTENANCE	($1,540,991)	$0
Santa Clara	2801(113)	VAR. LOCATIONS FROM RT 680/101 TO ALPINE_RD., UPGRADE METAL TO CONCRETE BARRIER	INTERSTATE MAINTENANCE	$0	$14,214,979
Santa Clara	2911(001)	VAR RTS & LOCS IN SANTA CLARA CO., REM.SLIDES,REP S/OUTS & DRAINAGE	ER-EARTHQUAKE, OTHER DISASTERS	($367,369)	$0
Santa Clara	2927(006)	IN SANTA CRUZ CO ON RTE 129 AT PM 7.2, RESTORATION	ER-EARTHQUAKE, OTHER DISASTERS	($64,175)	$0
Santa Clara	35I1(004)	IN SARATOGA AT .6 KM EAST OF PIERCE ROAD, STORM DAMAGE REPAIR	EMER REL-FED AID-OT 2001 & SUB	($16,619)	$0
Santa Clara	6801(061)	SC CO RT 280/680/101 SEPARATION-ALA CO LINE, CAPITAL PREVENTIVE MAINTENANCE	INTERSTATE MAINTENANCE STEA03	($1,254,693)	$0
Santa Clara	6801(061)	SC CO RT 280/680/101 SEPARATION-ALA CO LINE, CAPITAL PREVENTIVE MAINTENANCE	INTERSTATE MAINTENANCE	($3,496,581)	$0
Santa Clara	8801(048)	SAN JOSE ON I-880 AT BROKAW RD/COYOTE CREEK, REPLACE BRIDGE (SCOUR)	BR REPL - 65% ON SYS - STEA03	$3,478,308	$0
Santa Clara	8801(051)	SANTA CLARA COUNTY AT ROUTE 237/880 I/C, CONSTRUCT HOV CONNECTOR RAMP	NHS- NATL HIGHWAY SYS	$1,210,016	$0
Santa Clara	8801(054)	IN SANTA CLARA COUNTY ON I-880, CONSTRUCT I/C AND WIDEN 880	INTERSTATE MAINTENANCE STEA03	$5,494,457	$0
Santa Clara	8801(054)	IN SANTA CLARA COUNTY ON I-880, CONSTRUCT I/C AND WIDEN 880	INTERSTATE MAINTENANCE - TEA21	$2,680,663	($4,621,281)
Santa Clara	8801(054)	IN SANTA CLARA COUNTY ON I-880, CONSTRUCT I/C AND WIDEN 880	INTERSTATE MAINTENANCE	$1,940,618	$0
Santa Clara	P025(020)	SANTA CLARA AND SAN BENITO COUNTIES, INSTALL SOFT MEDIAN BARRIER	STP <5K POP - TEA21	$1,230	$0
Santa Clara	P025(024)	SAN BENITO & SANTA CLARA COUNTIES, INSTALL SOFT MEDIAN BARRIERS	SURFACE TRANSPORTATION FLEX	($166,936)	$0
Santa Clara	P085(043)	SUNNYVALE ON BORREGAS AVE AT HWY 101/RT 237, CONSTRUCT BRIDGES FOR PEDESTRIANS	STP- ENHANCEMENT	$0	$3,767,036

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Santa Clara	P101(955)	SAN JOSE AT CAPITOL EXPRESSWAY OC & TULLY RD, REHABILITATE ROADWAY	NATL HIGHWAY SYS - TEA21	$932	$0
Santa Clara	P101(961)	SANTA CLARA COUNTY IN SANATA CLARA ON ROUTE 1, HIGHWAY PLANTING	MIN GUAR-SPECIAL LIM-TEA21	($415)	$0
Santa Clara	P101(962)	SANTA CLARA, SUNNYVALE & SAN JOSE, REHABILITATE RAMPS	NATL HIGHWAY SYS - TEA21	($57)	$0
Santa Clara	P152(068)	NEAR GILROY, SR-152 FR PRUNEDALE AV TO RT 156, CONSTRUCT TRUCK CLIMBING LANES	NHS- NATL HIGHWAY SYS	$309,855	$0
Santa Clara	P152(068)	NEAR GILROY, SR-152 FR PRUNEDALE AV TO RT 156, CONSTRUCT TRUCK CLIMBING LANES	NATL HIGHWAY SYS - STEA03	$0	($309,855)
Santa Clara	P152(070)	RT 152 SANTA CLARA COUNTY, CONSTRUCT TRUCK CLIMBING LANES	NHS- NATL HIGHWAY SYS	$0	$3,350,347
Santa Clara	Q101(059)	US 101 FROM SR 87 TO TRIMBLE RD IN SAN JOSE, AUXILIARY LN & MODIFY INTERCHANGE	EQUITY BONUS LIMITATION	$119,073	$0
Santa Clara	Q101(059)	US 101 FROM SR 87 TO TRIMBLE RD IN SAN JOSE, AUXILIARY LN & MODIFY INTERCHANGE	STP - STATE FLEXIBLE - TEA21	$0	($119,073)
Santa Clara	Q101(060)	IN GILROY & MORGAN HILL NR SAN BENITO CO LINE, AC SURFACING AND SLAB REPLACEMENT	NATL HIGHWAY SYS - STEA03	($2,964,469)	$0
Santa Clara	S085(041)	SAN JOSE TO CUPERTINO AT VARIOUS LOCATIONS, ROADWAY PROTECTIVE BETTERMENT	STP - STATE FLEXIBLE - STEA03	$6,165,742	($6,619,654)
Santa Clara	S087(015)	ON SR-87 IN SANTA CLARA COUNTY IN SAN JOSE, CONSTRUCT DETOUR	MIN GUAR-SPECIAL LIM-TEA21	($46,898)	$0
Santa Clara	S087(016)	SANTA CLARA COUNTY IN SAN JOSE NORTH OF I-880, RIPARIAN GRADING, EMBANKMENT	NHS- NATL HIGHWAY SYS	$198,534	$0
Santa Clara	S087(021)	SAN JOSE, BETWEEN I280 TO US101, FREEWAY, STRUCTURES, INTERCHANGE	NATL HIGHWAY SYS - STEA03	($311,909)	$0
Santa Clara	S087(023)	SAN JOSE,N OF MISSION ST TO N OF SONORA ST, UPGRADE 4 LANE HIGHWAY TO 6 LANES	NHS- NATL HIGHWAY SYS	$1,424,977	$0
Santa Clara	S087(023)	SAN JOSE,N OF MISSION ST TO N OF SONORA ST, UPGRADE 4 LANE HIGHWAY TO 6 LANES	NATL HIGHWAY SYS - TEA21	$0	($1,424,977)
Solano	000C(194)	SR-121,92,152,12 IN SON,SM,SCL,SOL CO VARIOUS, APPLY PROFILE THERMOPLASTIC	100% SAFETY	($219,796)	$0
Solano	0802(088)	IN AND NEAR FAIRFIELD, STABILIZE LANDSLIDE-PHASE 1	INTERSTATE MAINTENANCE	$117,014	$0
Solano	0802(088)	IN AND NEAR FAIRFIELD, STABILIZE LANDSLIDE-PHASE 1	INTERSTATE MAINTENANCE - TEA21	($1)	$0
Solano	0802(338)	FAIRFIELD @ AIR BASE PARKWAY OC, CONCRETE BARRIER & OVERHEAD	INTERSTATE MAINTENANCE - TEA21	$409	$0
Solano	0802(339)	VALLEJO, EAST OF TOLL PLAZA TO REDWOOD ST OC, REHABILITATE ROADWAY	INTERSTATE MAINTENANCE - TEA21	$864,096	$0
Solano	0802(345)	VARIOUS LOCATIONS W/O W TEXAS STREET U/C, UPGRADE EXISTING MEDIAN BARRIER	INTERSTATE MAINTENANCE	($3,772,900)	$0
Solano	0802(348)	FAIRFIELD E/O LYNCH RD TO W/O RED TOP RD, STABILIZE LANDSLIDE	INTERSTATE MAINTENANCE	$4,770,732	$0
Solano	0802(348)	FAIRFIELD E/O LYNCH RD TO W/O RED TOP RD, STABILIZE LANDSLIDE	INTERSTATE MAINTENANCE STEA03	$0	($4,770,732)

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Solano	0802(350)	IN VALLEJO @ HUNTER HILL SAFETY REST AREA, RESTORE ROADSIDE REST AREA	INTERSTATE MAINTENANCE	$0	$7,946,979
Solano	0802(352)	VALLEJO-TENNESSEE ST TO AMERICAN CANYON ROAD, REHABILITATE ROADWAY	INTERSTATE MAINTENANCE	$0	$35,605,895
Solano	33E8(004)	NR CORDELIA 2.0 KM W/O RT 12/80 SEPARATION, REPAIR ROCK SLIDE	EMER RELIEF-FED AID-OTHER	$0	$0
Solano	43D1(004)	ON ROUTE 12 AT PM 2.02, REGRADE SLOPE CONSTRUCT DRAINAGE	SURFACE TRANSPORTATION FLEX	$0	$227,539
Solano	7802(351)	BENICIA ON ROUTE 780 FROM ROUTE 680 TO E 5TH., REHABILITATE ROADWAY	INTERSTATE MAINTENANCE	$0	$5,228,355
Solano	P012(091)	NEAR SUISUN FROM NAPA CNTY LINE TO 12/80 SEP, INSTALL RAISED PROFILE STRIP	STP - STATE FLEXIBLE - STEA03	$291	$0
Solano	P012(093)	FAIRFIELD/SUISUN CITY-RT 12 W/O CHADBOURNE RD, ASPHALT CONCRETE RESURFACING	STP - STATE FLEXIBLE - STEA03	$0	($6,293,812)
Solano	P012(096)	FAIRFIELD/SUISUN CITY-RT 12 W/O CHADBOURNE RD, ASPHALT CONCRETE RESURFACING	SURFACE TRANSPORTATION FLEX	$0	$8,914,745
Solano	P012(098)	ROUTE 12 NEAR THE INTERSECTION OF RED TOP RD, TRUCK CLIMBING LANE	SURFACE TRANSPORTATION FLEX	$0	$8,929,582
Solano	P037(096)	IN VALLEJO ALONG ROUTE 37, ROUTE WIDENING	NHS- NATL HIGHWAY SYS	$3,148,328	$0
Solano	P037(096)	IN VALLEJO ALONG ROUTE 37, ROUTE WIDENING	NATL HIGHWAY SYS - STEA03	$1	$0
Solano	P113(025)	NEAR RIO VISTA AT ROUND HILL CREEK BRIDGE, REPLACE BRIDGE (SCOUR)	STP STATE FLEXIBLE	($4)	$0
Solano	P113(026)	IN AND NEAR DIXON, ROADWAY REHABILITATION	STP <5K POP - TEA21	($1,381,867)	$0
Sonoma	2356(001)	RTE 1 @ PM 21.67 @ JENNER, REPAIR SLIPOUT	E.R. Non-Federally Owned Roads ISTEA **	($9,500)	$0
Sonoma	33D1(004)	IN SONOMA COUNTY ON ROUTE 1, NORTH THE TOWN J, REPAIR OF SLIPOUT BY CONST.	EMER RELIEF - OTHER	($104,037)	$0
Sonoma	35J8(004)	ON ROUTE 1 ABOUT 5.1 MILES NORTH OF JENNER, STORM DAMAGE REPAIR	EMER REL-FED AID-OT 2001 & SUB	($97,118)	$0
Sonoma	35K4(004)	NEAR CLOVERDALE, STORM DAMAGE RESTORATION	EMER REL-FED AID-OT 2001 & SUB	($811,339)	$0
Sonoma	35K5(004)	3 MILES NORTH OF COLEMAN GULCH, REPAIR STORM DAMAGE	EMER REL-FED AID-OT 2001 & SUB	($769,508)	$0
Sonoma	35K6(004)	SONOMA CO,NEAR PETALUMA,1.3 KM N MARIN CO LN, SLIDE REPAIR	EMER RELIEF-OTHER	($70,363)	$0
Sonoma	35L4(004)	NEAR PETALUMA @ 1.0 KM EAST OF LAKEVILLE ROAD, STORM DAMAGE RESTORATION	STP - STATE FLEXIBLE - STEA03	($1)	$0
Sonoma	43D2(004)	ON ROUTE 116 PM 45.2, REBUILD SHOULDER & ADDL DRAINAGE	SURFACE TRANSPORTATION FLEX	$0	$134,165
Sonoma	P001(444)	IN SON CO. ON RTE 1 FROM 4 KM N. OF FORT ROSS, ASPHALT CONCRETE OVERLAY	MIN GUAR-SPECIAL LIM-TEA21	($141,328)	$0
Sonoma	P001(474)	ON ROUTE 1 ABOUT 5.1 MILES NORTH OF JENNER, STORM DAMAGE REPAIR	STP - STATE FLEXIBLE - TEA21	$2,309	$0
Sonoma	P012(057)	NR KENWOOD, FR SONOMA CREEK TO BOYLES BLVD, AC OVERLAY, SHLDR WDNG	SURFACE TRANSPORTATION FLEX	$105,878	$0

Table 3: State-Managed Highway Obligations, FFY 2006-07

County	Project ID	Description	Funding Source Title	Obligation Amount	AC Amount
Sonoma	P012(085)	SONOMA COUNTY FROM LLANO RD TO RTE 101, GRIND PCC PAVEMENT & AC SURFACE	STP - STATE FLEXIBLE - TEA21	($0)	$0
Sonoma	P012(087)	SONOMA COUNTY AT AND NEAR GLEN ELLEN, OVERLAY AND SHOULDER BACKING	MIN GUAR-SPECIAL LIM-TEA21	$46	$0
Sonoma	P012(090)	SONOMA COUNTY AT AND NEAR GLEN ELLEN, AC OVERLAY SHOULDER BACKING	STP - STATE FLEXIBLE - STEA03	$3,332,146	$0
Sonoma	P012(090)	SONOMA COUNTY AT AND NEAR GLEN ELLEN, AC OVERLAY SHOULDER BACKING	STP - STATE FLEXIBLE - TEA21	$737,060	($1,118,748)
Sonoma	P012(090)	SONOMA COUNTY AT AND NEAR GLEN ELLEN, AC OVERLAY SHOULDER BACKING	INTERSTATE MAINTENANCE STEA03	($1,666,073)	$0
Sonoma	P012(092)	SONOMA COUNTY IN SONOMA ON BROADWAY (SR 12), VISUAL ENHANCEMENT LIGHTING	STP - ENHANCE - TEA21	($4,159)	$0
Sonoma	P012(094)	GLEN ELLEN @ THE I/S OF SR 12 AND ARNOLD DR., INSTALL TRAFFIC SIGNALS	SURFACE TRANSPORTATION FLEX	($32,104)	$0
Sonoma	P037(069)	IN SONOMA COUNTY NEAR NOVATO FROM 0.5 KM E MA, ASPHALT CONCRETE SURFACING	NATL HIGHWAY SYS - TEA21	$174	$0
Sonoma	P037(124)	0.7 KM E/O MARIN/SON CO LINE TO W/O HWY 121, CONSTRUCT MEDIAN BARRIER	STP - STATE FLEXIBLE - STEA03	($163,430)	$0
Sonoma	P097(033)	SONOMA AND MARIN CO. AT VARIOUS LOCATIONS, REPLACE GORE SIGNS W/OVERHEAD	SURFACE TRANSPORTATION FLEX	$0	$2,543,688
Sonoma	P101(916)	SR-101 IN SON CO-S CLOVERDALE BL/RTE128/101 S, HIGHWAY PLANTING AND IRRIGATION	REDISTRIB OF CERTAIN AUTHORIZE	$178,134	$0
Sonoma	P101(993)	HEALDSBURG AT CHIQUITA ROAD UNDERCROSSING, INSTALL BARRIER RAILINGS	STP - RURAL AREAS <5,000	$360,740	$0
Sonoma	P101(993)	HEALDSBURG AT CHIQUITA ROAD UNDERCROSSING, INSTALL BARRIER RAILINGS	STP HAZ ELMIN PR.A/C	$0	($438,150)
Sonoma	P116(040)	NR SCHELVILLE-2.5 MI W/O ADOBE RD TO RT. 121, ASPHALT CONCRETE SURFACING	STP <200K - STEA03	($513,407)	$0
Sonoma	P116(041)	STATE HWY 116 NEAR PETALUMA, REALIGN VERTICAL & HORIZONTAL	SURFACE TRANSPORTATION FLEX	$2,895,028	($2,895,028)
Sonoma	Q101(058)	FR PETALUMA RVR BR TO 0.2 KM N/O 101/116 SEP, REPLACE BRIDGE/IMPROVE ON RAMPS	NHS- NATL HIGHWAY SYS	$4,760,899	$0
Sonoma	X097(031)	IN AND NEAR ROHNERT PARK AND SANTA ROSA, ROUTE WIDENING FOR HOV LANES	MIN GUAR-SPECIAL LIM-TEA21	($807,419)	$0
Sonoma	X097(031)	IN AND NEAR ROHNERT PARK AND SANTA ROSA, ROUTE WIDENING FOR HOV LANES	STP HAZARD ELIMINATION-STEA03	($1,318,607)	$0
Various	000C(249)	SAN MATEO & SONOMA COUNTIES, PARK AND RIDE	STP - STATE FLEXIBLE - TEA21	$34,347	$0
			Total	**$291,218,474**	

APPENDIX A – 23

Fund Code Description

2009 TIP
Fund Code Description

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
1064-T2-FERRY-D	Section 1064 - Ferry Boat Discretionary (TEA21)	1064	Federal
1064-T3-FERRY-D	Section 1064 - SAFETEA - Ferry Boat Discretionary	1064	Federal
1064-T3-FERRY-D-UPP	Section 1064 - SAFETEA - Ferry Boat Discretionary - Urban Partnership Program	1064	Federal
5208-T2-ITS	Section 5208 - Intelligent Transportation System (TEA21)	5208	Federal
5208-T3-ITS	Section 5208 - Intelligent Transportation System Integration (SAFETEA)	5208	Federal
5208-T3-ITS-UPP	Section 5208 - Intelligent Transportation System - Urban Partnership Program (SAFETEA)	5208	Federal
5303-T2-MP	Metropolitan Planning Program (TEA21)	5303	Federal
5303-T3-MP	Metropolitan Planning Program (SAFETEA)	5303	Federal
5307-T2-CAP	Urbanized Area Formula Program - Capital (TEA21)	5307	Federal
5307-T2-CAP-ANT	Urbanized Area Formula Program - Capital - Antioch Share (TEA21)	5307	Federal
5307-T2-CAP-CON	Urbanized Area Formula Program - Capital - Concord Share (TEA21)	5307	Federal
5307-T2-CAP-FAI	Urbanized Area Formula Program - Capital - Fairfield Share (TEA21)	5307	Federal
5307-T2-CAP-GMH	Urbanized Area Formula Program - Capital - Gilroy/Morgan Hill Share (TEA21)	5307	Federal
5307-T2-CAP-LIV	Urbanized Area Formula Program - Capital - Livermore Share (TEA21)	5307	Federal
5307-T2-CAP-NAP	Urbanized Area Formula Program - Capital - Napa Share (TEA21)	5307	Federal
5307-T2-CAP-PET	Urbanized Area Formula Program - Capital - Petaluma Share (TEA21)	5307	Federal
5307-T2-CAP-REG	Urbanized Area Formula Program - Capital - Regional Share (TEA21)	5307	Federal
5307-T2-CAP-SFO	Urbanized Area Formula Program - Capital - San Francisco/Oakland Share (TEA21)	5307	Federal
5307-T2-CAP-SJO	Urbanized Area Formula Program - Capital - San Jose Share (TEA21)	5307	Federal
5307-T2-CAP-SR	Urbanized Area Formula Program - Capital - Santa Rosa Share (TEA21)	5307	Federal
5307-T2-CAP-VAC	Urbanized Area Formula Program - Capital - Vacaville Share (TEA21)	5307	Federal
5307-T2-CAP-VAL	Urbanized Area Formula Program - Capital - Vallejo Share (TEA21)	5307	Federal
5307-T2-ENH	Urbanized Area Formula Program - Transit Enhancements (TEA21)	5307	Federal
5307-T2-ENH-ANT	Urbanized Area Formula Program - Transit Enhancements - Antioch Share (TEA21)	5307	Federal
5307-T2-ENH-CON	Urbanized Area Formula Program - Transit Enhancements - Concord Share (TEA21)	5307	Federal
5307-T2-ENH-FAI	Urbanized Area Formula Program - Transit Enhancements - Fairfield Share (TEA21)	5307	Federal
5307-T2-ENH-GMH	Urbanized Area Formula Program - Transit Enhancements - Gilroy/Morgan Hill Share (TEA21)	5307	Federal
5307-T2-ENH-LIV	Urbanized Area Formula Program - Transit Enhancements - Livermore Share (TEA21)	5307	Federal
5307-T2-ENH-NAP	Urbanized Area Formula Program - Transit Enhancements - Napa Share (TEA21)	5307	Federal
5307-T2-ENH-PET	Urbanized Area Formula Program - Transit Enhancements - Petaluma Share (TEA21)	5307	Federal
5307-T2-ENH-REG	Urbanized Area Formula Program - Transit Enhancements - Regional Share (TEA21)	5307	Federal
5307-T2-ENH-SFO	Urbanized Area Formula Program - Transit Enhancements - San Francisco/Oakland Share (TEA21)	5307	Federal
5307-T2-ENH-SJO	Urbanized Area Formula Program - Transit Enhancements - San Jose Share (TEA21)	5307	Federal
5307-T2-ENH-SR	Urbanized Area Formula Program - Transit Enhancements - Santa Rosa Share (TEA21)	5307	Federal
5307-T2-ENH-VAC	Urbanized Area Formula Program - Transit Enhancements - Vacaville Share (TEA21)	5307	Federal
5307-T2-ENH-VAL	Urbanized Area Formula Program - Transit Enhancements - Vallejo Share (TEA21)	5307	Federal
5307-T2-OP	Urbanized Area Formula Program - Operating Share (TEA21)	5307	Federal
5307-T2-OP-ANT	Urbanized Area Formula Program - Operating - Antioch Share (TEA21)	5307	Federal
5307-T2-OP-CON	Urbanized Area Formula Program - Operating - Concord Share (TEA21)	5307	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
5307-T2-OP-FAI	Urbanized Area Formula Program - Operating - Fairfield Share (TEA21)	5307	Federal
5307-T2-OP-GMH	Urbanized Area Formula Program - Operating - Gilroy/Morgan Hill Share (TEA21)	5307	Federal
5307-T2-OP-LIV	Urbanized Area Formula Program - Operating - Livermore Share (TEA21)	5307	Federal
5307-T2-OP-NAP	Urbanized Area Formula Program - Operating - Napa Share (TEA21)	5307	Federal
5307-T2-OP-PET	Urbanized Area Formula Program - Operating - Petaluma Share (TEA21)	5307	Federal
5307-T2-OP-REG	Urbanized Area Formula Program - Operating - Regional Share (TEA21)	5307	Federal
5307-T2-OP-SFO	Urbanized Area Formula Program - Operating - San Francisco/Oakland Share (TEA21)	5307	Federal
5307-T2-OP-SJO	Urbanized Area Formula Program - Operating - San Jose Share (TEA21)	5307	Federal
5307-T2-OP-SR	Urbanized Area Formula Program - Operating - Santa Rosa Share (TEA21)	5307	Federal
5307-T2-OP-VAC	Urbanized Area Formula Program - Operating - Vacaville Share (TEA21)	5307	Federal
5307-T2-OP-VAL	Urbanized Area Formula Program - Operating - Vallejo Share (TEA21)	5307	Federal
5307-T3-CAP	Urbanized Area Formula Program - Capital (SAFETEA)	5307	Federal
5307-T3-CAP-ANT	Urbanized Area Formula Program - Capital - Antioch Share (SAFETEA)	5307	Federal
5307-T3-CAP-CON	Urbanized Area Formula Program - Capital - Concord Share (SAFETEA)	5307	Federal
5307-T3-CAP-FAI	Urbanized Area Formula Program - Capital - Fairfield Share (SAFETEA)	5307	Federal
5307-T3-CAP-GMH	Urbanized Area Formula Program - Capital - Gilroy/Morgan Hill Share (SAFETEA)	5307	Federal
5307-T3-CAP-LIV	Urbanized Area Formula Program - Capital - Livermore Share (SAFETEA)	5307	Federal
5307-T3-CAP-NAP	Urbanized Area Formula Program - Capital - Napa Share (SAFETEA)	5307	Federal
5307-T3-CAP-PET	Urbanized Area Formula Program - Capital - Petaluma Share (SAFETEA)	5307	Federal
5307-T3-CAP-REG	Urbanized Area Formula Program - Capital - Regional Share (SAFETEA)	5307	Federal
5307-T3-CAP-SFO	Urbanized Area Formula Program - Capital - San Francisco/Oakland Share (SAFETEA)	5307	Federal
5307-T3-CAP-SJO	Urbanized Area Formula Program - Capital - San Jose Share (SAFETEA)	5307	Federal
5307-T3-CAP-SR	Urbanized Area Formula Program - Capital - Santa Rosa Share (SAFETEA)	5307	Federal
5307-T3-CAP-VAC	Urbanized Area Formula Program - Capital - Vacaville Share (SAFETEA)	5307	Federal
5307-T3-CAP-VAL	Urbanized Area Formula Program - Capital - Vallejo Share (SAFETEA)	5307	Federal
5307-T3-ENH	Urbanized Area Formula Program - Transit Enhancements (SAFETEA)	5307	Federal
5307-T3-ENH-ANT	Urbanized Area Formula Program - Transit Enhancements - Antioch Share (SAFETEA)	5307	Federal
5307-T3-ENH-CON	Urbanized Area Formula Program - Transit Enhancements - Concord Share (SAFETEA)	5307	Federal
5307-T3-ENH-FAI	Urbanized Area Formula Program - Transit Enhancements - Fairfield Share (SAFETEA)	5307	Federal
5307-T3-ENH-GMH	Urbanized Area Formula Program - Transit Enhancements - Gilroy/Morgan Hill Share (SAFETEA)	5307	Federal
5307-T3-ENH-LIV	Urbanized Area Formula Program - Transit Enhancements - Livermore Share (SAFETEA)	5307	Federal
5307-T3-ENH-NAP	Urbanized Area Formula Program - Transit Enhancements - Napa Share (SAFETEA)	5307	Federal
5307-T3-ENH-PET	Urbanized Area Formula Program - Transit Enhancements - Petaluma Share (SAFETEA)	5307	Federal
5307-T3-ENH-REG	Urbanized Area Formula Program - Transit Enhancements - Regional Share (SAFETEA)	5307	Federal
5307-T3-ENH-SFO	Urbanized Area Formula Program - Transit Enhancements - San Francisco/Oakland Share (SAFETEA)	5307	Federal
5307-T3-ENH-SJO	Urbanized Area Formula Program - Transit Enhancements - San Jose Share (SAFETEA)	5307	Federal
5307-T3-ENH-SR	Urbanized Area Formula Program - Transit Enhancements - Santa Rosa Share (SAFETEA)	5307	Federal
5307-T3-ENH-VAC	Urbanized Area Formula Program - Transit Enhancements - Vacaville Share (SAFETEA)	5307	Federal
5307-T3-ENH-VAL	Urbanized Area Formula Program - Transit Enhancements - Vallejo Share (SAFETEA)	5307	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
5307-T3-OP	Urbanized Area Formula Program - Operating (SAFETEA)	5307	Federal
5307-T3-OP-ANT	Urbanized Area Formula Program - Operating - Antioch Share (SAFETEA)	5307	Federal
5307-T3-OP-CON	Urbanized Area Formula Program - Operating - Concord Share (SAFETEA)	5307	Federal
5307-T3-OP-FAI	Urbanized Area Formula Program - Operating - Fairfield Share (SAFETEA)	5307	Federal
5307-T3-OP-GMH	Urbanized Area Formula Program - Operating - Gilroy/Morgan Hill Share (SAFETEA)	5307	Federal
5307-T3-OP-LIV	Urbanized Area Formula Program - Operating - Livermore Share (SAFETEA)	5307	Federal
5307-T3-OP-NAP	Urbanized Area Formula Program - Operating - Napa Share (SAFETEA)	5307	Federal
5307-T3-OP-PET	Urbanized Area Formula Program - Operating - Petaluma Share (SAFETEA)	5307	Federal
5307-T3-OP-REG	Urbanized Area Formula Program - Operating - Regional Share (SAFETEA)	5307	Federal
5307-T3-OP-SFO	Urbanized Area Formula Program - Operating - San Francisco/Oakland Share (SAFETEA)	5307	Federal
5307-T3-OP-SJO	Urbanized Area Formula Program - Operating - San Jose Share (SAFETEA)	5307	Federal
5307-T3-OP-SR	Urbanized Area Formula Program - Operating - Santa Rosa Share (SAFETEA)	5307	Federal
5307-T3-OP-VAC	Urbanized Area Formula Program - Operating - Vacaville Share (SAFETEA)	5307	Federal
5307-T3-OP-VAL	Urbanized Area Formula Program - Operating - Vallejo Share (SAFETEA)	5307	Federal
5308-T2-ITS	Section 5308 - Intelligent Transportation System (TEA21)	5308	Federal
5308-T3-ITS	Section 5308 - SAFETEA - Intelligent Transportation System	5308	Federal
5309-T2-BUS	Bus Earmark - formerly Section 3 (TEA21)	5309	Federal
5309-T2-FG	Fixed Guideway Formula (TEA21)	5309	Federal
5309-T2-FG-ANT	Fixed Guideway Formula - Antioch Share (TEA21)	5309	Federal
5309-T2-FG-CON	Fixed Guideway Formula - Concord Share (TEA21)	5309	Federal
5309-T2-FG-FAI	Fixed Guideway Formula - Fairfield Share (TEA21)	5309	Federal
5309-T2-FG-GMH	Fixed Guideway Formula - Gilroy/Morgan Hill Share (TEA21)	5309	Federal
5309-T2-FG-LIV	Fixed Guideway Formula - Livermore Share (TEA21)	5309	Federal
5309-T2-FG-NAP	Fixed Guideway Formula - Napa Share (TEA21)	5309	Federal
5309-T2-FG-PET	Fixed Guideway Formula - Petaluma Share (TEA21)	5309	Federal
5309-T2-FG-REG	Fixed Guideway Formula - Regional Share (TEA21)	5309	Federal
5309-T2-FG-SFO	Fixed Guideway Formula - San Francisco/Oakland Share (TEA21)	5309	Federal
5309-T2-FG-SJO	Fixed Guideway Formula - San Jose Share (TEA21)	5309	Federal
5309-T2-FG-SR	Fixed Guideway Formula - Santa Rosa Share (TEA21)	5309	Federal
5309-T2-FG-VAC	Fixed Guideway Formula - Vacaville Share (TEA21)	5309	Federal
5309-T2-FG-VAL	Fixed Guideway Formula - Vallejo Share (TEA21)	5309	Federal
5309-T2-NRS	New Rail Starts Discretionary (TEA21)	5309	Federal
5309-T3-BUS	Bus Earmark - formerly Section 3 (SAFETEA)	5309	Federal
5309-T3-FG	Fixed Guideway Formula (SAFETEA)	5309	Federal
5309-T3-FG-ANT	Fixed Guideway Formula - Antioch Share (SAFETEA)	5309	Federal
5309-T3-FG-CON	Fixed Guideway Formula - Concord Share (SAFETEA)	5309	Federal
5309-T3-FG-FAI	Fixed Guideway Formula - Fairfield Share (SAFETEA)	5309	Federal
5309-T3-FG-GMH	Fixed Guideway Formula - Gilroy/Morgan Hill Share (SAFETEA)	5309	Federal
5309-T3-FG-LIV	Fixed Guideway Formula - Livermore Share (SAFETEA)	5309	Federal
5309-T3-FG-NAP	Fixed Guideway Formula - Napa Share (SAFETEA)	5309	Federal
5309-T3-FG-PET	Fixed Guideway Formula - Petaluma Share (SAFETEA)	5309	Federal
5309-T3-FG-REG	Fixed Guideway Formula - Regional Share (SAFETEA)	5309	Federal
5309-T3-FG-SFO	Fixed Guideway Formula - San Francisco/Oakland Share (SAFETEA)	5309	Federal
5309-T3-FG-SJO	Fixed Guideway Formula - San Jose Share (SAFETEA)	5309	Federal
5309-T3-FG-SR	Fixed Guideway Formula - Santa Rosa Share (SAFETEA)	5309	Federal
5309-T3-FG-VAC	Fixed Guideway Formula - Vacaville Share (SAFETEA)	5309	Federal
5309-T3-FG-VAL	Fixed Guideway Formula - Vallejo Share (SAFETEA)	5309	Federal
5309-T3-NRS	New Rail Starts Discretionary (SAFETEA)	5309	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
5309-T3-SS	Fixed Guideway Formula - Small Starts (SAFETEA)	5309	Federal
5309-T3-UPP	Fixed Guideway Formula - Urban Partnership Program (SAFETEA)	5309	Federal
5310-T2-EPD	Elderly and Persons with Disabilities Program (TEA21)	5310	Federal
5310-T3-EPD	Elderly and Persons with Disabilities Program (SAFETEA)	5310	Federal
5311-T2-NON-UZA	Non-Urbanized Area Formula Program (TEA21)	5311	Federal
5311-T3-NON-UZA	Non-Urbanized Area Formula Program (SAFETEA)	5311	Federal
5311F-T3-NON-UZA	Non-Urbanized Area Formula Program (SAFETEA)	5311	Federal
5313-T2-TPR	Transit Cooperative Research Program (TEA21)	5313	Federal
5313-T3-TPR	Transit Cooperative Research Program (SAFETEA)	5313	Federal
5316-T2-JARC	Job Access and Reverse Commute (TEA21)	5316	Federal
5316-T3-JARC	Job Access and Reverse Commute (SAFETEA)	5316	Federal
5316-T3-JARC-ANT	Job Access and Reverse Commute - Antioch Share (SAFETEA)	5316	Federal
5316-T3-JARC-CON	Job Access and Reverse Commute - Concord Share (SAFETEA)	5316	Federal
5316-T3-JARC-FAI	Job Access and Reverse Commute - Fairfield Share (SAFETEA)	5316	Federal
5316-T3-JARC-GMH	Job Access and Reverse Commute - Gilroy/Morgan Hill Share (SAFETEA)	5316	Federal
5316-T3-JARC-LIV	Job Access and Reverse Commute - Livermore Share (SAFETEA)	5316	Federal
5316-T3-JARC-NAP	Job Access and Reverse Commute - Napa Share (SAFETEA)	5316	Federal
5316-T3-JARC-PET	Job Access and Reverse Commute - Petaluma Share (SAFETEA)	5316	Federal
5316-T3-JARC-REG	Job Access and Reverse Commute - Regional Share (SAFETEA)	5316	Federal
5316-T3-JARC-SFO	Job Access and Reverse Commute - San Francisco/Oakland Share (SAFETEA)	5316	Federal
5316-T3-JARC-SJO	Job Access and Reverse Commute - San Jose Share (SAFETEA)	5316	Federal
5316-T3-JARC-SR	Job Access and Reverse Commute - Santa Rosa Share (SAFETEA)	5316	Federal
5316-T3-JARC-VAC	Job Access and Reverse Commute - Vacaville Share (SAFETEA)	5316	Federal
5316-T3-JARC-VAL	Job Access and Reverse Commute - Vallejo Share (SAFETEA)	5316	Federal
5317-T3-NFP	New Freedom Program (SAFETEA)	5317	Federal
5317-T3-NFP-ANT	New Freedom Program - Antioch Share (SAFETEA)	5317	Federal
5317-T3-NFP-CON	New Freedom Program - Concord Share (SAFETEA)	5317	Federal
5317-T3-NFP-FAI	New Freedom Program - Fairfield Share (SAFETEA)	5317	Federal
5317-T3-NFP-GMH	New Freedom Program - Gilroy/Morgan Hill Share (SAFETEA)	5317	Federal
5317-T3-NFP-LIV	New Freedom Program - Livermore Share (SAFETEA)	5317	Federal
5317-T3-NFP-NAP	New Freedom Program - Napa Share (SAFETEA)	5317	Federal
5317-T3-NFP-PET	New Freedom Program - Petaluma Share (SAFETEA)	5317	Federal
5317-T3-NFP-REG	New Freedom Program - Regional Share (SAFETEA)	5317	Federal
5317-T3-NFP-SFO	New Freedom Program - San Francisco/Oakland Share (SAFETEA)	5317	Federal
5317-T3-NFP-SJO	New Freedom Program - San Jose Share (SAFETEA)	5317	Federal
5317-T3-NFP-SR	New Freedom Program - Santa Rosa Share (SAFETEA)	5317	Federal
5317-T3-NFP-VAC	New Freedom Program - Vacaville Share (SAFETEA)	5317	Federal
5317-T3-NFP-VAL	New Freedom Program - Vallejo Share (SAFETEA)	5317	Federal
5339-T3	Alternatives Analysis Program (SAFETEA)	5339	Federal
AB1107-BART	AB 1107 - BART	State	State
AB1107-MTC	AB 1107 - Regional	State	State
AB1171-AB144	AB 1171 and AB 144	State	State
AC-LOCAL	Advance Construction - Local Funds	Local	Local
AC-STATE	Advance Construction - State Funds	State	State
BIA-T2	Bureau of Indian Affairs - Indian Reservation Roads (TEA21)	BIA	Federal
BLA	Bicycle Lane Account	BLA	State
BOND-RAIL	Rail Bond	State Bond	State
BOND-SEISMIC	Seismic Retrofit Bond	State Bond	State
BR	Bridge	Bridge Toll	State
BR-SEISMIC-LOC	Bridge - Seismic - Local	Local	Local
BT-664	Bridge Toll - AB 664	Bridge Toll	State
BT-RM1-2%-NBG	Bridge Toll - Regional Measure 1 - 2% - Northern Bridge Group	Bridge Toll	Regional
BT-RM1-2%-SBG	Bridge Toll - Regional Measure 1 - 2% - Southern Bridge Group	Bridge Toll	Regional
BT-RM1-5%	Bridge Toll - Regional Measure 1 - 5%	Bridge Toll	Regional
BT-RM1-BR	Bridge Toll - Regional Measure 1 - Bridge	Bridge Toll	Regional
BT-RM1-TR	Bridge Toll - Regional Measure 1 - Transit	Bridge Toll	Regional

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
BT-RM2-CAP	Bridge Toll - Regional Measure 2 - Capital	Bridge Toll	Regional
BT-RM2-LOC	Bridge Toll - Regional Measure 2 - Local	Bridge Toll	Regional
BT-RM2-OP	Bridge Toll - Regional Measure 2 - Operating	Bridge Toll	Regional
BTA	Bridge Toll Account	Bridge Toll	State
CARB	California Air Resource Board	CARB	State
CDBG-T2	Community Development Block Grant (TEA21)	CDBG	Federal
CDBG-T3	Community Development Block Grant - SAFETEA	CDBG	Federal
CMAQ-T2-FY00-CM	CMAQ - Corridor Management FY 2000 (TEA21)	CMAQ	Federal
CMAQ-T2-FY00-CS	CMAQ - Customer Service FY 2000 (TEA21)	CMAQ	Federal
CMAQ-T2-FY00-OTHER	CMAQ - Other FY 2000 (TEA21)	CMAQ	Federal
CMAQ-T2-FY00-RAB	CMAQ - RABA FY 2000 (TEA21)	CMAQ	Federal
CMAQ-T2-FY00-RE	CMAQ - Maintenance/Rehab FY 2000 (TEA21)	CMAQ	Federal
CMAQ-T2-FY00-RT	CMAQ - Regional Transit FY 2000 (TEA21)	CMAQ	Federal
CMAQ-T2-FY01-TLC	CMAQ - TLC FY 2001 (TEA21)	CMAQ	Federal
CMAQ-T2-FY02-TLC	CMAQ - TLC FY 2002 (TEA21)	CMAQ	Federal
CMAQ-T2-FY98-TLC	CMAQ - TLC FY 1998 (TEA21)	CMAQ	Federal
CMAQ-T2-FY99-38	CMAQ - TLC FY 1999 Remaining $38 million from 1st Cycle (TEA21)	CMAQ	Federal
CMAQ-T2-FY99-CSCM	CMAQ - Customer Service/Corridor Management (TEA21)	CMAQ	Federal
CMAQ-T2-FY99-RE	CMAQ - Maintenance/Rehab FY 1999 (TEA21)	CMAQ	Federal
CMAQ-T2-FY99-TLC	CMAQ - TLC FY 1998 (TEA21)	CMAQ	Federal
CMAQ-T2-SOLANO	CMAQ - Eastern Solano (TEA21)	CMAQ	Federal
CMAQ-T2-TEA21	CMAQ - (TEA 21)	CMAQ	Federal
CMAQ-T3-1-AQ	CMAQ - SAFETEA - Cycle 1 - Air Quality Strategies	CMAQ	Federal
CMAQ-T3-1-AQ-SWAP	CMAQ - SAFETEA - Cycle 1 - Air Quality Strategies - Funding exchange	CMAQ	Federal
CMAQ-T3-1-BF	CMAQ - SAFETEA - Cycle 1 - STIP/TCRP Backfill	CMAQ	Federal
CMAQ-T3-1-CMA-PL-TP	CMAQ - SAFETEA - Cycle 1 - CMA - Planning Activities - Transportation-Plus	CMAQ	Federal
CMAQ-T3-1-RO	CMAQ - SAFETEA - Cycle 1 - Regional Operations	CMAQ	Federal
CMAQ-T3-1-TROC-LIFE	CMAQ - SAFETEA - Cycle 1 - Transportation Revitalizing Our Communities - Lifeline	CMAQ	Federal
CMAQ-T3-1A-BF	CMAQ - SAFETEA - Cycle 1 Augmentation - STIP/TCRP Backfill	CMAQ	Federal
CMAQ-T3-1A-SYS-MGT	CMAQ - SAFETEA - Cycle 1 Augmentation - System - Management	CMAQ	Federal
CMAQ-T3-1A-SYS-TOS	CMAQ - SAFETEA - Cycle 1 Augmentation - System - Traffic Operations Systems	CMAQ	Federal
CMAQ-T3-2-AQ	CMAQ - SAFETEA - Cycle 2 - Air Quality Strategies	CMAQ	Federal
CMAQ-T3-2-AQ-SOL	CMAQ - SAFETEA - Cycle 2 - Air Quality - Eastern Solano	CMAQ	Federal
CMAQ-T3-2-BF	CMAQ - SAFETEA - Cycle 2 - STIP/TCRP Backfill	CMAQ	Federal
CMAQ-T3-2-RBP-REG	CMAQ - SAFETEA - Cycle 2 - Regional Bicycle/Pedestrian - Regional	CMAQ	Federal
CMAQ-T3-2-RO	CMAQ - SAFETEA - Cycle 2 - Regional Operations	CMAQ	Federal
CMAQ-T3-2-TLC-CO	CMAQ - SAFETEA - Cycle 2 - Transportation for Livable Communities - County Discretion	CMAQ	Federal
CMAQ-T3-2-TLC-HIP	CMAQ - SAFETEA - Cycle 2 - Transportation for Livable Communities - Housing Incentive Program	CMAQ	Federal
CMAQ-T3-2-TLC-REG	CMAQ - SAFETEA - Cycle 2 - Transportation for Livable Communities - Regional	CMAQ	Federal
CMAQ-T3-2-TLC-SAP	CMAQ - SAFETEA - Cycle 2 - Transportation for Livable Communities - Station Area Plans	CMAQ	Federal
CMAQ-T3-2-TROC-LIFE	CMAQ - SAFETEA - Cycle 2 - Transportation Revitalizing Our Communities - Lifeline	CMAQ	Federal
CMAQ-T3-3-AQ	CMAQ - SAFETEA - Cycle 3 - Air Quality Strategies	CMAQ	Federal
CMAQ-T3-3-AQ-SOL	CMAQ - SAFETEA - Cycle 3 - Air Quality - Eastern Solano	CMAQ	Federal
CMAQ-T3-3-BF	CMAQ - SAFETEA - Cycle 3 - STIP/TCRP Backfill	CMAQ	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
CMAQ-T3-3-LSR-SF-SWAP	CMAQ - SAFETEA - Cycle 3 - Local Streets and Roads - Rehabilitation Shortfall - Exchange	CMAQ	Federal
CMAQ-T3-3-RBP-CO	CMAQ - SAFETEA - Cycle 3 - Regional Bicycle/Pedestrian - County Discretion	CMAQ	Federal
CMAQ-T3-3-RO	CMAQ - SAFETEA - Cycle 3 - Regional Operations	CMAQ	Federal
CMAQ-T3-3-TLC-CO	CMAQ - SAFETEA - Cycle 3 - Transportation for Livable Communities - County Discretion	CMAQ	Federal
CMAQ-T3-3-TLC-HIP	CMAQ - SAFETEA - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program	CMAQ	Federal
CMAQ-T3-3-TLC-PL	CMAQ - SAFETEA - Cycle 3 - Transportation for Livable Communities - Planning Grants	CMAQ	Federal
CMAQ-T3-3-TLC-REG	CMAQ - SAFETEA - Cycle 3 - Transportation for Livable Communities - Regional	CMAQ	Federal
CMAQ-T3-3B-EXCH-3842	CMAQ - SAFETEA - Cycle 3 Bonus - Exchange - MTC Resolution 3842	CMAQ	Federal
CMAQ-T3-3B-SYS-SFTY-SWAP	CMAQ - SAFETEA - Cycle 3 Bonus - System - Safety - Exchange	CMAQ	Federal
CMAQ-T3-3B-TROC	CMAQ - SAFETEA - Cycle 3 Bonus - Transportation Revitalizing Our Communities	CMAQ	Federal
CMAQ-T3-EXCH-3731	CMAQ - SAFETEA - Cycle 3 - Exchange - MTC Resolution 3731	CMAQ	Federal
DBR-T2-RPL	Discretionary Bridge Program - Replacement	DBR	Federal
DBR-T2-SR	Discretionary Bridge Program - Seismic Retrofit	DBR	Federal
DHS-UASI	Department of Homeland Security - Urban Area Security Initiative	UASI	Federal
EARMARK-T2-DBR	Earmark - Discretionary Bridge Program (TEA21)	DBR	Federal
EARMARK-T2-DEMO	Earmark - Demonstration (TEA21)	Earmark	Federal
EARMARK-T2-HP	Earmark - High Priority (TEA21)	Earmark	Federal
EARMARK-T2-STP112	Earmark - Surface Transportation Program Section 112 (TEA21)	STP	Federal
EARMARK-T2-STP115	Earmark - Surface Transportation Program Section 115 (TEA21)	STP	Federal
EARMARK-T3-06-CIG	Earmark - FY06 - Capital Investment Grants	CIG	Federal
EARMARK-T3-06-FBFT	Earmark - FY06 - Ferry Boats and Ferry Terminals	FBFT	Federal
EARMARK-T3-06-FLP	Earmark - FY06 - Federal Lands Program	FLP	Federal
EARMARK-T3-06-STP	Earmark - FY06 - Surface Transportation Priorities	STP	Federal
EARMARK-T3-08-FBFT	Earmark - FY08 - Ferry Boats and Ferry Terminals	FBFT	Federal
EARMARK-T3-08-FLP	Earmark - FY08 - Federal Lands Program	FLP	Federal
EARMARK-T3-08-TCSP	Earmark - FY08 - Transportation Community and System Preservation	TCSP	Federal
EARMARK-T3-HBP	Earmark - SAFETEA - Highway Bridge Program	HBP	Federal
EARMARK-T3-HPP	Earmark - SAFETEA - High Priority Project	HPP	Federal
EARMARK-T3-HPP-1767	Earmark - SAFETEA - High Priority Project - Project # 1767	HPP	Federal
EARMARK-T3-HPP-2444	Earmark - SAFETEA - High Priority Project - Project # 2444	HPP	Federal
EARMARK-T3-HPP-3762	Earmark - SAFETEA - High Priority Project - Project # 3762	HPP	Federal
EARMARK-T3-HPP-3763	Earmark - SAFETEA - High Priority Project - Project # 3763	HPP	Federal
EARMARK-T3-MFI	Earmark - SAFETEA - Multimodal Facility Improvements	MFI	Federal
EARMARK-T3-NCIIP	Earmark - SAFETEA - National Corridor Infrastructure Improvement Program	NCIIP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
EARMARK-T3-NMTPP	Earmark - SAFETEA - Non-Motorized Transportation Pilot Program	NMTPP	Federal
EARMARK-T3-PNRS	Earmark - SAFETEA - Projects of National and Regional Significance	PNRS	Federal
EARMARK-T3-STP112	Earmark - SAFETEA - Surface Transportation Program Section 112	STP	Federal
EARMARK-T3-STP115	Earmark - SAFETEA - Surface Transportation Program Section 115	STP	Federal
EARMARK-T3-TI	Earmark - SAFETEA - Transportation Improvements	TI	Federal
ECCRFA	East Contra Costa Regional Fee and Financing Authority	ECCRFA	Local
EDA-T2	Economic Development Grant Act (TEA21)	EDA	Federal
ER-T2	Emergency Relief (TEA21)	ER	Federal
ER-T3	Emergency Relief (SAFETEA)	ER	Federal
ERS-T2	Emergency Relief State (TEA21)	ERS	State
FARE REVENUE	Transit Fare Revenue	Fare	Local
FAU	Federal Aid Urban (TEA21)	STP	Federal
FEMA-T2	Federal Emergency Management Agency (TEA21)	FEMA	Federal
FEMA-T3	Federal Emergency Management Agency - SAFETEA	FEMA	Federal
FHWA-D-T2	Federal Highway Administration - Discretionary (TEA21)	FHWA	Federal
FLHP-T2	Federal Lands Highway Program (TEA21)	FLHP	Federal
FLHP-T2-IRR-BIA	Federal Lands Highway Program - Indian Reservation Roads - Bureau of Indian Affairs (TEA21)	FLHP	Federal
FLHP-T2-PLH	Federal Lands Highway Program - Public Lands Highway (TEA21)	FLHP	Federal
FLHP-T3	Federal Lands Highway Program - SAFETEA	FLHP	Federal
FLHP-T3-IRR-BIA	Federal Lands Highway Program - SAFETEA - Indian Reservation Roads - Bureau of Indian Affairs	FLHP	Federal
FLHP-T3-PLH	Federal Lands Highway Program - SAFETEA - Public Lands Highway	FLHP	Federal
FLHP-T3-PLH-UPP	Federal Lands Highway Program - SAFETEA - Public Lands Highway - Urban Partnership Program	FLHP	Federal
GFSTIP-T2	GrandFathered State Transportation Improvement Program - Federal/State (TEA21)	STP	Federal
GFSTIP-T2-FY98-GF-F/ST	GrandFathered State Transportation Improvement Program - Federal/State (TEA21)	STP	Federal
GFSTIP-T2-FY98-GF-FED	GrandFathered State Transportation Improvement Program - Federal Only (TEA21)	STP	Federal
GFSTIP-T2-FY98-GF-NHS	GrandFathered State Transportation Improvement Program - National Highway System with State Match (TEA21)	NHS	Federal
GFSTIP-T2-FY98-GF-ST	GrandFathered State Transportation Improvement Program - State Only (TEA21)	SHA	State
GSA	General Service Administration	State	State
HBP-T3-L	Highway Bridge Program - SAFETEA - Local Bridge	HBP	Federal
HBP-T3-S	Highway Bridge Program - SAFETEA - State Bridge	HBP	Federal
HBRR	Highway Bridge Replacement And Rehabilitation - (TEA21)	HBRR	Federal
HBRR-S	Highway Bridge Replacement And Rehabilitation - State Bridge (TEA21)	HBRR	Federal
HRRP-T3	High Risk Rural Roads Program - SAFETEA	HRRP	Federal
HSIP-T3	Highway Safety Improvement Program - SAFETEA	HSIP	Federal
I	Interstate Construction (TEA21)	IC	Federal
IBRC	Innovative Bridge Research and Construction (TEA21)	IBRC	Federal
IIP-T2	Interregional Improvement Program - Federal/State (TEA21)	STP	Federal
IIP-T2-00-F/ST	Interregional Improvement Program - 2000 STIP - Federal/State (TEA21)	STP	Federal
IIP-T2-00-FED	Interregional Improvement Program - 2000 STIP - Federal (TEA21)	STP	Federal
IIP-T2-00-ST	Interregional Improvement Program - 2000 STIP - State (TEA21)	SHA	State
IIP-T2-02-F/ST	Interregional Improvement Program - 2002 STIP - Federal/State (TEA21)	STP	Federal
IIP-T2-02-ST	Interregional Improvement Program - 2000 STIP - State (TEA21)	SHA	State
IIP-T2-CMAQ	Interregional Improvement Program - CMAQ Substitution (TEA21)	CMAQ	Federal
IIP-T2-FY98-F/ST	Interregional Improvement Program - 1998 STIP - Federal/State (TEA21)	STP	Federal
IIP-T2-FY98-FED	Interregional Improvement Program - 1998 STIP - Federal (TEA21)	STP	Federal
IIP-T2-FY98-GF-F/ST	Interregional Improvement Program - 1998 STIP - GrandFathered - Federal/State (TEA21)	STP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
IIP-T2-FY98-NHS	Interregional Improvement Program - 1998 STIP - Federal/State (TEA21)	NHS	Federal
IIP-T2-FY98-ST	Interregional Improvement Program - 1998 STIP - State (TEA21)	SHA	State
IIP-T2-LOCAL	Interregional Improvement Program - Local Substitution (TEA21)	Local	State
IIP-T2-SJC-F/ST	Interregional Improvement Program - San Joaquin County - Federal/State (TEA21)	STP	Federal
IIP-T3-04-ST	Interregional Improvement Program - SAFETEA - 2004 STIP - State	SHA	State
IIP-T3-06-PTA	Interregional Improvement Program - SAFETEA - 2006 STIP - Public Transportation Account	PTA	State
IIP-T3-06A-PTA	Interregional Improvement Program - SAFETEA - 2006 STIP Augmentation - Public Transportation Account	PTA	State
IIP-T3-06A-ST	Interregional Improvement Program - SAFETEA - 2006 Augmentation - State	SHA	State
IIP-T3-08-ST	Interregional Improvement Program - SAFETEA - 2008 STIP - State	SHA	State
IIP-TE-T2-F/ST	Interregional Improvement Program - Transportation Enhancement - Federal/State (TEA21)	TE	Federal
IIP-TE-T3-04-F/ST	Interregional Improvement Program - Transportation Enhancement - SAFETEA - 2004 STIP - Federal/State	TE	Federal
IIP-TE-T3-06-F/ST	Interregional Improvement Program - Transportation Enhancement - SAFETEA - 2006 STIP - Federal/State	TE	Federal
IIP-TE-T3-08-F/ST	Interregional Improvement Program - Transportation Enhancement - SAFETEA - 2008 STIP - Federal/State	TE	Federal
IM	Interstate Maintenance	IM	Federal
IRR	Indian Reservation Roads	IRR	Federal
IT	Interstate Substitution	IS	Federal
LOCAL GAS	Local Gas Tax	Gas Tax	Local
MTC-REG-EXCH	MTC - Regional - Funding Exchange	Regional	Regional
NFCB	National Fuel Cell Bus	NFCB	Federal
NH-T2	National Highway System (TEA21)	NH	Federal
NHS-GARVEE	National Highway System - Grant Anticipation Revenue Vehicle - Bond	NHS	Federal
OPFUNDS	Operating Funds	Local	Local
OTHER FED	Other Federal Funds	Federal	Federal
OTHER LOCAL	Other Local Funds	Local	Local
OTHER STATE	Other State Funds	State	State
P108	Proposition 108 (1990) - Passenger Rail and Clean Air Act	State Bond	State
P116	Proposition 116 (1990) - Clean Air and Transportation Improvement Act	State Bond	State
PPPPP-T3	Public Private Partnership Pilot Program - SAFETEA	Earmark	Federal
PROP-1B-CMIA	Proposition 1B (2006) - Corridor Mobility Improvement Account	State Bond	State
PROP-1B-PTMISEA-POP	Proposition 1B (2006) - Public Transit Population Share	State Bond	State
PROP-1B-PTMISEA-REV	Proposition 1B (2006) - Public Transit Revenue Share	State Bond	State
PROP-1B-SHOPP	Proposition 1B (2006) - State Highway Operations and Protection Program	State Bond	State
PROP-1B-SLPP	Proposition 1B (2006) - State Local Partnership Program	State Bond	State
PROP-1B-TCIF	Proposition 1B (2006) - Trade Corridor Improvement Fund	State Bond	State
PROP-1B-LBSRA	Proposition 1B (2006) - Local Bridge Seismic Retrofit Account	State Bond	State
PVT	Private Developer Funds	Private	Local
RIP-T2	Regional Improvement Program (TEA21)	STP	Federal
RIP-T2-00-APD	Regional Improvement Program - 2000 STIP - Advanced Project Development (TEA21)	STP	Federal
RIP-T2-00-APD-ALA	Regional Improvement Program - 2000 STIP - Advanced Project Development - Alameda County Share (TEA21)	STP	Federal
RIP-T2-00-APD-CC	Regional Improvement Program - 2000 STIP - Advanced Project Development - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-00-APD-MRN	Regional Improvement Program - 2000 STIP - Advanced Project Development - Marin County Share (TEA21)	STP	Federal
RIP-T2-00-APD-NAP	Regional Improvement Program - 2000 STIP - Advanced Project Development - Napa County Share (TEA21)	STP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T2-00-APD-SCL	Regional Improvement Program - 2000 STIP - Advanced Project Development - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-00-APD-SF	Regional Improvement Program - 2000 STIP - Advanced Project Development - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-00-APD-SM	Regional Improvement Program - 2000 STIP - Advanced Project Development - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-00-APD-SOL	Regional Improvement Program - 2000 STIP - Advanced Project Development - Solano County Share (TEA21)	STP	Federal
RIP-T2-00-APD-SON	Regional Improvement Program - 2000 STIP - Advanced Project Development - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST	Regional Improvement Program - 2000 STIP - Federal/State (TEA21)	STP	Federal
RIP-T2-00-F/ST-ALA	Regional Improvement Program - 2000 STIP - Federal/State - Alameda County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-CC	Regional Improvement Program - 2000 STIP - Federal/State - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-MRN	Regional Improvement Program - 2000 STIP - Federal/State - Marin County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-NAP	Regional Improvement Program - 2000 STIP - Federal/State - Napa County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-SCL	Regional Improvement Program - 2000 STIP - Federal/State - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-SF	Regional Improvement Program - 2000 STIP - Federal/State - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-SM	Regional Improvement Program - 2000 STIP - Federal/State - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-SOL	Regional Improvement Program - 2000 STIP - Federal/State - Solano County Share (TEA21)	STP	Federal
RIP-T2-00-F/ST-SON	Regional Improvement Program - 2000 STIP - Federal/State - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-00-FED	Regional Improvement Program - 2000 STIP - Federal Only (TEA21)	STP	Federal
RIP-T2-00-FED-ALA	Regional Improvement Program - 2000 STIP - Federal Only - Alameda County Share (TEA21)	STP	Federal
RIP-T2-00-FED-CC	Regional Improvement Program - 2000 STIP - Federal Only - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-00-FED-MRN	Regional Improvement Program - 2000 STIP - Federal Only - Marin County Share (TEA21)	STP	Federal
RIP-T2-00-FED-NAP	Regional Improvement Program - 2000 STIP - Federal Only - Napa County Share (TEA21)	STP	Federal
RIP-T2-00-FED-SCL	Regional Improvement Program - 2000 STIP - Federal Only - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-00-FED-SF	Regional Improvement Program - 2000 STIP - Federal Only - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-00-FED-SM	Regional Improvement Program - 2000 STIP - Federal Only - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-00-FED-SOL	Regional Improvement Program - 2000 STIP - Federal Only - Solano County Share (TEA21)	STP	Federal
RIP-T2-00-FED-SON	Regional Improvement Program - 2000 STIP - Federal Only - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-00-ST	Regional Improvement Program - 2000 STIP - State Only (TEA21)	SHA	State
RIP-T2-00-ST-ALA	Regional Improvement Program - 2000 STIP - State Only - Alameda County Share (TEA21)	SHA	State
RIP-T2-00-ST-CC	Regional Improvement Program - 2000 STIP - State Only - Contra Costa County Share (TEA21)	SHA	State
RIP-T2-00-ST-MRN	Regional Improvement Program - 2000 STIP - State Only - Marin County Share (TEA21)	SHA	State
RIP-T2-00-ST-NAP	Regional Improvement Program - 2000 STIP - State Only - Napa County Share (TEA21)	SHA	State
RIP-T2-00-ST-SCL	Regional Improvement Program - 2000 STIP - State Only - Santa Clara County Share (TEA21)	SHA	State

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T2-00-ST-SF	Regional Improvement Program - 2000 STIP - State Only - San Francisco County Share (TEA21)	SHA	State
RIP-T2-00-ST-SM	Regional Improvement Program - 2000 STIP - State Only - San Mateo County Share (TEA21)	SHA	State
RIP-T2-00-ST-SOL	Regional Improvement Program - 2000 STIP - State Only - Solano County Share (TEA21)	SHA	State
RIP-T2-00-ST-SON	Regional Improvement Program - 2000 STIP - State Only - Sonoma County Share (TEA21)	SHA	State
RIP-T2-02-AB3090-F/ST	Regional Improvement Program - 2002 STIP - AB3090 - Federal/State (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-ALA	Regional Improvement Program - 2002 STIP - AB3090 - Federal/State - Alameda County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-CC	Regional Improvement Program - 2002 STIP - AB3090 - Federal/State - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-MRN	Regional Improvement Program - 2002 STIP - AB3090 - Federal/State - Marin County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-NAP	Regional Improvement Program - 2002 STIP - AB3090 - Federal/State - Napa County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-SCL	Regional Improvement Program - 2000 STIP - AB3090 - Federal/State - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-SF	Regional Improvement Program - 2000 STIP - AB3090 - Federal/State - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-SM	Regional Improvement Program - 2000 STIP - AB3090 - Federal/State - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-SOL	Regional Improvement Program - 2000 STIP - AB3090 - Federal/State - Solano County Share (TEA21)	STP	Federal
RIP-T2-02-AB3090-F/ST-SON	Regional Improvement Program - 2000 STIP - AB3090 - Federal/State - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST	Regional Improvement Program - 2002 STIP - Federal/State (TEA21)	STP	Federal
RIP-T2-02-F/ST-ALA	Regional Improvement Program - 2002 STIP - Federal/State - Alameda County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-CC	Regional Improvement Program - 2002 STIP - Federal/State - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-MRN	Regional Improvement Program - 2002 STIP - Federal/State - Marin County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-NAP	Regional Improvement Program - 2002 STIP - Federal/State - Napa County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-SCL	Regional Improvement Program - 2002 STIP - Federal/State - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-SF	Regional Improvement Program - 2002 STIP - Federal/State - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-SM	Regional Improvement Program - 2002 STIP - Federal/State - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-SOL	Regional Improvement Program - 2002 STIP - Federal/State - Solano County Share (TEA21)	STP	Federal
RIP-T2-02-F/ST-SON	Regional Improvement Program - 2002 STIP - Federal/State - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-02-FED	Regional Improvement Program - 2002 STIP - Federal Only (TEA21)	STP	Federal
RIP-T2-02-FED-ALA	Regional Improvement Program - 2002 STIP - Federal Only - Alameda County Share (TEA21)	STP	Federal
RIP-T2-02-FED-CC	Regional Improvement Program - 2002 STIP - Federal Only - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-02-FED-MRN	Regional Improvement Program - 2002 STIP - Federal Only - Marin County Share (TEA21)	STP	Federal
RIP-T2-02-FED-NAP	Regional Improvement Program - 2002 STIP - Federal Only - Napa County Share (TEA21)	STP	Federal
RIP-T2-02-FED-SCL	Regional Improvement Program - 2002 STIP - Federal Only - Santa Clara County Share (TEA21)	STP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T2-02-FED-SF	Regional Improvement Program - 2002 STIP - Federal Only - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-02-FED-SM	Regional Improvement Program - 2002 STIP - Federal Only - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-02-FED-SOL	Regional Improvement Program - 2002 STIP - Federal Only - Solano County Share (TEA21)	STP	Federal
RIP-T2-02-FED-SON	Regional Improvement Program - 2002 STIP - Federal Only - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-02-GARVEE-DS-NHS	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - National Highway System (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-ALA	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Alameda County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-CC	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Contra County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-MRN	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Marin County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-NAP	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Napa County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-SCL	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Santa Clara County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-SF	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - San Francisco County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-SM	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - San Mateo County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-SOL	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Solano County Share (TEA21)	NHS	Federal
RIP-T2-02-GARVEE-DS-NHS-SON	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Sonoma County Share (TEA21)	NHS	Federal
RIP-T2-02-ST	Regional Improvement Program - 2002 STIP - State Only (TEA21)	SHA	State
RIP-T2-02-ST-ALA	Regional Improvement Program - 2002 STIP - State Only - Alameda County Share (TEA21)	SHA	State
RIP-T2-02-ST-CC	Regional Improvement Program - 2002 STIP - State Only - Contra Costa County Share (TEA21)	SHA	State
RIP-T2-02-ST-MRN	Regional Improvement Program - 2002 STIP - State Only - Marin County Share (TEA21)	SHA	State
RIP-T2-02-ST-NAP	Regional Improvement Program - 2002 STIP - State Only - Napa County Share (TEA21)	SHA	State
RIP-T2-02-ST-SCL	Regional Improvement Program - 2002 STIP - State Only - Santa Clara County Share (TEA21)	SHA	State
RIP-T2-02-ST-SF	Regional Improvement Program - 2002 STIP - State Only - San Francisco County Share (TEA21)	SHA	State
RIP-T2-02-ST-SM	Regional Improvement Program - 2002 STIP - State Only - San Mateo County Share (TEA21)	SHA	State
RIP-T2-02-ST-SOL	Regional Improvement Program - 2002 STIP - State Only - Solano County Share (TEA21)	SHA	State
RIP-T2-02-ST-SON	Regional Improvement Program - 2002 STIP - State Only - Sonoma County Share (TEA21)	SHA	State
RIP-T2-ALA	Regional Improvement Program - Alameda County Share (TEA21)	STP	Federal
RIP-T2-CC	Regional Improvement Program - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-CMAQ	Regional Improvement Program - CMAQ Substitution (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-ALA	Regional Improvement Program - CMAQ Substitution - Alameda County (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-CC	Regional Improvement Program - CMAQ Substitution - Contra Costa County (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-MRN	Regional Improvement Program - CMAQ Substitution - Marin County (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-NAP	Regional Improvement Program - CMAQ Substitution - Napa County (TEA21)	CMAQ	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T2-CMAQ-SCL	Regional Improvement Program - CMAQ Substitution - Santa Clara County (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-SF	Regional Improvement Program - CMAQ Substitution - San Francisco County (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-SM	Regional Improvement Program - CMAQ Substitution - San Mateo County (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-SOL	Regional Improvement Program - CMAQ Substitution - Solano County (TEA21)	CMAQ	Federal
RIP-T2-CMAQ-SON	Regional Improvement Program - CMAQ Substitution - Sonoma County (TEA21)	CMAQ	Federal
RIP-T2-FY98	Regional Improvement Program - 1998 STIP (TEA21)	STP	Federal
RIP-T2-FY98-ALA	Regional Improvement Program - 1998 STIP - Alameda County Share (TEA21)	STP	Federal
RIP-T2-FY98-CC	Regional Improvement Program - 1998 STIP - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST	Regional Improvement Program - 1998 STIP - Federal/State (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-ALA	Regional Improvement Program - 1998 STIP - Federal/State - Alameda County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-CC	Regional Improvement Program - 1998 STIP - Federal/State - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-MRN	Regional Improvement Program - 1998 STIP - Federal/State - Marin County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-NAP	Regional Improvement Program - 1998 STIP - Federal/State - Napa County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-SCL	Regional Improvement Program - 1998 STIP - Federal/State - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-SF	Regional Improvement Program - 1998 STIP - Federal/State - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-SM	Regional Improvement Program - 1998 STIP - Federal/State - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-SOL	Regional Improvement Program - 1998 STIP - Federal/State - Solano County Share (TEA21)	STP	Federal
RIP-T2-FY98-F/ST-SON	Regional Improvement Program - 1998 STIP - Federal/State - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED	Regional Improvement Program - 1998 STIP - Federal (TEA21)	STP	Federal
RIP-T2-FY98-FED-ALA	Regional Improvement Program - 1998 STIP - Federal - Alameda County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-CC	Regional Improvement Program - 1998 STIP - Federal - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-MRN	Regional Improvement Program - 1998 STIP - Federal - Marin County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-NAP	Regional Improvement Program - 1998 STIP - Federal - Napa County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-SCL	Regional Improvement Program - 1998 STIP - Federal - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-SF	Regional Improvement Program - 1998 STIP - Federal - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-SM	Regional Improvement Program - 1998 STIP - Federal - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-SOL	Regional Improvement Program - 1998 STIP - Federal - Solano County Share (TEA21)	STP	Federal
RIP-T2-FY98-FED-SON	Regional Improvement Program - 1998 STIP - Federal - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-FY98-MRN	Regional Improvement Program - 1998 STIP - Marin County Share (TEA21)	STP	Federal
RIP-T2-FY98-NAP	Regional Improvement Program - 1998 STIP - Napa County Share (TEA21)	STP	Federal
RIP-T2-FY98-SCL	Regional Improvement Program - 1998 STIP - Santa Clara County Share (TEA21)	STP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T2-FY98-SF	Regional Improvement Program - 1998 STIP - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-FY98-SM	Regional Improvement Program - 1998 STIP - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-FY98-SOL	Regional Improvement Program - 1998 STIP - Solano County Share (TEA21)	STP	Federal
RIP-T2-FY98-SON	Regional Improvement Program - 1998 STIP - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-FY98-ST	Regional Improvement Program - 1998 STIP - State (TEA21)	SHA	State
RIP-T2-FY98-ST-ALA	Regional Improvement Program - 1998 STIP - State - Alameda County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-CC	Regional Improvement Program - 1998 STIP - State - Contra Costa County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-MRN	Regional Improvement Program - 1998 STIP - State - Marin County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-NAP	Regional Improvement Program - 1998 STIP - State - Napa County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-SCL	Regional Improvement Program - 1998 STIP - State - Santa Clara County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-SF	Regional Improvement Program - 1998 STIP - State - San Francisco County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-SM	Regional Improvement Program - 1998 STIP - State - San Mateo County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-SOL	Regional Improvement Program - 1998 STIP - State - Solano County Share (TEA21)	SHA	State
RIP-T2-FY98-ST-SON	Regional Improvement Program - 1998 STIP - State - Sonoma County Share (TEA21)	SHA	State
RIP-T2-LOCAL	Regional Improvement Program - Local Substitution (TEA21)	Local	Local
RIP-T2-LOCAL-ALA	Regional Improvement Program - Local Substitution - Alameda County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-CC	Regional Improvement Program - Local Substitution Contra Costa County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-MRN	Regional Improvement Program - Local Substitution Marin County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-NAP	Regional Improvement Program - Local Substitution Napa County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-SCL	Regional Improvement Program - Local Substitution Santa Clara County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-SF	Regional Improvement Program - Local Substitution San Francisco County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-SM	Regional Improvement Program - Local Substitution San Mateo County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-SOL	Regional Improvement Program - Local Substitution Solano County Share - Local (TEA21)	Local	Local
RIP-T2-LOCAL-SON	Regional Improvement Program - Local Substitution Sonoma County Share - Local (TEA21)	Local	Local
RIP-T2-MRN	Regional Improvement Program - Marin County Share (TEA21)	STP	Federal
RIP-T2-NAP	Regional Improvement Program - Napa County Share (TEA21)	STP	Federal
RIP-T2-SCL	Regional Improvement Program - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-SF	Regional Improvement Program - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-SJC-F/ST	Regional Improvement Program - San Joaquin County Share - Federal/State (TEA21)	STP	Federal
RIP-T2-SM	Regional Improvement Program - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-SOL	Regional Improvement Program - Solano County Share (TEA21)	STP	Federal
RIP-T2-SON	Regional Improvement Program - Sonoma County Share (TEA21)	STP	Federal
RIP-T2-STP	Regional Improvement Program - Regional STP Substitution (TEA21)	STP	Federal
RIP-T2-STP-ALA	Regional Improvement Program - Regional STP Substitution - Alameda County Share (TEA21)	STP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T2-STP-CC	Regional Improvement Program - Regional STP Substitution - Contra Costa County Share (TEA21)	STP	Federal
RIP-T2-STP-MRN	Regional Improvement Program - Regional STP Substitution - Marin County Share (TEA21)	STP	Federal
RIP-T2-STP-NAP	Regional Improvement Program - Regional STP Substitution - Napa County Share (TEA21)	STP	Federal
RIP-T2-STP-REG	Regional Improvement Program - Regional STP Substitution - Regional Share (TEA21)	STP	Federal
RIP-T2-STP-SCL	Regional Improvement Program - Regional STP Substitution - Santa Clara County Share (TEA21)	STP	Federal
RIP-T2-STP-SF	Regional Improvement Program - Regional STP Substitution - San Francisco County Share (TEA21)	STP	Federal
RIP-T2-STP-SM	Regional Improvement Program - Regional STP Substitution - San Mateo County Share (TEA21)	STP	Federal
RIP-T2-STP-SOL	Regional Improvement Program - Regional STP Substitution - Solano County Share (TEA21)	STP	Federal
RIP-T2-STP-SON	Regional Improvement Program - Regional STP Substitution - Sonoma County Share (TEA21)	STP	Federal
RIP-T3-02-AB3090-ST	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State	SHA	State
RIP-T3-02-AB3090-ST-ALA	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Alameda County Share	SHA	State
RIP-T3-02-AB3090-ST-CC	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Contra Costa County Share	SHA	State
RIP-T3-02-AB3090-ST-MRN	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Marin County Share	SHA	State
RIP-T3-02-AB3090-ST-NAP	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Napa County Share	SHA	State
RIP-T3-02-AB3090-ST-SCL	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Santa Clara County Share	SHA	State
RIP-T3-02-AB3090-ST-SF	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - San Francisco County Share	SHA	State
RIP-T3-02-AB3090-ST-SM	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - San Mateo County Share	SHA	State
RIP-T3-02-AB3090-ST-SOL	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Solano County Share	SHA	State
RIP-T3-02-AB3090-ST-SON	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Sonoma County Share	SHA	State
RIP-T3-06-F/ST	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State	Federal	Federal
RIP-T3-06-F/ST-ALA	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Alameda County Share	Federal	Federal
RIP-T3-06-F/ST-CC	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Contra Costa County Share	Federal	Federal
RIP-T3-06-F/ST-MRN	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Marin County Share	Federal	Federal
RIP-T3-06-F/ST-NAP	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Napa County Share	Federal	Federal
RIP-T3-06-F/ST-SCL	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Santa Clara County Share	Federal	Federal
RIP-T3-06-F/ST-SF	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - San Francisco County Share	Federal	Federal
RIP-T3-06-F/ST-SM	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - San Mateo County Share	Federal	Federal
RIP-T3-06-F/ST-SOL	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Solano County Share	Federal	Federal
RIP-T3-06-F/ST-SON	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Sonoma County Share	Federal	Federal
RIP-T3-06-FED	Regional Improvement Program - SAFETEA - 2006 STIP - Federal	Federal	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T3-06-FED-ALA	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - Alameda County Share	Federal	Federal
RIP-T3-06-FED-CC	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - Contra Costa County Share	Federal	Federal
RIP-T3-06-FED-MRN	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - Marin County Share	Federal	Federal
RIP-T3-06-FED-NAP	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - Napa County Share	Federal	Federal
RIP-T3-06-FED-SCL	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - Santa Clara County Share	Federal	Federal
RIP-T3-06-FED-SF	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - San Francisco County Share	Federal	Federal
RIP-T3-06-FED-SM	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - San Mateo County Share	Federal	Federal
RIP-T3-06-FED-SOL	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - Solano County Share	Federal	Federal
RIP-T3-06-FED-SON	Regional Improvement Program - SAFETEA - 2006 STIP - Federal - Sonoma County Share	Federal	Federal
RIP-T3-06-PTA	Regional Improvement Program - SAFETEA - 2006 STIP - PTA	PTA	State
RIP-T3-06-PTA-ALA	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Alameda County Share	PTA	State
RIP-T3-06-PTA-CC	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Contra Costa County Share	PTA	State
RIP-T3-06-PTA-MRN	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Marin County Share	PTA	State
RIP-T3-06-PTA-NAP	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Napa County Share	PTA	State
RIP-T3-06-PTA-SCL	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Santa Clara County Share	PTA	State
RIP-T3-06-PTA-SF	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - San Francisco County Share	PTA	State
RIP-T3-06-PTA-SM	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - San Mateo County Share	PTA	State
RIP-T3-06-PTA-SOL	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Solano County Share	PTA	State
RIP-T3-06-PTA-SON	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Sonoma County Share	PTA	State
RIP-T3-06-ST	Regional Improvement Program - SAFETEA - 2006 STIP - State	SHA	State
RIP-T3-06-ST-ALA	Regional Improvement Program - SAFETEA - 2006 STIP - State - Alameda County Share	SHA	State
RIP-T3-06-ST-CC	Regional Improvement Program - SAFETEA - 2006 STIP - State - Contra Costa County Share	SHA	State
RIP-T3-06-ST-MRN	Regional Improvement Program - SAFETEA - 2006 STIP - State - Marin County Share	SHA	State
RIP-T3-06-ST-NAP	Regional Improvement Program - SAFETEA - 2006 STIP - State - Napa County Share	SHA	State
RIP-T3-06-ST-REG	Regional Improvement Program - SAFETEA - 2006 STIP - State - Regional Share	SHA	State
RIP-T3-06-ST-SCL	Regional Improvement Program - SAFETEA - 2006 STIP - State - Santa Clara County Share	SHA	State
RIP-T3-06-ST-SF	Regional Improvement Program - SAFETEA - 2006 STIP - State - San Francisco County Share	SHA	State
RIP-T3-06-ST-SM	Regional Improvement Program - SAFETEA - 2006 STIP - State - San Mateo County Share	SHA	State
RIP-T3-06-ST-SOL	Regional Improvement Program - SAFETEA - 2006 STIP - State - Solano County Share	SHA	State
RIP-T3-06-ST-SON	Regional Improvement Program - SAFETEA - 2006 STIP - State - Sonoma County Share	SHA	State

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-T3-06A-PTA-ALA	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Alameda County Share	PTA	State
RIP-T3-06A-PTA-CC	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Contra Costa County Share	PTA	State
RIP-T3-06A-PTA-MRN	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Marin County Share	PTA	State
RIP-T3-06A-PTA-NAP	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Napa County Share	PTA	State
RIP-T3-06A-PTA-SCL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Santa Clara County Share	PTA	State
RIP-T3-06A-PTA-SF	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - San Francisco County Share	PTA	State
RIP-T3-06A-PTA-SM	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - San Mateo County Share	PTA	State
RIP-T3-06A-PTA-SOL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Solano County Share	PTA	State
RIP-T3-06A-PTA-SON	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Sonoma County Share	PTA	State
RIP-T3-06A-ST-ALA	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Alameda County Share	State	State
RIP-T3-06A-ST-CC	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Contra Costa County Share	State	State
RIP-T3-06A-ST-MRN	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Marin County Share	State	State
RIP-T3-06A-ST-NAP	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Napa County Share	State	State
RIP-T3-06A-ST-SCL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Santa Clara County Share	State	State
RIP-T3-06A-ST-SF	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - San Francisco County Share	State	State
RIP-T3-06A-ST-SM	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - San Mateo County Share	State	State
RIP-T3-06A-ST-SOL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Solano County Share	State	State
RIP-T3-06A-ST-SON	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Sonoma County Share	State	State
RIP-T3-08-ALA-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Alameda County Share - State	State	State
RIP-T3-08-CC-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Contra Costa County Share - State	State	State
RIP-T3-08-MRN-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Marin County Share - State	State	State
RIP-T3-08-NAP-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Napa County Share - State	State	State
RIP-T3-08-SCL-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Santa Clara County Share - State	State	State
RIP-T3-08-SF-ST	Regional Improvement Program - SAFETEA - 2008 STIP - San Francisco County Share - State	State	State
RIP-T3-08-SM-ST	Regional Improvement Program - SAFETEA - 2008 STIP - San Mateo County Share - State	State	State
RIP-T3-08-SOL-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Solano County Share - State	State	State
RIP-T3-08-SON-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Sonoma County Share - State	State	State
RIP-TE-T3-04-DIS-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Alameda Co. Share	TE	Federal
RIP-TE-T3-04-DIS-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Contra Costa Co. Share	TE	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-TE-T3-04-DIS-CO-F/ST-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Marin Co. Share	TE	Federal
RIP-TE-T3-04-DIS-CO-F/ST-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Napa Co. Share	TE	Federal
RIP-TE-T3-04-DIS-CO-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Santa Clara Co. Share	TE	Federal
RIP-TE-T3-04-DIS-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - San Francisco Co. Share	TE	Federal
RIP-TE-T3-04-DIS-CO-F/ST-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - San Mateo Co. Share	TE	Federal
RIP-TE-T3-04-DIS-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Solano Co. Share	TE	Federal
RIP-TE-T3-04-DIS-CO-F/ST-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Sonoma Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Alameda Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Contra Costa Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Marin Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Napa Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Santa Clara Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - San Francisco Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - San Mateo Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Solano Co. Share	TE	Federal
RIP-TE-T3-06-DIS-CO-F/ST-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Sonoma Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Alameda Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Contra Costa Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Marin Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Napa Co. Share	TE	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
RIP-TE-T3-06-TLC-CO-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Santa Clara Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - San Francisco Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - San Mateo Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Solano Co. Share	TE	Federal
RIP-TE-T3-06-TLC-CO-F/ST-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Sonoma Co. Share	TE	Federal
RIP-TE-T3-08-ALA-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Alameda County Share - Federal/State	TE	Federal
RIP-TE-T3-08-CC-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Contra Costa County Share - Federal/State	TE	Federal
RIP-TE-T3-08-MRN-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Marin County Share - Federal/State	TE	Federal
RIP-TE-T3-08-NAP-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Napa County Share - Federal/State	TE	Federal
RIP-TE-T3-08-SCL-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Santa Clara County Share - Federal/State	TE	Federal
RIP-TE-T3-08-SF-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - San Francisco County Share - Federal/State	TE	Federal
RIP-TE-T3-08-SM-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - San Mateo County Share - Federal/State	TE	Federal
RIP-TE-T3-08-SOL-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Solano County Share - Federal/State	TE	Federal
RIP-TE-T3-08-SON-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Sonoma County Share - Federal/State	TE	Federal
RIP-TE-T3-DIS-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - County Discretionary - Federal/State	TE	Federal
RIP-TE-T3-TLC-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - County TLC - Federal/State	TE	Federal
RTP-LRP	"Regional Transportation Plan - Long Range Plan (funding identified in Long Range Plan, but not committed in TIP)"	Uncommitted	Uncommitted
SALESTAX-ALA-MEASURE-A	Sales Tax Measure - Alameda County - Measure A	Sales Tax	Local
SALESTAX-ALA-MEASURE-B	Sales Tax Measure - Alameda County - Measure B	Sales Tax	Local
SALESTAX-CC-MEASURE	Sales Tax Measure - Contra Costa County - Measure C	Sales Tax	Local
SALESTAX-CC-MEASURE-J	Sales Tax Measure - Contra Costa County - Measure J	Sales Tax	Local
SALESTAX-MEASURE-A-MRN	Sales Tax Measure - Marin County - Measure A	Sales Tax	Local
SALESTAX-MEASURE-A-SCL	Sales Tax Measure - Santa Clara County - Measure A	Sales Tax	Local
SALESTAX-MEASURE-A-SM	Sales Tax Measure - San Mateo County - Measure A	Sales Tax	Local
SALESTAX-MEASURE-B-ALA	Sales Tax Measure - Alameda County - Measure B	Sales Tax	Local
SALESTAX-MEASURE-B-SCL	Sales Tax Measure - Santa Clara County - Measure B	Sales Tax	Local
SALESTAX-MEASURE-J-CC	Sales Tax Measure - Contra Costa County - Measure J	Sales Tax	Local
SALESTAX-MEASURE-K-SF	Sales Tax Measure - San Francisco County - Measure K	Sales Tax	Local

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
SALESTAX-MEASURE-M-SON	Sales Tax Measure - Sonoma County - Measure M	Sales Tax	Local
SALESTAX-MEASURE-NAP	Sales Tax Measure - Napa County	Sales Tax	Local
SALESTAX-MEASURE-SOL	Sales Tax Measure - Solano County	Sales Tax	Local
SALESTAX-NAP-MEASURE	Sales Tax Measure - Napa County	Sales Tax	Local
SALESTAX-SCL-MEASURE-A	Sales Tax Measure - Santa Clara County - Measure A	Sales Tax	Local
SALESTAX-SCL-MEASURE-B	Sales Tax Measure - Santa Clara County - Measure B	Sales Tax	Local
SALESTAX-SF-MEASURE-K	Sales Tax Measure - San Francisco County - Measure K	Sales Tax	Local
SALESTAX-SM-MEASURE-A	Sales Tax Measure - San Mateo County - Measure A	Sales Tax	Local
SALESTAX-SOL-MEASURE	Sales Tax Measure - Solano County	Sales Tax	Local
SALESTAX-SON-MEASURE-M	Sales Tax Measure - Sonoma County - Measure M	Sales Tax	Local
SEC18-T2	Section 18 (TEA21)	Federal	Federal
SHA-T2	State Highway Account (TEA21)	SHA	State
SHA-T2-SHOPP	State Highway Account - State Highway Operations and protection Program (TEA21)	SHA	State
SHA-T2-SHOPP-EEM	State Highway Account - State Highway Operations and protection Program - Environmental Enhancements and Mitigation (TEA21)	EEM	State
SHA-T2-SHOPP-IM	State Highway Account - State Highway Operations and protection Program - Interstate Maintenance (TEA21)	IM	Federal
SHA-T2-SHOPP-NHS	State Highway Account - State Highway Operations and protection Program - National Highway System (TEA21)	NHS	Federal
SHA-T3-SHOPP-NHS	State Highway Account - SAFETEA - State Highway Operations and Protection Program - National Highway System	NHS	Federal
SHA-T3-SHOPP-NHS-PY	State Highway Account - SAFETEA - State Highway Operations and Protection Program - National Highway System - Prior Year	NHS	Federal
SLPP-T2	State and Local Partnership Program (TEA21)	SLPP	State
SRTS-T3	Safe Routes To School - SAFETEA	SRTS	Federal
ST-CASH-T2	State Funds (TEA21)	SHA	State
ST-STP-T2	State - Surface Transportation Program - (TEA21)	STP	Federal
ST-STP-T2-ENH	State - Surface Transportation Program - (TEA21)	STP	Federal
ST-STP-T2-GL	State - Surface Transportation Program - (TEA21)	STP	Federal
ST-STP-T2-PASS	State - Surface Transportation Program - (TEA21)	STP	Federal
ST-STP-T2-RL	State - Surface Transportation Program - (TEA21)	STP	Federal
ST-STP-T2-SAFETY	State - Surface Transportation Program - Safety (TEA21)	STP	Federal
ST-STP-T3-GL	State - Surface Transportation Program - SAFETEA - Safety Local	STP	Federal
ST-STP-T3-RL	State - Surface Transportation Program - SAFETEA - Railroad Local	STP	Federal
ST-STP-T3-SAFETY	State - Surface Transportation Program - SAFETEA - Safety	STP	Federal
ST-TEA-T2-ENH	State - Transportation Enhancements (TEA21)	TEA	Federal
STA-FSP-T2	State Transit Assistance - Freeway Service Patrol (TEA21)	STA	State
STA-POP-D	State Transit Assistance - Population Based - Discretionary	STA	State
STA-POP-NC	State Transit Assistance - Population Based - North Counties	STA	State
STA-POP-RP	State Transit Assistance - Population Based - Regional Paratransit	STA	State
STA-POP-SO	State Transit Assistance - Population Based - South Counties	STA	State
STA-REV	State Transit Assistance - Revenue Based	STA	State
STP-T2	Regional Surface Transportation Program (TEA21)	RSTP	Federal
STP-T2-D	Regional Surface Transportation Program - Discretionary (TEA21)	RSTP	Federal
STP-T2-FY00-CM	Regional Surface Transportation Program - FY 2000 - Corridor Management (TEA21)	RSTP	Federal
STP-T2-FY00-CS	Regional Surface Transportation Program - FY 2000 - Customer Service (TEA21)	RSTP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
STP-T2-FY00-RAB	Regional Surface Transportation Program - FY 2000 - RABA (TEA21)	RSTP	Federal
STP-T2-FY00-RE	Regional Surface Transportation Program - FY 2000 - Rehabilitation (TEA21)	RSTP	Federal
STP-T2-FY00-RT	Regional Surface Transportation Program - FY 2000 - Regional Transit (TEA21)	RSTP	Federal
STP-T2-FY00-TLC	Regional Surface Transportation Program - FY 2000 - Transportation for Livable Communities (TEA21)	RSTP	Federal
STP-T2-FY00-X	Regional Surface Transportation Program - FY 2000 - Corridor Management (TEA21)	RSTP	Federal
STP-T2-FY01 HIP	Regional Surface Transportation Program - FY 2001 - Housing Incentive Program (TEA21)	RSTP	Federal
STP-T2-FY01-D-TLC	Regional Surface Transportation Program - FY 2001 - Discretionary - Transportation for Livable Communities (TEA21)	RSTP	Federal
STP-T2-FY01-G-TLC	Regional Surface Transportation Program - FY 2001 - Guaranteed - Transportation for Livable Communities (TEA21)	RSTP	Federal
STP-T2-FY01-TLC	Regional Surface Transportation Program - FY 2001 - Transportation for Livable Communities (TEA21)	RSTP	Federal
STP-T2-FY02-TLC	Regional Surface Transportation Program - FY 2002 - Transportation for Livable Communities (TEA21)	RSTP	Federal
STP-T2-FY96-D	Regional Surface Transportation Program - FY 1996 - Discretionary (TEA21)	RSTP	Federal
STP-T2-FY96-G	Regional Surface Transportation Program - FY 1996 - Guaranteed (TEA21)	RSTP	Federal
STP-T2-FY98-TLC	Regional Surface Transportation Program - FY 1998 - Transportation for Livable Communities (TEA21)	RSTP	Federal
STP-T2-FY99-CSCM	Regional Surface Transportation Program - FY 1999 - Customer Service/Corridor Management (TEA21)	RSTP	Federal
STP-T2-FY99-RE	Regional Surface Transportation Program - FY 1999 - Rehabilitation (TEA21)	RSTP	Federal
STP-T2-G	Regional Surface Transportation Program - Guaranteed (TEA21)	RSTP	Federal
STP-T2-TE	Surface Transportation Program - Transportation Enhancement Activities (TEA21)	TE	Federal
STP-T3-1-BF	Regional Surface Transportation Program - SAFETEA - Cycle 1 - STIP/TCRP Backfill	RSTP	Federal
STP-T3-1-PL-CMA	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Planning Activities - CMA	RSTP	Federal
STP-T3-1-PL-TP	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Planning Activities - Transportation Plus	RSTP	Federal
STP-T3-1-RO	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Regional Operations	RSTP	Federal
STP-T3-1-SF-LSR	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Rehabilitation Shortfall - Local Streets and Roads	RSTP	Federal
STP-T3-1-SF-TC	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Rehabilitation Shortfall - Transit Capital	RSTP	Federal
STP-T3-1-TLC-PL	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Transportation for Livable Communities - Planning Grants	RSTP	Federal
STP-T3-1A-BF	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - STIP/TCRP Backfill	RSTP	Federal
STP-T3-1A-SF-LSR	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - Rehabilitation Shortfall - Local Streets and Roads	RSTP	Federal
STP-T3-1A-SF-TC	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - Rehabilitation Shortfall - Transit Capital	RSTP	Federal
STP-T3-1A-SYS-MGT	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - System - Management	RSTP	Federal
STP-T3-1A-SYS-TOS	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - System - Traffic Operations System	RSTP	Federal
STP-T3-2-AQ-SOL-SWAP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Air Quality - Eastern Solano - Exchange	RSTP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
STP-T3-2-BF	Regional Surface Transportation Program - SAFETEA - Cycle 2 - STIP Backfill	RSTP	Federal
STP-T3-2-PL-CMA	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Planning Activities - CMA	RSTP	Federal
STP-T3-2-PL-TP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Planning Activities - Transportation Plus	RSTP	Federal
STP-T3-2-RO	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Regional Operations	RSTP	Federal
STP-T3-2-SF-LSR	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Rehabilitation Shortfall - Local Streets and Roads	RSTP	Federal
STP-T3-2-SF-TC	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Rehabilitation Shortfall - Transit Capital	RSTP	Federal
STP-T3-2-TLC-CO	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - County Program	RSTP	Federal
STP-T3-2-TLC-HIP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - Housing Incentive Program	RSTP	Federal
STP-T3-2-TLC-PL	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - Planning Grants	RSTP	Federal
STP-T3-2-TLC-REG	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - Regional Program	RSTP	Federal
STP-T3-2-TLC-SAP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - Station Area Plans	RSTP	Federal
STP-T3-3-AQ-SOL-SWAP	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Air Quality - Eastern Solano - Exchange	RSTP	Federal
STP-T3-3-BF	Regional Surface Transportation Program - SAFETEA - Cycle 3 - STIP Backfill	RSTP	Federal
STP-T3-3-PL-CMA	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Planning Activities - CMA	RSTP	Federal
STP-T3-3-PL-TP	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Planning Activities - Transportation Plus	RSTP	Federal
STP-T3-3-RO	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Regional Operations	RSTP	Federal
STP-T3-3-SF-LSR	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Rehabilitation Shortfall - Local Streets and Roads	RSTP	Federal
STP-T3-3-SF-TC	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Rehabilitation Shortfall - Transit Capital	RSTP	Federal
STP-T3-3-TLC-CO	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - County Program	RSTP	Federal
STP-T3-3-TLC-HIP	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program	RSTP	Federal
STP-T3-3-TLC-PL	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Planning Grants	RSTP	Federal
STP-T3-3-TLC-REG	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Regional Program	RSTP	Federal
STP-T3-3-TLC-SAP	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Station Area Plans	RSTP	Federal
STP-T3-EXCH	Regional Surface Transportation Program - SAFETEA - Exchange	RSTP	Federal
STSM	State Traffic System Management	TSM	State
TANF	Temporary Assistance to Needy Families	TANF	Federal
TCI	Transit Capital Improvement	TCI	State
TCRP	Traffic Congestion Relief Program (1999)	TCRP	State
TCRP-AB2928	Traffic Congestion Relief Program - AB2928	TCRP	State
TCRP-CMAQ	Traffic Congestion Relief Program - CMAQ Substitution	CMAQ	Federal
TCRP-LOCAL	Traffic Congestion Relief Program - Local Substitution	Local	Local
TCRP-LONP	Traffic Congestion Relief Program - Letter of No Prejudice	Local	Local
TCRP-SJC	Traffic Congestion Relief Program - San Joaquin County	TCRP	State
TCRP-STP	Traffic Congestion Relief Program - STP Substitution	STP	Federal
TCSP-T2	Transportation and Community and System Preservation Pilot Program (TEA21)	TCSP	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
TCSP-T3-UPP	Transportation and Community and System Preservation Program - SAFETEA - UPP	TCSP	Federal
TDA3	Transportation Development Act - Article 3	TDA	State
TDA4	Transportation Development Act - Article 3	TDA	State
TDA4.5	Transportation Development Act - Article 4.5	TDA	State
TDA4/8	Transportation Development Act - Articles 4 and 8	TDA	State
TEA-T2-FY00-TLC-NS	Transportation Enhancement Activities - FY 2000 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	Federal
TEA-T2-FY01-TLC-NS	Transportation Enhancement Activities - FY 2001 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	Federal
TEA-T2-FY02-TLC-NS	Transportation Enhancement Activities - FY 2002 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	Federal
TEA-T2-FY98-TLC-NS	Transportation Enhancement Activities - FY 1998 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	Federal
TEA-T2-FY99-TLC-NS	Transportation Enhancement Activities - FY 1999 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	Federal
TEA-T2-LOC	Transportation Enhancement Activities - Local (TEA21)	TEA	Federal
TEA-T2-LOC-NS	Transportation Enhancement Activities - Local - Non-STIP (TEA21)	TEA	Federal
TEA-T3-FC	Transportation Enhancement Activities - SAFETEA - First Cycle	TEA	Federal
TFCA-AB	Transportation Fund for Clean Air - Air Board	Vehicle Fee	Local
TFCA-PM	Transportation Fund for Clean Air - Program Manager	Vehicle Fee	Local
TIFIA-DS-ALA	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - Alameda County	Local	Local
TIFIA-DS-CC	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - Contra Costa County	Local	Local
TIFIA-DS-MRN	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - Marin County	Local	Local
TIFIA-DS-NAP	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - Napa County	Local	Local
TIFIA-DS-SCL	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - Santa Clara County	Local	Local
TIFIA-DS-SF	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - San Francisco County	Local	Local
TIFIA-DS-SM	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - San Mateo County	Local	Local
TIFIA-DS-SOL	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - Solano County	Local	Local
TIFIA-DS-SON	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - Sonoma County	Local	Local
TIFIA-T3-ALA	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - Alameda County	Federal	Federal
TIFIA-T3-CC	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - Contra Costa County	Federal	Federal
TIFIA-T3-MRN	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - Marin County	Federal	Federal
TIFIA-T3-NAP	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - Napa County	Federal	Federal
TIFIA-T3-SCL	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - Santa Clara County	Federal	Federal
TIFIA-T3-SF	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - San Francisco County	Federal	Federal
TIFIA-T3-SM	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - San Mateo County	Federal	Federal
TIFIA-T3-SOL	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - Solano County	Federal	Federal
TIFIA-T3-SON	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA - Sonoma County	Federal	Federal
TPD-T2	Transportation Planning and Development (TEA21)	TPD	Federal
TPRD-T2	Transportation Planning Research and Development (TEA21)	TPRD	Federal

TIP Fund Code	TIP Fund Code Description	Fund Source	Fund Type
TSGP-T2	Transit Security Grant Program (TEA21)	TSGP	Federal
TSGP-T3	Transit Security Grant Program - SAFETEA	TSGP	Federal
TSM	Traffic System Management	TSM	State
UNFUNDED	Planned by not funded (non-TIP funding)	Unfunded	Unfunde d
USC 206 - REC TRAILS	United States Code 206 - Recreational Trails	USC206	Federal
VPPP-T2	Value Pricing Pilot Program - TEA21	VPPP	Federal
VPPP-T3-UPP	Value Pricing Pilot Program - SAFETEA - Urban Partnership Program	VPPP	Federal
XGEN	Local Tax - General Fund	Local	Local
XTRAN	Local Tax - Transportation	Local	Local

APPENDIX A – 24

Financial Plan

financial foundation

This chapter documents the financial assumptions that go into the financially constrained element of the Transportation 2030 Plan, and identifies how much money is available to address critical transportation needs. This financially constrained element, composed of federal, state, regional and local revenues, is what we think we can afford over the next 25 years with currently available revenues — our "down payment" on future mobility, so to speak. MTC has developed a series of "calls to action" that will be needed to address projected funding shortfalls and support our overall vision for the Transportation 2030 Plan.

The Transportation 2030 Plan applies three broad approaches for improving our transportation system — adequate maintenance, system efficiency and strategic expansion. Each effort will call upon us to make tough decisions on what investments we make. The bottom line, however, is that the vision element of the Transportation 2030 Plan will fall short of full implementation due to scarce resources. The Bay Area will need to find new revenue to meet the transportation challenges ahead.

The Down Payment

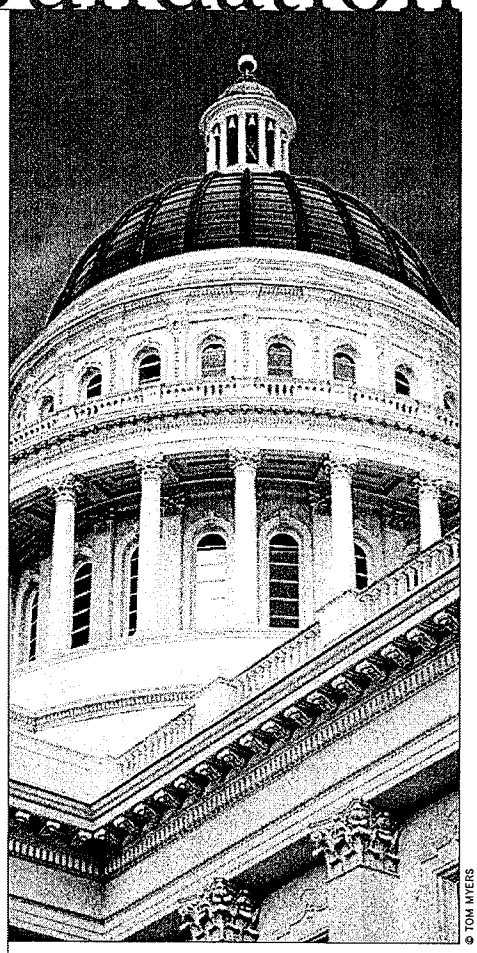
Financial Assumptions

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that long-range transportation plans be financially constrained. Successor legislation, the Transportation Efficiency Act for the 21st Century (TEA 21), passed in 1998, reaffirmed this federal planning mandate. TEA 21 expired on September 30, 2003. Congress has not yet passed new authorizing legislation, but it appears likely that the "financial constraint" feature of current law will continue.

The financial assumptions for the financially constrained element of the Transportation 2030 Plan are as follows:

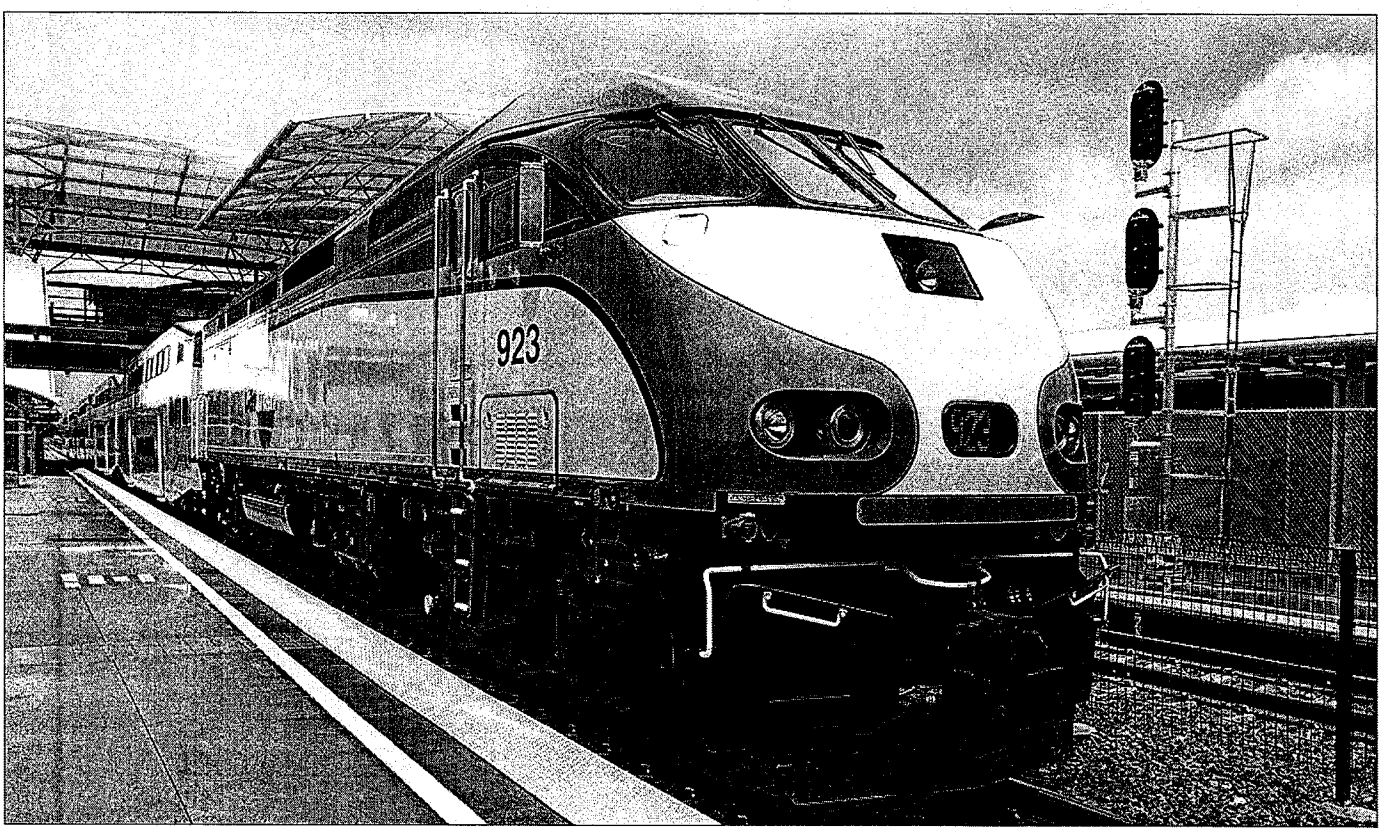
- Federal highway revenues for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Transportation Enhancements are assumed to grow at a rate of 3 percent annually based on the average apportionment levels that the Bay Area received during TEA 21.

- Federal transit revenues for Federal Transit Administration (FTA) Sections 5307, 5309, 5310 and 5311 are assumed to grow at a rate of 3 percent annually based on the fiscal year (FY) 2004 appropriation levels.



© TOM MYERS

- Senate Bill 45 currently lays out the program structure and distribution formula for state revenues. This law is assumed to continue over the next 25 years. State revenues for the State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP), and State Technical Assistance (STA) are assumed to grow at rates consistent with Caltrans' long-range travel and fuel forecasts.



JOHN BENSON

- In March 2002, California voters approved Proposition 42, a measure that transfers sales tax on gasoline from the General Fund to transportation purposes. Starting in FY 2008–09, Proposition 42 is scheduled to augment the STIP, STA, and local streets and roads gas tax subventions by formula shares.

- The Bay Area is projected to receive its historic share of the federal and state discretionary revenues described above.

- Regional toll revenues are based on projected travel demand on each of the region's toll bridges.

- Revenues from Assembly Bill 1107 half-cent sales tax for the three BART counties of Alameda, Contra Costa and San Francisco are assumed to grow at an average growth rate of 6 percent, based on the Center for Continuing Studies on the California Economy's (CCSCE) 20-year taxable sales projections.

- Revenues for the Transportation Development Act, the quarter-cent sales tax imposed statewide, are based on the CCSCE taxable sales projections for each county.

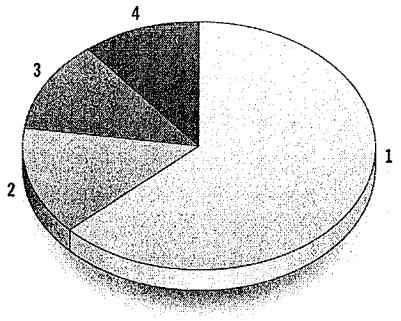
- County transportation sales tax revenues for Alameda, Contra Costa, San Mateo, San Francisco and Santa Clara are based on CCSCE projections. Revenues for measures approved by voters in November 2004 for San Mateo, Contra Costa, Marin and Sonoma counties are based on projections provided by the respective transportation authorities. Alameda county's sales tax measure, which has a fiscal year 2021–22 sunset date, is assumed not to be renewed. In the financially constrained element of this plan, no new transportation sales taxes are assumed for those counties where they presently do not exist (Napa and Solano counties).

- Local streets and roads revenues include state gas tax subventions, county sales tax subventions and other local funds. A regionwide growth rate was applied to estimate these revenues over the next 25 years.

- Transit fares are expected to keep pace with inflation during the 25-year period. Projected revenues for operator-specific fund sources — such as the Golden Gate Bridge toll, AC Transit and BART property taxes, and San Francisco Muni general fund and parking revenue — have been provided by the respective operators.

Projected 25-Year Revenues

Financially Constrained Element



		Billions of Dollars	Percent of Total
1	Local	$75	64%
2	Regional	$16	13%
3	State	$14	12%
4	Federal	$13	11%
	Total	$118	100%

Transportation 2030 Budget

Applying these assumptions to the main transportation revenues sources yields a 25-year revenue estimate of approximately $118 billion. This becomes the budget for the financially constrained element of the Transportation 2030 Plan. As shown in the pie chart above, most of these funds are from local sources, primarily transit fares, dedicated sales tax programs, state gas tax and county sales tax subventions to local streets and roads. Making up a smaller piece of the pie are state and federal revenues, mainly derived from gas taxes, and regional sources, mostly bridge tolls (including the recent voter-approved Regional Measure 2 Toll Bridge Program) and BART sales tax revenues.

Making the Down Payment

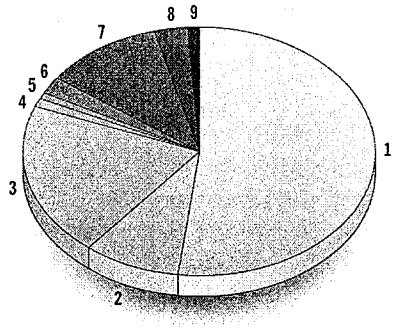
MTC begins by directing the projected $118 billion in available funding to the region's core investments. This is what we can afford to pay — our down payment. Prioritizing these funds for worthy projects and programs is a necessary first step of this plan.

The full impact of working within a $118 billion budget can only be appreciated when matching available revenues against the costs incurred in managing a bustling transportation system. Accordingly, MTC prepared estimates of the maintenance and operating costs for components of the transportation system. With these estimates in place, MTC can begin making commitments to fund these core investments.

The spending recommendations proposed by the Transportation 2030 Plan are focused on maintaining and operating the existing transportation system efficiently and making strategic investments to keep pace with the Bay Area's projected growth over the next 25 years. As shown in the pie chart to the right, $94 billion of our down payment — 81 percent — will go toward the ongoing maintenance and rehabilitation of the region's transportation infrastructure. The remaining expenditures include another $5 billion (4 percent) to operate and manage the system more efficiently and close to $19 billion (15 percent) to expand our highways, transit and local roads. The specifics on where to invest and how much of a down payment this plan proposes to make is explored in greater detail in the following chapter.

Transportation 2030 Plan Expenditures

Financially Constrained Element



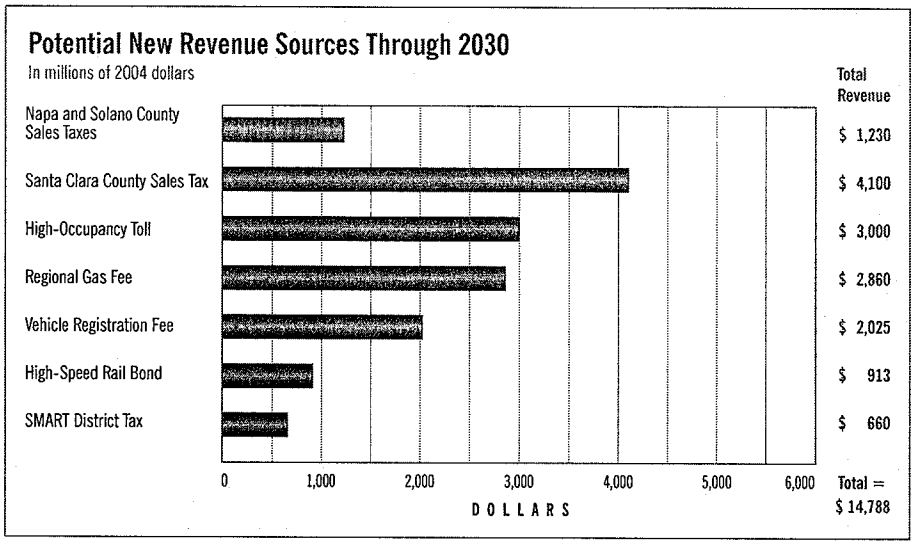
		Billions of Dollars	Percent of Total
Adequate Maintenance			
1	Transit	$61	51%
2	Highway	$10	9%
3	Local Roads	$23	20%
System Efficiency			
4	Transit	$2	1%
5	Highway	$1	1%
6	Local Roads	$2	2%
Strategic Expansion			
7	Transit	$13	11%
8	Highway	$5	4%
9	Local Roads	$1	1%
Total		$118	100%

While the funding picture presented here covers most of the region's projected transportation expenses, it does not capture the "universe" of transportation spending in the region. For example, the $118 billion does not include airports, seaports, and private freight and rail operations. Neither does it include the large personal expenditure on transportation by individuals, largely through out-of-pocket costs for automobiles — purchase price, gasoline, insurance, etc.

Funding the Transportation 2030 Vision

Although a vast sum of money, the $118 billion budget is not enough. The Bay Area is faced with tremendous funding shortfalls just to maintain the existing transportation network, including transit operating and capital replacement ($4.1 billion) and local streets and roads maintenance ($6.1 billion). Our state highway system continues to age and fall into a state of disrepair due to a $7 billion shortfall. Full deployment of our regional operations programs such as TransLink®, 511, Freeway Service Patrol, call boxes and freeway system management improvements — all of which are designed to squeeze more mileage from the existing transportation system — is short-circuited due to a $439 million shortfall. Bicycle and pedestrian needs aren't fully funded. And opportunities for us to make strategic expansion investments in our transit and roadway systems are missed because the dollars just aren't there.

The next big step for the Transportation 2030 Plan is to develop a regional strategy to address significant shortfalls in maintaining our local roads and transit networks, and to fund system efficiency and capacity investments to keep pace with the region's growth. We must forge a strong regional consensus around this strategy, and generate the momentum needed to deliver it within the near term. The implied timeframe for this Transportation 2030 vision is within the next five to 10 years if it is to represent a real "call to action." To this end, the plan defines a set of complementary revenue and policy measures to guide our efforts to restore our roads, squeeze more efficiency out of the system and improve regional mobility. Each call to action is predicated on steps that MTC believes to be realistically achievable in the years ahead.



Success in carrying out this vision will require imposing higher transportation fees and taxes to generate much-needed revenues. This is a steep hill to climb, and MTC will need all the help we can get from our local partners, state legislators and members of Congress to deliver new funding and better mobility. Most of all, we will need the active participation of an engaged Bay Area citizenry to carry the day.

Call to Action and Advocacy

Key transportation revenue sources that MTC — along with our transportation partners and stakeholders — will pursue include new and renewed county-level transportation sales taxes for Solano, Napa and Santa Clara counties, a new Sonoma Marin Area Rapid Transit (SMART) district tax, a high-speed rail general obligation bond, a new vehicle registration fee, a new regional gas fee, and toll revenues from a Bay Area high-occupancy/toll (HOT) network. These new revenue sources could generate as much as $14.8 billion for additional transportation investment in the region over the next 25 years (see graph above).

Equally important in the search for new revenue is the need to select the right infrastructure investments once funding is secured. MTC supports a performance-based approach that weighs competing projects in a given corridor against each other according to criteria such as cost-effectiveness and congestion relief (see "Assessing Investments" on page 38).

County Transportation Sales Taxes

Local transportation sales tax measures have been the bulwark of the Bay Area's transportation funding in response to the reluctance of the state and federal governments to raise the fuel tax. Seven of the

nine Bay Area counties have successfully enacted voter-approved transportation sales tax initiatives. As a result of the passage of their November 2004 measures, San Mateo and Contra Costa counties join Santa Clara, Alameda, and San Francisco counties in having successfully renewed their existing sales tax measures. Marin and Sonoma counties also became a part of the "self-help" movement by securing voter support for new sales tax measures. Solano County made a valiant effort at the ballot, receiving 64 percent of voter approval but ultimately falling short of the two-thirds majority needed for passage. Additionally, Napa County attempted to ride the wave of sales tax measures, but failed to gain the necessary board approvals to place it on the November 2004 ballot. Santa Clara County may consider going back to the voters for approval of another county sales tax measure in the near future.

High-Occupancy/Toll (HOT) Network

MTC views the HOT concept as a promising strategy to expand the region's HOV lane system and to introduce a pricing signal to motorists and encourage wise use of the highway network. Bonds could be issued against the new toll revenue to finance construction of HOT lanes where gaps exist in the HOV network, and to operate additional transit and rideshare services in a given HOV corridor. State legislative approval was recently secured to test this concept in Alameda and Santa Clara counties. HOT lanes already are successfully deployed in Orange and San Diego counties as well as in Houston and Minneapolis.

Regional Gas Fee

MTC has legislative authority to seek voter approval of up to a 10-cent-per-gallon gasoline fee in Bay Area counties for identified transportation improvements. Revenues raised may help fund local streets and roads maintenance, transit capital replacement and operations, freeway system efficiency strategies and arterial strategies. Previous MTC polls have indicated some receptivity to a two- or three-cent levy, perhaps to maintain local roads ("pennies for potholes") and support transit capital replacement and operations. MTC assumes that a 5-cent-per-gallon gasoline fee (perhaps with a simple majority vote rather than the current two-thirds vote requirement) could be implemented in the near- to mid-term horizon of the Transportation 2030 Plan.

Vehicle Registration Fee

The region could pursue legislative approval for a $20 vehicle registration fee for the Bay Area. The recent state legislative session saw two attempts — one successful and one not — to impose new vehicle registration fees. Winning passage was Assembly Bill 1546 (Simitian), which authorizes the San Mateo City/County Association of Governments to impose a fee of up to $4 on motor vehicles registered in the county for the management of traffic congestion and stormwater pollution. Failing to win approval, however, was Assembly Bill 574 (Yee), which would have authorized the City and County of San Francisco to impose a fee on motor vehicles registered in the county for the construction, improvement and maintenance of local streets. Due to the scarcity of funding for local streets and roads maintenance, MTC would advocate that cities and counties use vehicle registration fee revenues to backfill their road maintenance needs.

High-Speed Rail Bond

The California High-Speed Rail Authority plans to seek voter approval of $9.9 billion in general obligation bonds in 2006 (or perhaps 2008) to fund the initial stages of a high-speed rail network between southern California, the Bay Area and Sacramento. It will be fully integrated with the state's existing mass transportation network. The total price tag of the statewide high-speed rail system is about $37 billion. The Authority likely will need to incrementally implement high-speed rail segments and seek additional funding to develop a statewide high-speed rail system.

SMART District Tax

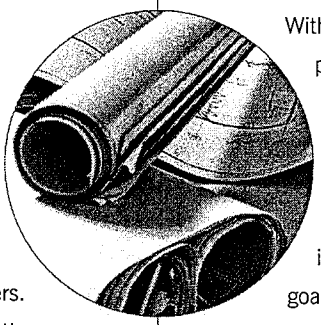
The Sonoma Marin Area Rapid Transit (SMART) District plans to pay for the capital and operating costs of a commuter rail project extending from Cloverdale to San Rafael by levying a 20-year, quarter-cent sales tax starting in 2007 if voters agree. The state and federal funds that have already been secured for this project would leverage against the $660 million in potential revenues to be generated from this district tax.

Project and Program Evaluations

An important consideration in choosing future investments is the extent to which they help achieve the Transportation 2030 vision. In the months leading up to the preparation of the Transportation 2030 Plan, MTC conducted a performance evaluation of over 400 projects and programs. MTC's objective was to link potential investments to the Transportation 2030 goals and inform decisions about which new projects to recommend for inclusion and whether to recommit to existing projects with significant cost increases. The project-level performance evaluation represents an ambitious extension of the performance analysis for the 2001 Regional Transportation Plan, in which MTC assessed the performance of alternative investment packages but not of individual projects.

Measures Track Goals

The project performance measures were developed in the spring of 2003 with input from partner transportation agencies, members of the MTC Advisory Council and other interested stakeholders. The measures correspond with the Transportation 2030 goals and include: collision reduction, seismic safety, system efficiency and reliability, connectivity and access, contributions to clean air, significance for goods movement, support for MTC/ABAG Smart Growth policies, and ability to address the transportation needs of disadvantaged communities.

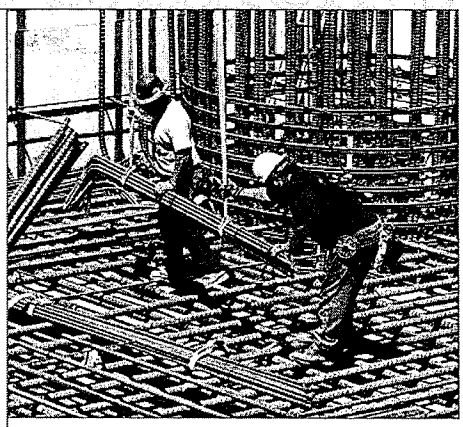


In the course of the evaluation, MTC looked at a wide range of potential investments, ranging from freeway widenings for new carpool lanes and enhanced transit routes to transit-oriented development projects and pedestrian overcrossings of freeways. Among the projects considered were at least 40 projects proposed by members of the public, who were invited for the first time to submit their project ideas for the regional plan directly to MTC.

The evaluation generated a wealth of information and, in particular, enabled comparison among alternative investments addressing each of the Transportation 2030 goals. A good many of the projects that rose to the top for each goal were ultimately recommended for inclusion in this Transportation 2030 Plan.

Sharpening the Metrics

With the Transportation 2030 project performance evaluation, MTC has taken a clear first step toward improving its ability to measure the contributions of specific investments toward regional goals. MTC has identified a number of steps to build on the accomplishments to date and sharpen the assessment of potential projects for future long-range transportation plans.



BILL HALL, CALTRANS

- MTC and partner agencies must consider how to better time the project performance analysis so the results are available when discussions about county and regional investments first get under way. An area that deserves special scrutiny for the next long-range plan is how to use performance measures to evaluate projects before voters have endorsed a project and committed to funding it through a local sales tax measure.
- MTC will focus its analysis resources on a smaller number (perhaps 100) of truly major projects to look at their costs and benefits in more depth. These could include big-ticket items, projects likely to have regionally significant impacts, and investments closely aligned with MTC policy initiatives such as lifeline transportation or coordination between transportation and land use.
- MTC will continue to review emerging practices and analysis tools for evaluating difficult-to-measure goals such as a Reliable Commute and Livable Communities.

See *Project Performance Evaluation Report* (described on page 138), for more information.

investments and actions

Adequate maintenance. System efficiency. Strategic expansion. This trio of themes forms the framework around which we've built the Transportation 2030 Plan. In the following pages, we put flesh on these bones, showing how they translate to investments in specific programs and projects. And, we share our ideas on how MTC together with the Bay Area public and decisionmakers at the local, state and federal levels can take these projects and programs to the next level by mining a new funding source or enacting a new law — or by eliminating an impediment to progress. These "Calls to Action" are captured in the shaded box at the end of each topic.

The fundamental spending choices underlying this chapter were made at the conclusion of the first phase of the Transportation 2030 Plan development process, in December 2003, when the Commission carved the 25-year funding pie into several broad slices and earmarked funding for a series of regionally significant investments that are highlighted here.

A comprehensive listing of transportation projects and programs included in the Transportation 2030 Plan is found in Appendix One. Additional project-level details of these investments are provided in the *Project Notebook*, a companion supplemental report to the Transportation 2030 Plan.

Topping the list of maintenance needs is the rehabilitation or replacement of worn-out transit vehicles and facilities as well as the upkeep of freeways and local roadways. Yet despite a sizable commitment of plan resources, the Bay Area still faces a whopping $17 billion maintenance and operating funding gap over the next 25 years.

The System Efficiency section of this investment chapter stands out for its innovative programs, creative application of intelligent transportation technologies and provocative policy recommendations. Falling into this category are efforts to squeeze more capacity out of the region's existing infrastructure; initiatives to broaden access to mobility for bicyclists, pedestrians, wheelchair users and low-income families; and strategies for protecting the region's open space and environment.

We show how the Transportation 2030 Plan directs $400 million to a variety of regional operations programs, including the TransLink® transit-fare smart card, the 511 Traveler Information System (which delivers real-time traffic information via the phone and Web), and the proven and popular Freeway Service Patrol and call box programs.

Just as we must preserve the Bay Area's transportation assets and take the fullest possible advantage of them, so too must we wisely invest our limited resources to expand the transportation system to accommodate new residents and new jobs. This chapter's section on Strategic Expansion identifies several exciting initiatives, including a call for establishing a network of high-occupancy/toll lanes, whereby solo drivers would help finance expansion of the region's carpool lanes by paying for the opportunity to use them.

Adequate Maintenance

Potholes Ahead — More Local Road Dollars Needed 40

Keeping Trains and Buses Humming 42

State Highways Showing Their Age 44

System Efficiency

Squeezing Better Mileage From the Existing Network 46

Clean Air in Motion 48

Broadening Access to Mobility 50

Providing a Transportation Lifeline 52

Walk and Roll! 56

A Seamless Transit Trip 60

Enhancing Livability by Connecting Transportation and Land Use 64

Getting There Safe and Sound 66

Strategic Expansion

HOT Network Delivers Carpool Lanes and Congestion Insurance 68

MTC Resolution 3434: The Bay Area's Vision for Transit Expansion 72

Moving Goods to Market 76

adequate maintenance

Potholes Ahead — More Local Road Dollars Needed

GEORGE DRAPER

Local streets and roads are an integral part of the Bay Area's transportation network and represent a huge investment of public resources. One goal of MTC has been to work with cities and counties to identify and manage needed repairs to their local street and road networks. MTC advocates the adoption of preventive maintenance programs as a cost-effective approach to maintaining and extending the serviceability of these networks. Currently, deterioration of the Bay Area's roadways has created large unfunded repair backlogs in a majority of jurisdictions.

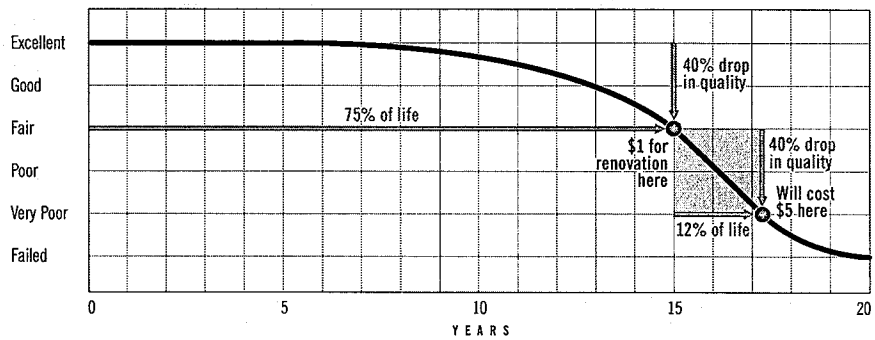
MTC is committed to funding and maintaining a Metropolitan Transportation System, or MTS, consisting of freeways and local routes deemed essential to regional mobility. The primary challenge for cities and counties is to adequately maintain their non-MTS streets and roads.

Local street and road needs are divided into two categories:

- **Pavement** includes rehabilitation or reconstruction of existing roads, plus preventive maintenance to extend pavement life
- **Non-pavement** includes related roadway maintenance of such items as storm drains, traffic lights, pedestrian walkways, retaining walls, storm damage, curb cuts for wheelchair access, etc.

Local road maintenance is funded from many sources, including: state gas taxes, county sales taxes, and other local sources such as city and county general funds, bonds and traffic fees.

Pavement Condition Over Time*

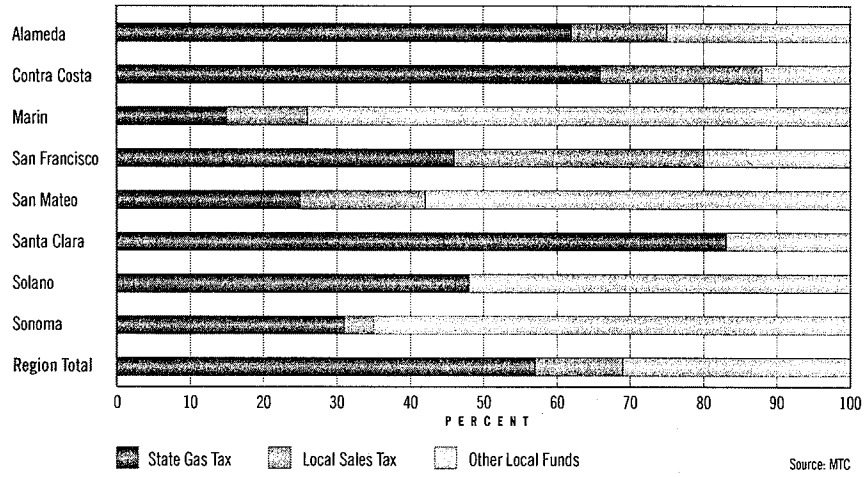


*Pavement wear varies depending on traffic, climate, pavement design, etc.

Source: MTC

Bay Area Local Street and Road Funding by Source

Data is for years 2005–2029; data for Napa County is unavailable



Source: MTC

Proposition 42, approved by voters in March 2002, dedicates the state sales tax on gasoline to transportation, a portion of which is earmarked for local roads. Unfortunately, due to the state's fiscal crisis, the statute has been repeatedly suspended and the earmarked funds have not yet materialized.

Transportation 2030 Challenges

- The 25-year pavement/non-pavement maintenance needs for the Bay Area total $16.7 billion. Including funds directed by this plan, projected expenditures over the same period are expected to be only about $10.6 billion (covering just 64 percent of the needs), resulting in $6.1 billion in unfunded needs.

- Experience shows that delayed maintenance leads to even costlier rehabilitation. As shown on the facing page, if it costs $1 to keep a section of roadway pavement in good condition through timely maintenance, it will cost $5 — five times as much — to restore the same roadway if it is allowed to deteriorate to the point where major rehabilitation or reconstruction is needed.

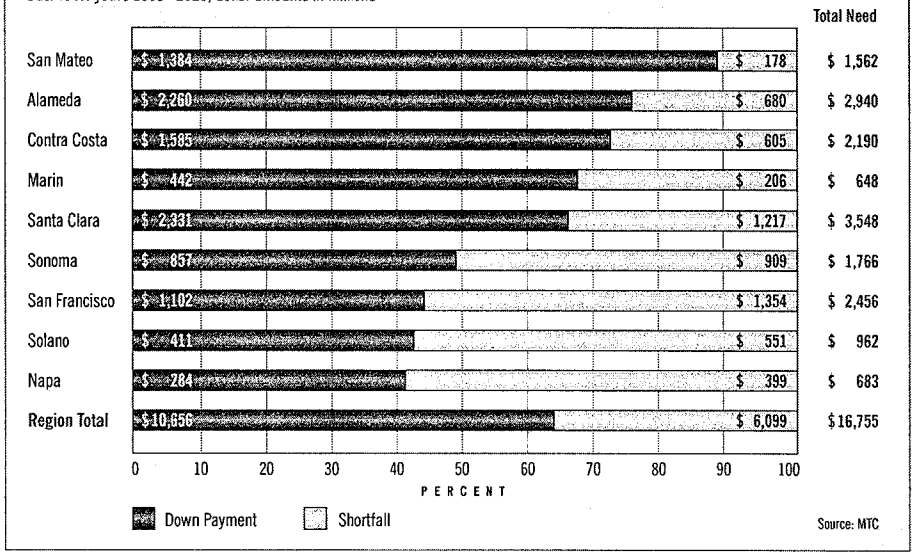
- The magnitude of the road shortfall suggests that maintenance will likely be deferred on some facilities, thus increasing overall costs.

Transportation 2030 Decision

MTC must strike a balance when determining how much regional funding should go toward local streets and roads compared to other important investments. The Commission has committed $990 million in discretionary funds to close a projected funding gap for rehabilitation (pavement and non-pavement) of MTS streets and roads. This leaves $6.1 billion in non-MTS local streets and roads needs unfunded.

Road Maintenance Expenditures by Bay Area County, Ranked by Relative Size of Down Payment

Data is for years 2005–2029; dollar amounts in millions



Source: MTC

Calls to Action

Strengthen Proposition 42

Approved by 69 percent of voters in 2002, Proposition 42 permanently dedicated gasoline sales tax revenue to transportation, including local roads. This measure is supposed to provide over $1 billion annually statewide, yet transportation projects have not seen a dime because the governor and Legislature have taken advantage of a provision that allows for its suspension. Proposition 42 should be strengthened so that it cannot be routinely suspended to pay for other needs.

Condition Maintenance Funds

Traditionally, MTC has focused the region's limited maintenance funding on keeping the most heavily traveled local streets and roads in good repair, and the counties with the biggest maintenance funding gaps received the most funding. However, this approach inadvertently penalizes counties that do make a hefty investment in keeping their local road system healthy. To address this unintended result, MTC and its partners should come up with a distribution formula that rewards cities and counties that are putting more local resources into their roadway networks, and have made maximum use of efficiency measures.

Devote More Local Sales Tax Revenues to Road Maintenance

Most Bay Area transportation sales taxes allocate 20 percent to 25 percent of revenues to the upkeep of local streets. Counties should increase this share to address projected maintenance shortfalls.

Self-Help for Every County

Cities' and counties' continued reliance on their general funds to finance street rehabilitation is risky, particularly since the general funds are often tapped out by police, fire and other needs. Cities and counties need to look to the voters to approve user charges such as vehicle license fees and fuel taxes to pay for pothole repair.

Keeping Trains and Buses Humming

Public transit plays a critical role in the Bay Area's transportation system. It provides mobility to people without access to cars, including those who are low-income, elderly or disabled, as well as school-aged children. During the congested commute hours, public transit provides an alternative to driving, which helps reduce the numbers of cars on the roads. As transit funding becomes increasingly scarce, the challenge is to find ways to sustain and maintain today's core transit system. The prudent expenditure of transit operating and capital replacement funds is necessary to balance operating and capital replacement costs with reduced revenues.

Transportation 2030 Challenges

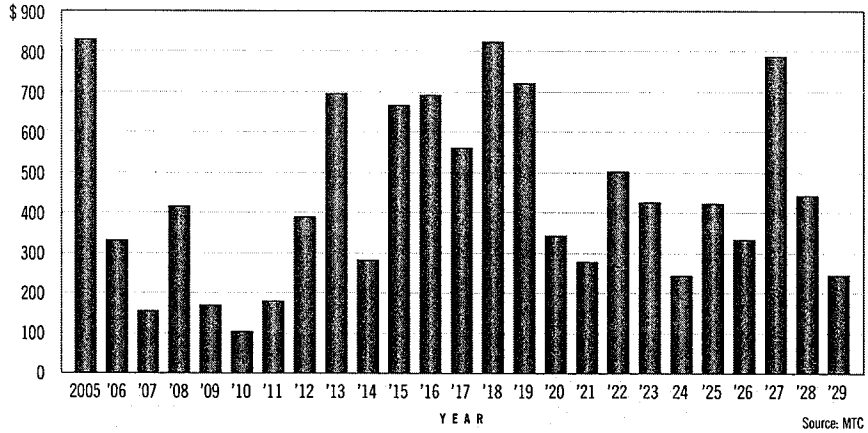
- Operating and capital replacement costs for Bay Area transit providers are projected to total $69.3 billion ($16.2 billion capital and $53.1 billion operating) over the next 25 years. Dedicated revenues over the same period (not including discretionary funding directed by MTC in this plan) are expected to be about $63.9 billion, resulting in $5.4 billion ($4.1 billion capital and $1.3 billion operating) in initial unfunded needs.

- The Commission has decided to give priority to a regional investment in vehicles and fixed-guideway replacement and rehabilitation before funding proposed service expansion.

- As with local streets and roads, delayed maintenance of the transit system leads to even costlier rehabilitation.

Transit Capital Replacement Costs by Year

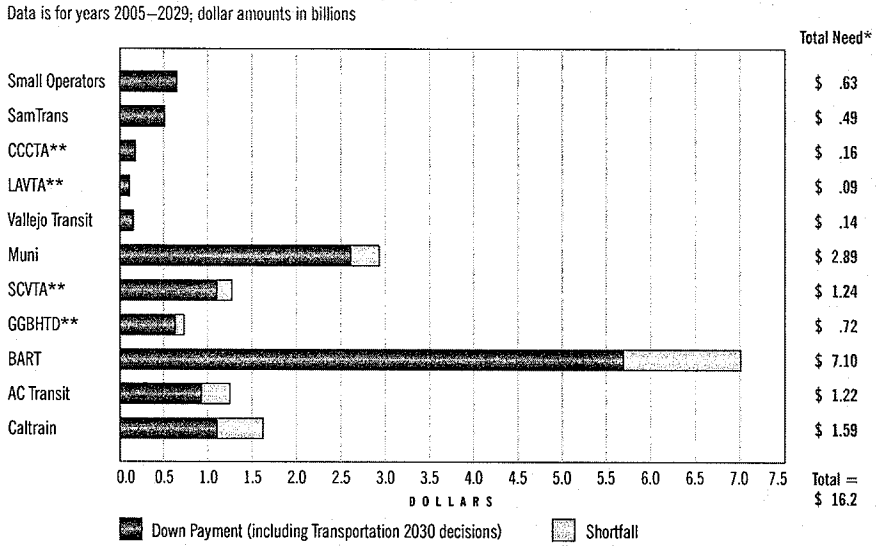
Data is for years 2005–2029; dollar amounts in millions



Source: MTC

Transit Capital Replacement Costs by Operator

Data is for years 2005–2029; dollar amounts in billions



* Total transit capital replacement needs are estimated based on data available from each operator at the time of the analysis. Commission policy that directs regional discretionary funding to cover the shortfall may take into account differences in 25-year projected shortfalls and needs identified in the near-term.

** CCCTA = Central Contra Costa Transit Authority; LAVTA = Livermore-Amador Valley Transportation Authority; SCVTA = Santa Clara Valley Transportation Authority; GGBHTD = Golden Gate Bridge, Highway and Transportation District

Source: MTC

- BART has by far the largest transit capital replacement need ($7.1 billion) of any Bay Area transit operator, accounting for nearly 44 percent of the region's total transit capital replacement need over the next 25 years. Due to its high ridership and extensive track mileage, BART also attracts considerable capital replacement funds for the Bay Area under federal law. Even with a $5.7 billion down payment on BART's need (including funds directed by MTC in this plan), BART is facing a $1.4 billion capital replacement shortfall. This comprises 50 percent of the net transit

> **"AS TRANSIT FUNDING BECOMES INCREASINGLY SCARCE, THE CHALLENGE IS TO FIND WAYS TO SUSTAIN AND MAINTAIN TODAY'S CORE TRANSIT SYSTEM."**

capital replacement shortfall, after action by MTC (see "Transportation 2030 Decision" below).

- Transit operating shortfalls will need to be managed through system efficiencies and revenue enhancements.

- Improved maintenance alone will be insufficient to meet the transit needs of a growing Bay Area. Increased service levels are needed to boost transit ridership and accommodate future population growth.

Transportation 2030 Decision

The Commission earmarked $1.3 billion of Transportation 2030 revenues for transit capital expenses. This $1.3 billion, added to $12.2 billion already committed to that purpose, covers about 75 percent of the need, leaving an unfunded transit capital replacement cost for all operators of $2.8 billion.

Calls to Action

Condition Capital Replacement Funds

MTC commits funding for transit operating and capital purposes based on the transit operators' shortfall levels. This results in transit operators with the largest shortfalls receiving the highest levels of discretionary Transportation 2030 funding. MTC will work with the transit operators to find innovative and equitable ways to condition capital replacement funds, so that all agencies take responsibility for making adequate investments to operate and maintain the transit system.

Extend Useful Life and Reprioritize Capital Replacement

Bay Area transit operators must work towards extending the life of their bus and rail vehicles, thus getting more mileage from the fleet before purchasing new capital assets. There may be cases where maintenance and service facilities could be more fully utilized to fix and maintain the existing stock, reducing the capital replacement shortfalls.

Dedicate Sales Tax Funds to Transit Operations and Maintenance

Because transit is a cornerstone of the Bay Area transportation system, expenditure plans for local transportation sales taxes should include funds for transit operations and capital replacement as well as transit expansion projects.

Functionally Consolidate or Institutionally Merge Transit Operators

While there is no "ideal" number of transit operators for our nine-county region, having some two dozen separate operators clearly complicates the task of providing a seamless regional transit system. The region should seriously evaluate the benefits and costs associated with merging transit agencies and consolidating functions to improve cost-effectiveness and service design. This evaluation is currently under way for the bus services in the suburban East Bay. Functional consolidation would pool limited funds, promote uniform fares and provide more responsive regional service. It also offers potential economies of scale in terms of joint purchases, maintenance facilities, marketing and customer services. Napa County's 2001 merger of its six operators into a single countywide operation could serve as a successful model for merging bus operations in other suburban areas. Significantly, voter-approved Regional Measure 2 requires a study of regional rail operators — including BART, Caltrain, Altamont Commuter Express and the Capitol Corridor rail service — and consideration of options from functional consolidation to an institutional merger.

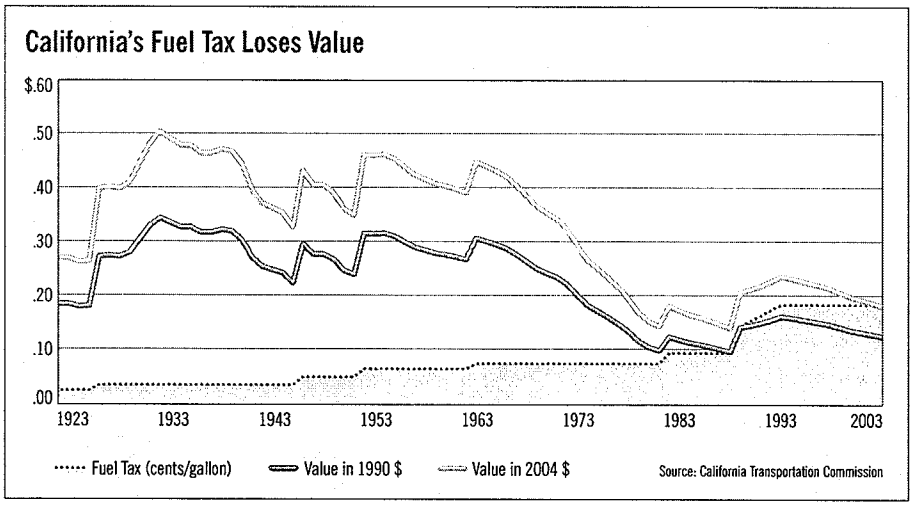
Challenge BART to Go to the Voters — Again

Voters in Alameda, Contra Costa and San Francisco counties said yes to a property tax increase on the November 2004 ballot to seismically strengthen the Transbay Tube, stations and elevated tracks. Since BART's capital needs are the largest among Bay Area operators, the agency may need to place a second bond measure on the ballot at a future date to deal with its unfunded $1.4 billion capital replacement needs.

State Highways Showing Their Age

The State Highway System is one of California's most valuable transportation resources. It is the foundation on which the vitality of California's economy is built, linking people and goods with growing urban centers and major international ports.

Much of the State Highway System was planned, designed and built in the 1950s through the 1970s, and some of it has never been rehabilitated. Not only have these facilities aged beyond their design life, they have been subjected to more truck and auto traffic than originally assumed. This combination of age and increased usage has caused faster rates of pavement deterioration, concentration of accidents and increasingly longer travel times.



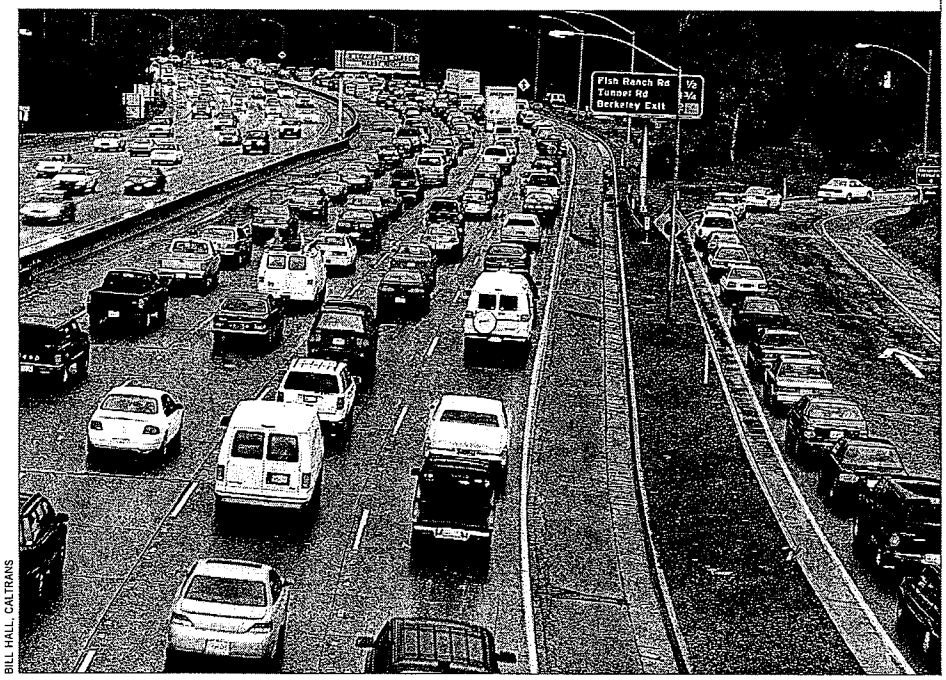
State law requires Caltrans to prepare a 10-year State Highway Rehabilitation Plan for all state-owned highways and bridges. An increased emphasis on safety and roadway rehabilitation is reflected in the 2004 SHOPP (State Highway Operations and Protection Program), with the goal of reducing fatal and injury accidents and the number of miles of distressed pavement. Other goals include easing congestion through operational improvements, restoring highway planting and fixing rest areas.

Transportation 2030 Challenges

- As illustrated in the pie chart on page 45, Bay Area SHOPP needs over the 25-year life of the 2030 Plan total about $14 billion, while projected revenues over the same period are expected to cover only $7 billion, resulting in $7 billion in unfunded needs.

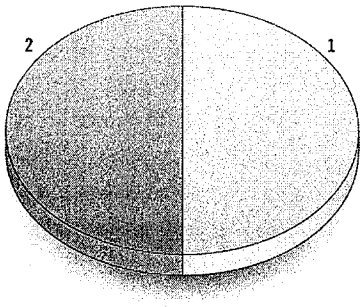
- The Commission has not yet identified any new funding sources for the $7 billion in unfunded SHOPP needs in Transportation 2030. The state will need to tap into its existing or new resources to pay for this shortfall.

- The magnitude of the state highway rehabilitation shortfall suggests that maintenance may have to be delayed on some highways, thus increasing overall road repair costs.



BILL HALL, CALTRANS

Projected State Highway Maintenance Needs 2005–2029



1	Funds Available	$7 billion
2	Unfunded	$7 billion
	Total Need	$14 billion

Source: Caltrans

- Insufficient funds to maintain system management equipment like traffic detection sensors, ramp meters, changeable message signs, and other incident-management programs will result in lost opportunities to ease congestion.

- Investments must be made to address serious bottlenecks and close gaps in our highway system. These additional lanes will require additional maintenance and more funding.

"MUCH OF THE STATE HIGHWAY SYSTEM WAS PLANNED, DESIGNED AND BUILT IN THE 1950s THROUGH THE 1970s, AND SOME OF IT HAS NEVER BEEN REHABILITATED."

Calls to Action

Index the State Gas Tax to Inflation

It is long past time for the Legislature to increase the state gasoline tax. Since it was last raised in 1990 (from 9 cents to 18 cents per gallon), the gasoline tax has lost 25 percent of its value to inflation (see graph on facing page). Today, California's gas tax is lower than that of 36 other states, and is below the national average of 20.4 cents per gallon. At the very least, the state gas tax should be indexed to inflation — as it is in 11 other states — so that the gas tax would increase in direct proportion to the rate of inflation.

Increase Truck Weight Fees

Heavy trucks cause serious damage to pavement. Proceeds from truck weight fees levied by the state that are deposited into the State Highway Account for road repair and maintenance no longer are sufficient to repair truck-related damage to our highways. The state must re-evaluate the existing truck weight fee structure and increase fees to reflect the true cost of highway repair — perhaps by considering distance-based fees that also factor in how far a truck travels on our state highways.

Top 10 Urban Areas With Unacceptable Ride Quality on Highways and Arterials

Urban Area	Percentage Unacceptable
Kansas City	71%
San Jose	67%
St. Louis	66%
Los Angeles	64%
San Francisco-Oakland	60%
San Diego	58%
New Orleans	55%
Boston	49%
Sacramento	49%
Oaklahoma City	47%

Source: The Road Information Program (TRIP) analysis of 2003 Federal Highway Administration data

Trim the STIP to Support the SHOPP

Without an increase in revenues to maintain the state highway system, the state will be faced with deferring more and more of its maintenance needs. More dollars may need to be diverted to state highway maintenance needs, which are funded through the State Highway Operations and Protection Program (SHOPP). Unfortunately, this will leave less state funding available for new road and transit projects in the State Transportation Improvement Program (STIP).

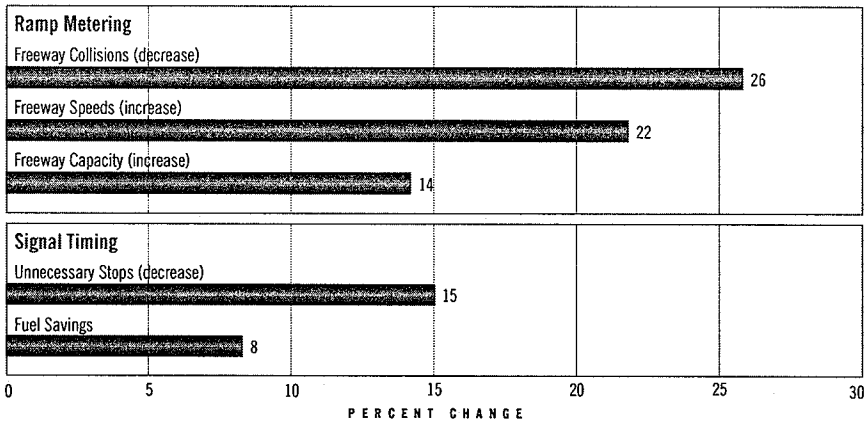
system efficiency

Squeezing Better Mileage From the Existing Network

The effort to make Bay Area travel easier and more convenient stretches across multiple jurisdictions, requiring MTC to work in concert with many other agencies to ensure not only that each piece of the regional transportation system works as efficiently as possible, but that the components mesh smoothly to create a unified network. The Regional Operations Program encompasses:

- 511 traveler information (511 Traffic, 511 Transit, Regional Rideshare Program, transportation marketing)
- Incident management, including Freeway Service Patrol (FSP), call boxes, emergency vehicle preemption of traffic signals
- Traffic operations, including Caltrans' Regional Transportation Management Center, smart corridors, center-to-center data exchange, coordination of traffic signals across city boundaries, etc.
- Transit operations, including transit automatic vehicle location systems, priority at traffic signals, express bus services, etc.
- Technical assistance for cities and counties (pavement management, traffic engineering)
- Performance monitoring
- TransLink® (discussed separately on page 60)

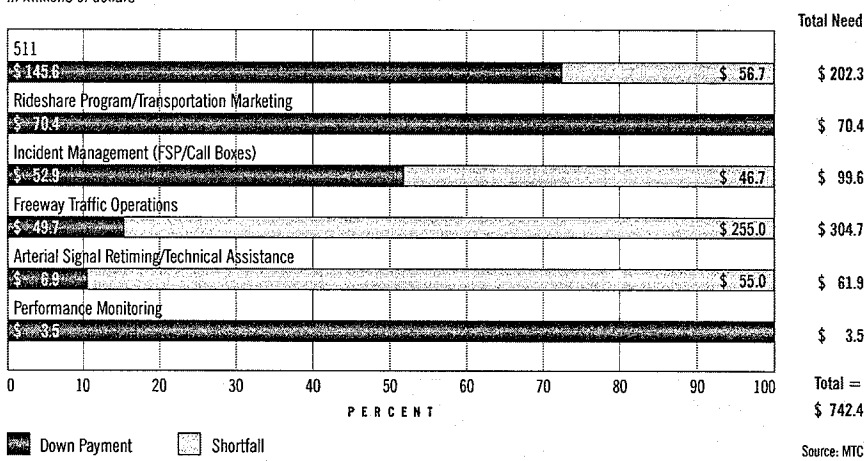
Better Roadway Management Yields Multiple Benefits



Sources: Minnesota Dept. of Transportation; U.C. Berkeley

Funding for Bay Area Regional Operations Program, 2005–2029

In millions of dollars



Source: MTC

The Regional Operations Program will improve the efficiency of the existing regional transportation system. For example, ramp metering and traffic signal retiming have been shown to produce measurable benefits for motorists (see graph above). And the roving tow trucks of the Freeway Service Patrol save Bay Area travelers some 4.5 million hours of delay per year, returning $8.20 in benefits for every $1 of cost. On the transit side, AC Transit's Rapid Bus program on San Pablo Avenue has decreased travel time by 14 percent and has increased peak-period ridership by 66 percent; moreover, 19 percent of the new riders previously made the trip by car.

Transportation 2030 Challenges

- Full deployment of the Regional Operations Program is expected to cost about $742 million over 25 years, yet projected revenues over this period total only $329 million, or slightly more than 44 percent of anticipated needs.
- MTC's long-term vision for freeway traffic operations includes real-time monitoring of speed and volume on all

freeways, increased management of congestion through message signs and ramp meters, and automated data exchange (including radio between jurisdictions on all freeways). Given limited funding, this vision likely will be implemented only on the most congested freeways.

- An aggressive deployment of new technologies would maximize the Bay Area transportation network's efficiency by: improving data collection for 511 (including driving times for carpool lanes and arterial streets as well as mixed-flow freeway lanes); making available multilingual phone and Web options for all travel information; and improving congestion management through enhanced traffic-flow monitoring and real-time communication with motorists.

- Expansion of the Freeway Service Patrol (with new weekend, midday and morning service hours) would enhance both congestion management and incident response.

Transportation 2030 Decision

In the Transportation 2030 Plan, MTC will add $271 million to the $58 million previously committed to fund core programs benefiting the entire region. This includes 511, the regional rideshare program, transportation marketing, freeway operations, incident management and funding for three years of regional signal timing and technical assistance. However, full deployment of the Regional Operations Program will require an additional $413 million to sustain and enhance the existing programs.

Calls to Action

Increase Vehicle Registration Fee for Incident Management

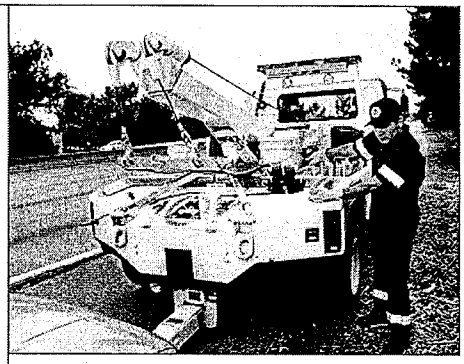
The successful Freeway Service Patrol program is partially funded through a $1 assessment on vehicle registrations. Since accidents, stalls, spilled debris and other incidents account for up to 50 percent of traffic congestion, doubling the assessment to $2 would provide additional dedicated funding for programs to reduce incident-related traffic delays.

Give Bay Area Freeways a High-Tech Edge

Real-time information on traffic conditions throughout the Bay Area freeway system is essential to Caltrans' and the CHP's ability to immediately summon the right type of assistance (e.g., tow truck, ambulance, etc.) to where it is needed, and to inform travelers of the danger ahead. Sufficient State Highway Account funding must be dedicated for better operation of the existing freeway system.

Implement Freeway Metering Lights

Traffic lights at freeway on-ramps are a proven and effective way to reduce freeway delays and increase freeway volumes. Recent studies have documented that local streets flow better after metering is implemented. Objections from a few cities about "spillover" traffic on local streets must be overcome so that the regional interest in reducing freeway congestion can prevail.



GEORGE DRAPER

Improve Arterial Operations

Many arterials throughout the Bay Area are routinely congested. Retiming the traffic signals is a cost-effective way of minimizing normal peak-period congestion for cars and buses, especially where major roads pass through several cities. "Smart Corridors" enable cities to quickly respond to major traffic fluctuations (e.g., traffic that is diverted onto city streets from a nearby freeway after a major collision; congestion after a sporting event, etc). To ensure efficient operation of the arterial portion of the regional transportation system, the Bay Area must provide a stable source of operating funds.

Clear Incidents Quickly

Incompatible radio systems and conflicting institutional priorities among the CHP, local police and fire departments, and other agencies can result in chaotic responses to major highway accidents and needless delay in reopening the lanes to traffic. Communications is essential to teamwork, and the Bay Area must commit itself to the goal of having all first responders able to communicate with each other.

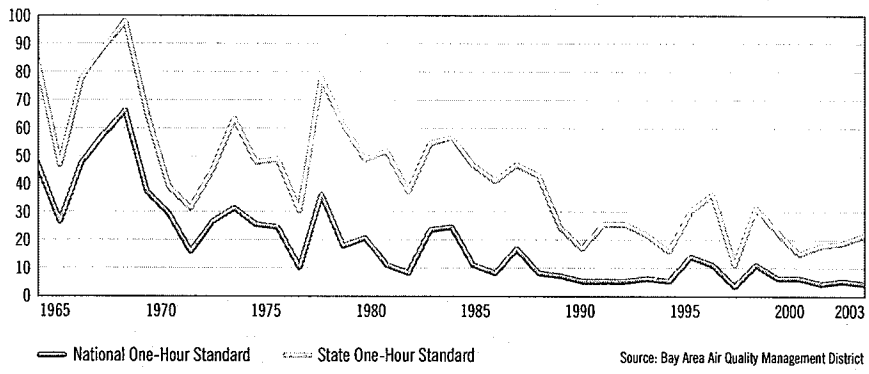
Clean Air in Motion

The Bay Area has some of the cleanest skies of any metropolitan area in the United States. Regional air quality has steadily improved, due in large part to cleaner motor vehicles and fuels, and reduced emissions from industrial and commercial sources. The number of days on which ozone levels exceed state and federal standards has fallen dramatically. But more progress is needed to ensure healthy air quality every day. While the Bay Area meets the federal one-hour ozone standard, the region currently does not meet either the state's more stringent one-hour ozone standard or the federal government's newer eight-hour standard.

Many different sources contribute to air pollution. Stationary sources such as factories, power plants and dry cleaners; mobile sources such as cars, buses, planes, trucks and trains; and naturally occurring sources like windblown dust all contribute to air pollution. Among the principal pollutants considered harmful to people and the environment are the following.

- Ozone is a gas formed by a chemical reaction between oxides of nitrogen (NO_X) and volatile organic compounds (VOC) in the presence of heat and sunlight. "Good" ozone occurs naturally about 10 to 30 miles above the earth, while "bad" ozone forms in the earth's lower atmosphere (ground-level). Motor vehicle exhaust, industrial emissions, gasoline vapors and chemical solvents are some of the major sources of NO_X and VOC that help to form ozone. Sunlight and hot weather cause ground-level ozone to form in harmful concentrations in the air, which is often referred to as summertime smog.

Annual Exceedances of the National and State One-Hour Standards For Ozone in the Bay Area



Source: Bay Area Air Quality Management District

- Particulate Matter (PM) includes dust, dirt, soot, smoke and liquid droplets found in the air. Particles can be suspended in the air for long periods. Some particles are directly emitted into the air from sources such as cars, trucks, buses, factories, construction sites, tilled fields, unpaved roads and burning wood. Others may be formed through chemical change of gases such as when gases from burning fuels react with sunlight and water vapor, or when fuel combusts in motor vehicles. Serious health problems may arise from breathing particulate matter.

- Carbon monoxide (CO) is a colorless, odorless gas formed when carbon in fuel is not burned completely. CO is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide. Areas with heavy traffic congestion generally have higher levels of CO.

- Carbon dioxide (CO_2) is a major component of the carbon cycle, and results from the combustion of organic matter if sufficient amounts of oxygen are present. CO_2 also is produced by various microorganisms in fermentation and cellular respiration. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas.

Transportation 2030 Challenges

MTC, along with the Bay Area Air Quality Management District (BAAQMD) and the Association of Bay Area Governments (ABAG), prepares and implements plans to achieve the ozone standards. The most recent plan for the state standard is the 2000 Clean Air Plan, and the most recent plan for the national standard is the 2001 Ozone Attainment Plan. Each plan includes measures to reduce emissions of ozone precursors from a variety of sources.

The Draft 2005 Bay Area Ozone Strategy, which is currently being prepared by MTC, the Air District and ABAG, is the update to both these plans. The Draft 2005 Ozone Strategy will include a triennial revision to the Bay Area's strategy to attain the California state one-hour ozone

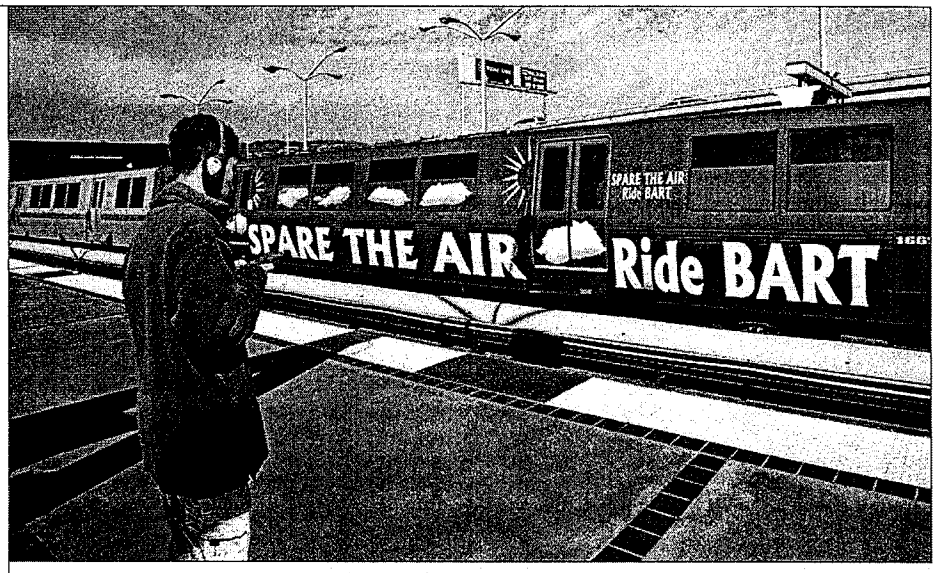
standard. Stationary, mobile and transportation control measures are key features in the Draft 2005 Ozone Strategy.

The Bay Area already attains both federal and state standards for carbon monoxide. Efforts to attain the standards for particulate matter will be the subject of future air quality planning exercises. Responsibility for CO_2 control lies with the California Air Resources Board (CARB). Because CARB's strategy for reducing motor vehicles' CO_2 emissions emphasizes the use of hydrogen fuel cells, these solutions are likely to reduce transportation revenues generated by taxes on gasoline and diesel fuel.

Transportation 2030 Decision

The Commission in December 2003 adopted a new clean air goal for the Transportation 2030 Plan. The key objectives include: (1) achieve additional reductions in motor vehicle emissions through effective transportation control measures; (2) work with the Air District to develop new episodic control strategies for predicted high-ozone days; and (3) help reduce particulate matter from buses and other heavy duty vehicles.

The Commission also committed $36 million toward a comprehensive program to improve Bay Area air quality, which is to be leveraged with $240 million from the Air District's Transportation Fund for Clean Air.



JOHN BENSON

Calls to Action

Spare the Air!

Established in 1991, the Air District's Spare the Air program is focused on educating the public and promoting changes in behavior that help prevent poor air quality. A Spare the Air day is a day forecast to have ozone levels high enough to exceed federal health-based standards. MTC, the Air District and ABAG, along with our partners, should deploy focused and specific strategies to reduce emissions on Spare the Air days. In particular, MTC will replicate its successful 2004 pilot Free Morning Rides program with BART and LAVTA and expand the program to all public transit operators in the Bay Area during the 2005 ozone season.

Scrap the Oldest, Most Polluting Cars

The Air District's Vehicle Buy-Back Program pays $650 for operating and registered vehicles from 1985 and earlier. These cars are then scrapped by dismantlers under contract to the Air District. MTC, the Air District and other partners will find ways to supplement this voluntary program with additional federal funds.

Reduce Particulate Matter from Buses/Heavy Duty Vehicles

The Environmental Protection Agency's (EPA) emission standards for post-1994 manufactured diesel trucks and buses have resulted in a 90 percent reduction in emissions of particulate matter. Older trucks and buses should be retrofitted with particulate traps to reduce emissions. EPA should continue to work with manufacturers to further reduce emissions from diesel engines, including non-road engines such as those found on construction equipment. MTC, the Air District and ABAG, in consultation with EPA, will find ways to further reduce particulate matter through new funding assistance programs, similar to MTC's $14 million program to retrofit 1,700 diesel buses operated by 12 Bay Area transit agencies.

Retrofit 1980–1994 Automobiles

The California Air Resources Board (CARB) has developed a program to replace the evaporative canister in middle-aged to older cards in order to evaluate the reduction of emissions. In a pilot program that could supplement CARB's testing, MTC plans to fund a similar replacement in 1980-1994 passenger vehicles.

Broadening Access To Mobility

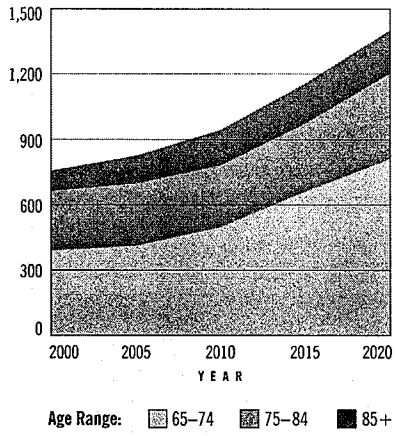
Central to a good quality of life is the ability to get to and from work, school, medical appointments, shopping areas, recreational sites and other destinations. In addition to highways, and local streets and roads, the Bay Area has an extensive array of public transit services and programs intended to address the needs of all residents. But the current system does not always meet the mobility needs of people with disabilities, frail elderly people and some low-income residents. These people need better mobility options. Identifying and implementing the necessary improvements will require the joint efforts of regional and local stakeholders.

MTC and its partners are leading the way to expand mobility for those whose transportation options are limited due to age, disability or income. In December 2003, MTC began seeking ways to stimulate creative, collaborative, cost-effective transportation solutions for older adults, the disabled, low-income residents and youths. As a first step, agency staff convened a task force comprised of representatives from transit agencies, community-based organizations, advocacy groups and other stakeholders to discuss how best to plan for and deliver expanded services that are convenient, safe, affordable and accessible to and from key destinations. The Access to Mobility effort is aimed at the following groups.

Older Adults

As people age, they increasingly face limitations on their ability to drive or use fixed-route transit. In 2000, there were some 760,000 persons aged 65 and older in the nine-county Bay Area (see graph above).

Bay Area Senior Population Growth, 2000–2030
Population in thousands



Source: ABAG Projections 2002

By the year 2020, the number of people in this age group will increase by 84 percent to 1.4 million. And the number of people age 85 or older, the group with the most severe mobility problems, will grow by 108 percent during this time.

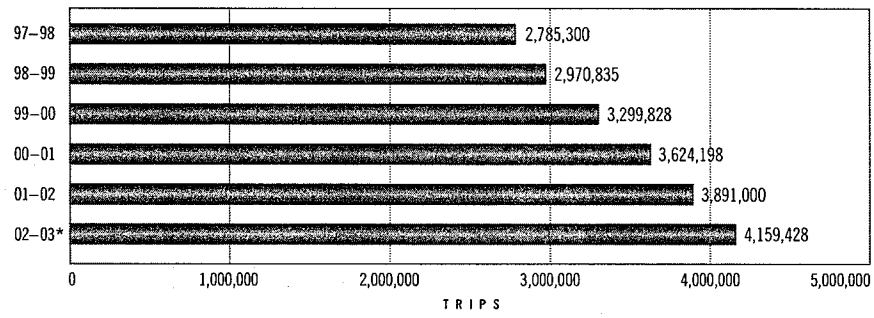
Persons With Disabilities

Since the passage of the Americans With Disabilities Act (ADA) in 1990, transit agencies and local jurisdictions have taken numerous steps to ensure their services and programs are accessible for persons with disabilities. These include providing paratransit service that is complementary to fixed-route transit service for use by people whose disabilities prevent them from riding fixed-route transit. In all nine Bay Area counties, public paratransit programs have expanded greatly since full compliance was achieved in 1997 (see graph below), and are likely to carry even more riders as the population ages. MTC will seek to broaden access to transportation for persons with disabilities by better coordinating resources among social service and transportation providers and interest groups.

Youth

School-provided bus services have all but vanished in the last 30 years in the Bay Area. While public transit agencies in the region have attempted, with varying success, to fill this school transportation gap, the decline of the "yellow school bus" is creating serious problems for parents, children, communities, schools and transit agencies. The geographically dispersed nature of the childcare system — featuring mostly small-scale providers spread throughout residential neighborhoods — often results in complex, time-consuming trips for families that rely on public transportation, and increased driving demands on parents with cars. The need to provide safe, convenient and affordable transportation for children to and from

Regional Trend in Number of Paratransit Trips Provided
Fiscal year 1997–98 through 2002–03



*Estimated

Source: MTC

childcare has emerged as key in welfare-to-work and other related planning studies.

Low-Income Persons

The Commission has developed a Lifeline Transportation Program to specifically address the needs of low-income individuals (see pages 52–55).

Transportation 2030 Challenges

- Responsibility for the transportation of low-income persons, youth, seniors and persons with disabilities is often shared among transportation and social service agencies. Many state and federally funded programs provide transportation for low-income persons, seniors and persons with disabilities, including health, job-training and senior programs. Removal of institutional, regulatory and funding restrictions could promote enhanced coordination among the various entities, thereby gaining more productivity out of each dollar spent.

- Land-use decisions need to support development of affordable housing with universally-designed units for use by disabled residents. Housing should be near transportation services and take into account access to essential destinations, such as grocery stores, daycare centers, medical offices, etc. When new social service facilities are sited, agencies need to consider their accessibility by public transit and wheelchair, as well as auto, bicycle and pedestrian access.

- Additional planning is needed to quantify the transportation needs and service shortfalls for these groups so that planners and policymakers can make informed decisions based on reliable data and relevant demographic information.

Calls to Action

Remove State-imposed Barriers

MTC, transit agencies and local jurisdictions will seek legislative or regulatory changes at the state level to address key barriers to coordinated transportation programs. These include the difficulty and cost of obtaining insurance for low-income persons and transportation providers alike, funding restrictions specific to state or federal programs, and the lack of available data on social service agencies' transportation expenditures.

Loosen Medicaid Restrictions

MTC will continue to advocate for regulatory changes to allow Medicaid to pay for non-emergency medical trips.

Enhance Local Demographic Information

Presently, we lack a comprehensive profile of transit riders in terms of factors such as ethnicity/race, income status, age and auto ownership. More consistent and timely data would provide planners and policymakers with tools to better assess the needs of low-income and minority transit riders, and thus better inform future funding actions. MTC and transit operators will take steps to improve the ways we collect, compile and disseminate basic demographic and travel data for various Bay Area population groups.

Fine-tune TLC and HIP

MTC will encourage applicants for funding through its Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) initiatives to address specific mobility barriers faced by persons with disabilities or older adults.

GEORGE DRAPER

Think Beyond the Bike

Regional and local bicycle/pedestrian planning efforts must consider and fund projects that make paths of travel to fixed-route transit services accessible and usable by older pedestrians and persons using wheelchairs or other mobility aids.

Identify Strategies for Enhanced Use of Taxis

Enhanced taxi services, such as guaranteed-ride-home or voucher programs, have been identified as potential solutions through community-based and welfare-to-work planning, as well as in efforts to address the mobility needs of older adults and persons with disabilities. However, taxi service is limited or not available at all in some rural or suburban communities, and most taxi vehicles are not wheelchair accessible. MTC and its partners should identify strategies to better utilize this important mode of transportation.

Providing a Transportation Lifeline

MTC must consider the needs of all travelers in striving for an equitable distribution of mobility benefits. Whether the destination is work, school or the doctor, all Bay Area residents — regardless of income, age or disability status — must be able to get from place to place. Yet many low-income households in the Bay Area can't afford to own and operate one car, let alone the two vehicles that middle-class families often consider essential. It was with this population in mind that MTC began working to identify a network of critical transit routes and other transportation services that provide a vital lifeline for low-income residents.

Included in MTC's 2001 Regional Transportation Plan was a *Lifeline Transportation Network Report,* which identified existing transit routes most critical to meet the needs of low-income neighborhoods. At the time the report was completed, nearly half (43 percent) of all routes operated by 19 transit operators within the region were identified as Lifeline routes. The report also identified gaps — both spatial and temporal — that prevent full access to services that people need, and recognized that solutions to address these gaps must be developed and planned for at the local level. The report pointed to a wide variety of transportation solutions beyond traditional fixed-route transit, based on those most appropriate to the community's needs.

MTC has taken the following steps to advance the region's understanding of transportation issues specific to low-income communities.

Community-Based Transportation Planning Program

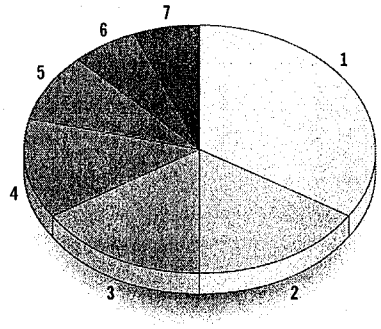
Both the *Lifeline Transportation Network Report* and the *Environmental Justice Report* for the 2001 Regional Transportation Plan recommended community-based transportation planning as a first step to address gaps and barriers faced by low-income communities. MTC initiated this program in 2002, and identified 25 communities as subjects for these plans. To date, five such plans have been completed, and MTC anticipates completion of the remaining plans within the next two to three years. Led by county congestion management agencies in consultation with community-based organizations and MTC, the plans also inform county transportation decisions, including transportation sales tax expenditure plans.

Potential transportation improvements are identified to address gaps specific to each low-income community. Solutions may include expanding fixed-route transit, children's shuttles, vanpool services, or car share or other auto-related projects. In some cases, new capital improvements such as bus stops, benches, shelters or other enhanced amenities are called for.

LIFT (Low Income Flexible Transportation) Program

Recognizing that there is no one solution to filling the gaps in the existing transportation network for low-income communities, MTC launched the LIFT Program to support a wide range of transportation services. LIFT funds have been used to create new and expanded public transit services, children's shuttles, auto-loan programs, rideshare activities and guaranteed-ride-home programs (see pie chart above).

Types of LIFT Projects
Total: 32 Projects

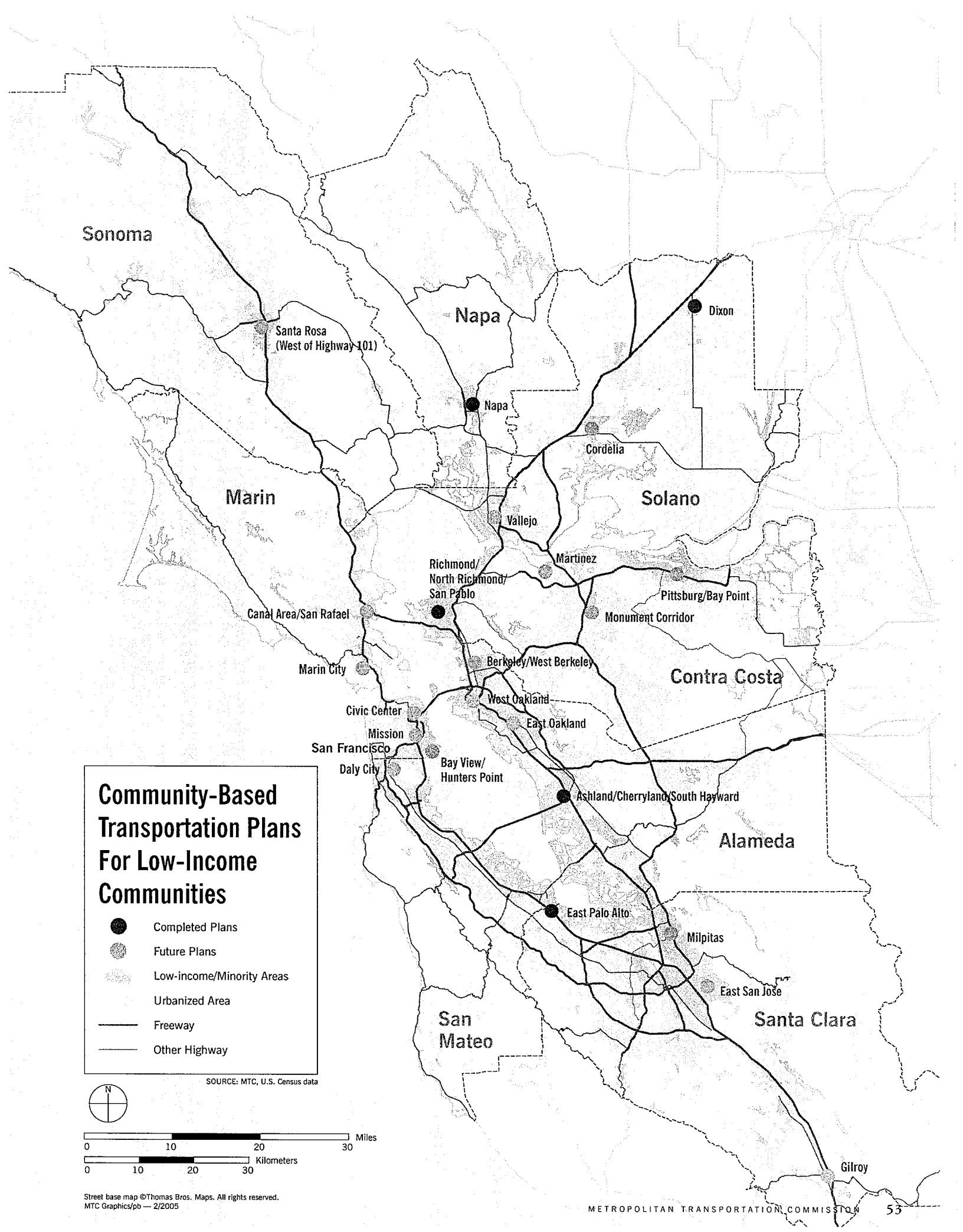


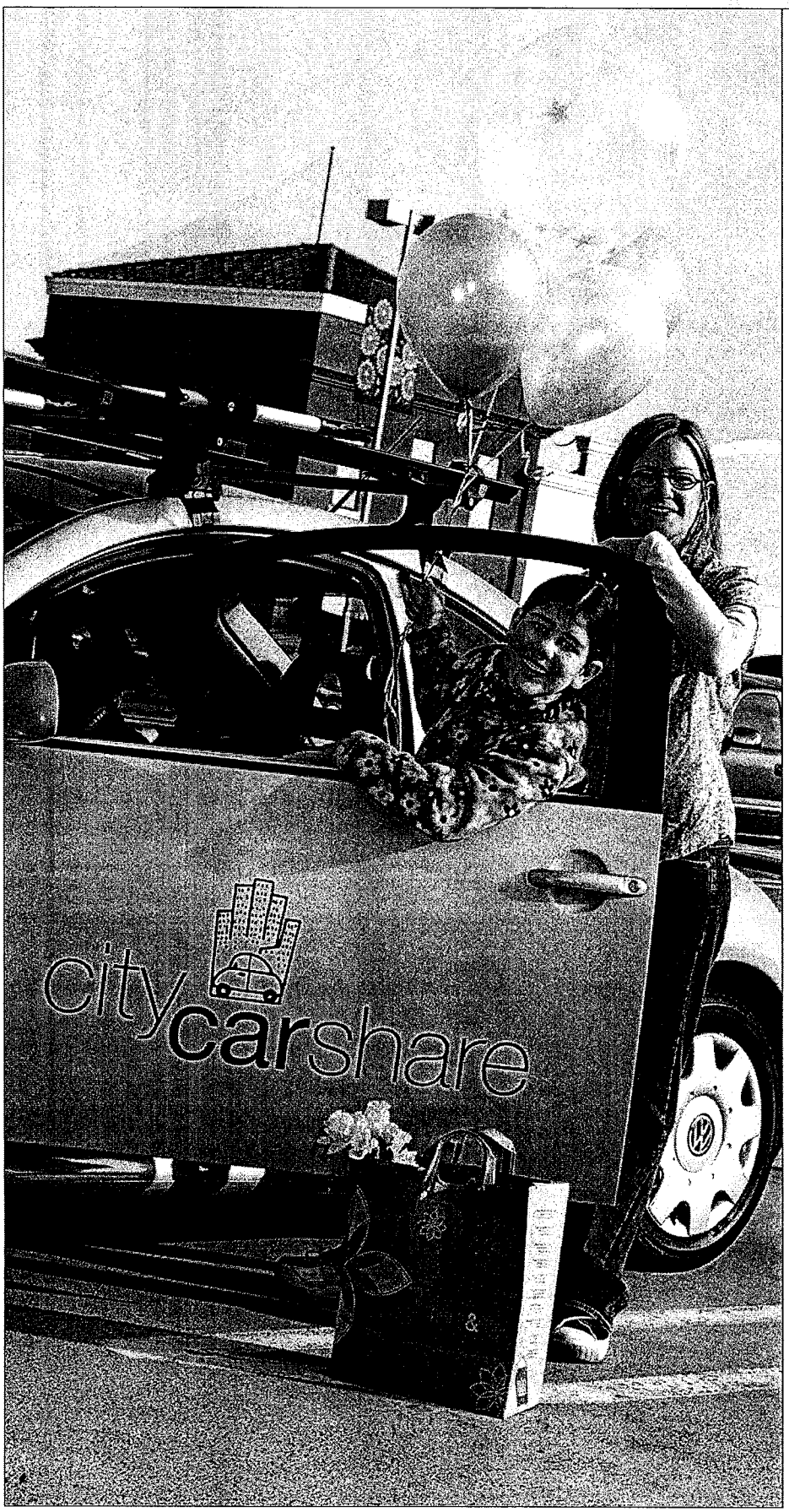
		Percent of Total
1	Fixed-Route Transit	34%
2	Children's Shuttle	16%
3	Shuttles/Demand Response	16%
4	Guaranteed Ride Home	13%
5	Mobility Manager	9%
6	Fare Assistance	6%
7	Auto Programs	6%

Source: MTC

The LIFT Program began in 2000 and has been funded with a variety of federal, state and local transportation dollars, as well as additional social service matching funds, bringing the total investment for this program to nearly $21 million. To date the LIFT program has provided support to 32 creative transportation solutions in all nine Bay Area counties.

The LIFT Program encourages a collaborative approach to addressing the transportation challenges faced by residents of Bay Area low-income communities, including low-income elderly and disabled residents. Transit providers work closely with social service agencies, community-based organizations and other key stakeholders to make a difference in the lives of low-income Bay Area residents.


Sonoma
Napa
Marin
Solano
Contra Costa
Alameda
San Mateo
Santa Clara
Santa Rosa (West of Highway 101)
Napa
Dixon
Cordelia
Vallejo
Martinez
Richmond/ North Richmond/ San Pablo
Pittsburg/Bay Point
Monument Corridor
Canal Area/San Rafael
Marin City
Berkeley/West Berkeley
West Oakland
East Oakland
Civic Center
Mission
San Francisco
Daly City
Bay View/ Hunters Point
Ashland/Cherryland/South Hayward
East Palo Alto
Milpitas
East San Jose
Gilroy
Community-Based Transportation Plans For Low-Income Communities
Completed Plans
Future Plans
Low-income/Minority Areas
Urbanized Area
Freeway
Other Highway
SOURCE: MTC, U.S. Census data
N
Miles
0 10 20 30
Kilometers
0 10 20 30
Street base map ©Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2/2005



KIT MORRIS

Transportation Spending Study

The cost of transportation is often a significant barrier for low-income individuals in getting to school, work or other essential destinations. MTC and the Public Policy Institute of California (PPIC) collaborated to study travel patterns and transportation costs for low-income persons of employable age for work and training purposes. The report, *Transportation Spending by Low-Income California Households: Lessons for the San Francisco Bay Area* was published under the auspices of PPIC in July 2004, and identified the following key findings.

- Transportation is the third-largest budget item (after housing and food) for low-income households in California's metropolitan areas.
- Low-income households allocate a slightly smaller proportion of household expenditures to transportation than do other households.
- Cost appears to be a barrier to vehicle ownership among low-income households in the Bay Area.
- Cost is unlikely to be a barrier to transit use for most low-income households but may be a barrier for some.
- Low-income commuters are less likely than other workers to drive alone and more likely to carpool, walk or travel by bus.
- Low-income workers have somewhat shorter commute times than other workers.

Transportation 2030 Challenges

- Additional community-level planning is needed to quantify transportation needs and service shortfalls for low-income residents so that planners, practitioners and policymakers can make informed decisions based on reliable data and relevant demographic information. Taking these steps will help establish clear objectives for the region's investments, and define desired outcomes, performance and evaluation measures.

- Recommendations will be forged over the next few months for the use of funds dedicated to Lifeline transportation services. MTC and program stakeholders must consider strategies, such as requiring matching funds, to expand the Lifeline Transportation Network. Guidelines also should be established to improve project sustainability by determining how most effectively to build long-term commitments using the seed money from LIFT and other funding programs.

Transportation 2030 Decision

The Commission committed $216 million to create a regional Lifeline Transportation Program for residents of low-income communities throughout the Bay Area. The program's objectives include better identification of gaps in transit service, affordability and safety; closer coordination with other agencies to improve the transportation options for low-income communities; and securing adequate resources to respond to Lifeline mobility needs.

Calls to Action

Finish What's Been Started

County congestion management agencies, in concert with MTC and community organizations, must complete all 25 of the Community-Based Transportation Plans identified in the 2001 *Lifeline Transportation Network Report.*

Target New Lifeline Funding

New Lifeline funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address them. MTC staff will work closely with local transportation service agencies and other stakeholders to craft a proposal to direct new funding, and to identify potential opportunities to increase the funding of Lifeline-related projects.

Put Local Dollars to Work

Cities and counties must ensure that needs assessments and recommended strategies emerging from key regional and local planning efforts are included in local sales tax programs and other local planning and funding efforts.

Identify Strategies to Increase Access to Autos

Automobiles can greatly improve mobility for low-income households, especially those with children requiring transportation to school or day care. However, only two-thirds of California's low-income households own cars, compared to 90 percent of other California households. Further research is needed to ascertain what it costs to own and operate a vehicle, the types of vehicles low-income persons own, and barriers that prevent access to cars (lack of insurance, difficulty in obtaining a driver's license, costs for purchasing a car, etc.). MTC and its partners also will seek to identify legislative, programmatic or regulatory remedies to pursue in order to improve access to automobiles.

Make the Land-Use Connection

Land-use strategies developed by local jurisdictions must address low-income transportation planning issues, including the linking of affordable housing to transit facilities.

Make a Federal Case

Several Lifeline transportation initiatives receive funding through the federal Job Access and Reverse Commute Program (JARC). MTC will advocate for increased JARC funding to metropolitan areas on a formula basis.

Walk and Roll!

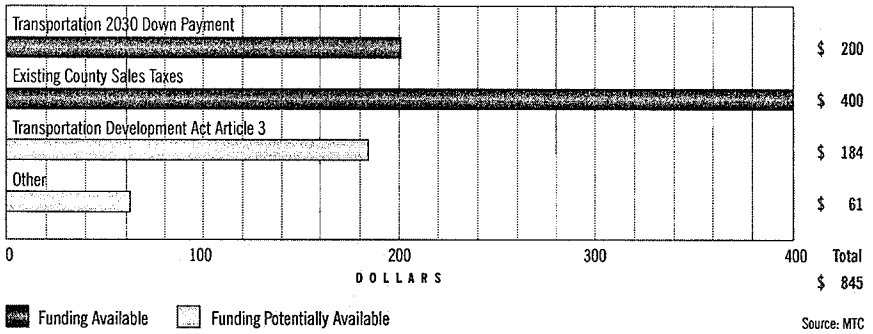
Walking and bicycling are two important means of mobility in the Bay Area. Laying sidewalks for pedestrians and wheelchairs, striping bicycle lanes, installing bicycle parking at transit stations and building multi-use trails boost the convenience and utility of these modes of travel, and enhance a community's health and well-being.

Quantifying the needs of pedestrians, bicyclists and wheelchair users is a difficult task. And the cost of building a complete bicycle and pedestrian network remains unknown. The regional bicycle network identified in MTC's Regional Bicycle Plan has a rough estimated cost of $1 billion. But this network includes only regionally significant routes selected from countywide bicycle plans. Total projected costs rise to $1.5 billion when full buildout of the countywide bicycle plans is added to the Regional Bicycle Plan. MTC will soon complete a regional pedestrian plan to identify needs and associated costs for improvements to pedestrian facilities regionwide.

Despite the uncertainty over the ultimate price tag for Bay Area bicycle and pedestrian facilities, it is clear that available resources fall far short of meeting the region's needs. Nonetheless, the region is making significant strides. In addition to MTC's first-ever funding commitment for a regional bicycle and pedestrian program (see page 58), Alameda, Santa Clara and San Francisco counties have committed close to $240 million in transportation sales tax funds for bicycle and pedestrian needs. The sales tax measures passed by Marin, Sonoma, Contra Costa and San Mateo counties in November 2004 added another $160 million. As well, an estimated $245 million in traditional funding sources is available for nonmotorized needs over the next two decades. These sources include the Transportation Development Act, the Transportation Fund for Clean Air, the Bicycle Transportation Account, and Transportation Enhancement Funds.

Funding Available for Bicycle and Pedestrian Needs, 2005–2029

Dollar amounts in millions



Source: MTC

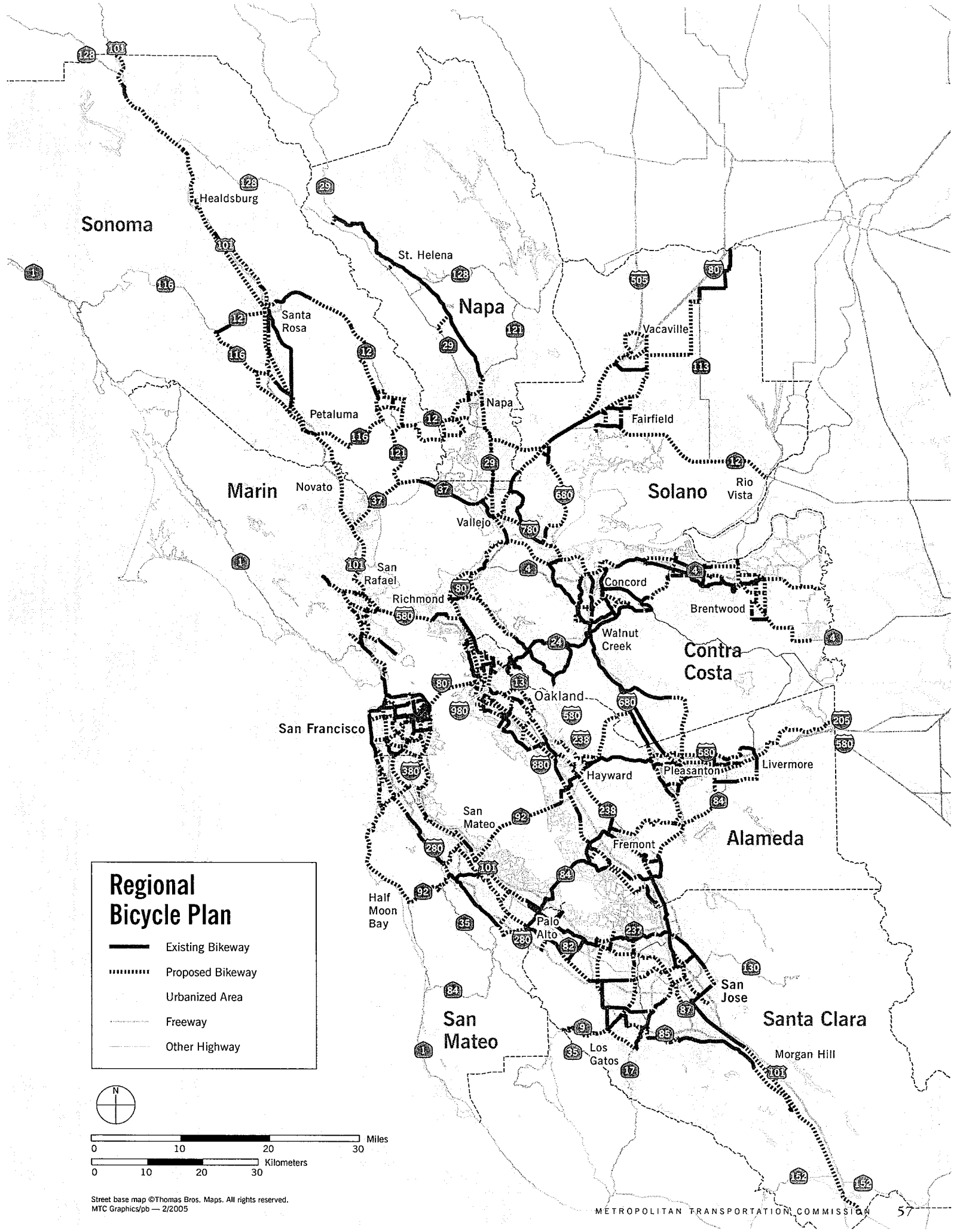
> **"THE COST OF BUILDING A COMPLETE BICYCLE AND PEDESTRIAN NETWORK REMAINS UNKNOWN, YET IT IS CLEAR THAT AVAILABLE RESOURCES FALL FAR SHORT OF MEETING THE REGION'S NEEDS."**

Transportation 2030 Challenges

- The Regional Bicycle Network consists of over 1,500 miles of bicycle paths, lanes and routes, including facilities from each county's bicycle master plan and the entire Bay Trail. Upon completion of this network, over two-thirds of the Bay Area's residents will be within a half-mile of a Regional Bicycle Network route.

- The need for pedestrian facilities (sidewalks, pedestrian signals, marked crosswalks, wheelchair-accessible curb cuts, etc.) exists in every neighborhood. But there is insufficient funding to address these demands. To prioritize the myriad needs — and help develop a regional pedestrian plan — MTC proposes to focus on projects that improve access to transit, schools and regional activity centers.

- MTC's Regional Bicycle and Pedestrian Program will fund eligible projects that are part of the Regional Bicycle Network, which supports access to schools, transit stations and regional activity centers.



Street base map ©Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2/2005

JOYCE BENNA

Transportation 2030 Decision

The Commission in December 2003 dedicated $200 million over 25 years for bicycle and pedestrian improvements throughout the Bay Area, including portions of the Regional Bicycle Network. In addition, the Commission approved a $27 million annual commitment to the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP), which funds the planning and construction of bicycle, pedestrian and transit access projects to revitalize the region's downtowns and diverse neighborhoods.

Calls to Action

Address Nonmotorized Transportation Needs

Bicyclists, pedestrians and wheelchair users must be full partners in the planning process, and bicycle facilities and walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities. Project sponsors must also consider safety and contiguous routes for bicyclists and pedestrians. These actions greatly reduce the future cost of retrofitting facilities for nonmotorized travelers, and encourage safe and convenient bicycling or walking. MTC will monitor routine accommodation of nonmotorized transportation needs in its programming processes.

Support Safe Routes to School Programs

MTC and its partners support California's Safe Routes to Schools Program, which has been extended until 2008 on a pilot basis under recently signed legislation. This program has proven to be an effective way to reduce peak-hour congestion near schools and create hospitable walking and bicycling environments for children. In addition, the reauthorization of the federal surface transportation bill may include funds for a new national Safe Routes to School program.

Develop More Comprehensive Data on the Amount of Walking and Bicycling

Presently, we lack good, comprehensive information on the amount of walking and bicycling that occurs and, in particular, where it occurs. Collision statistics collected by the California Highway Patrol and local law enforcement present an incomplete picture of safety, since there tend to be more cyclists and pedestrians (and more collisions) in areas such as university and school environments and downtown districts. By the same token, cyclists and pedestrians often avoid intersections and roadways they perceive to be unsafe. More comprehensive information on pedestrian and bicycling activity by geographic locale is required to better target investments addressing the mobility and safety needs of pedestrians and cyclists.

Support Walk- and Bike-friendly Transportation Sales Tax Measures

When developing transportation sales tax measures, counties should consider more funds for nonmotorized travelers. Most allocate about 2 percent to 5 percent of sales tax revenues to bicycle and pedestrian facilities. In some counties, this may not be sufficient to address the needs of bicyclists, pedestrians and wheelchair users. We therefore urge counties to work with local and regional bicycle coalitions and pedestrian safety groups to ensure that their local transportation sales tax expenditure plans devote sufficient resources to walking and bicycling.

Give Bicyclists and Pedestrians a Little "TLC"

Cities, counties, and pedestrian and bicycle advocates should pursue funding opportunities through MTC's Transportation for Livable Communities/Housing Incentive Program (TLC/HIP) initiatives. These grants can be leveraged with non-transportation funding, such as community development block grants, redevelopment tax increment funds and Air District clean air funds. MTC has administered its successful TLC/HIP program since 1998. The Transportation 2030 Plan allocates $9 million annually amongst the nine Bay Area counties so they can launch county-level TLC/HIP programs. Santa Clara already has incorporated a county TLC and pedestrian program into its voter-approved sales tax expenditure plan. Contra Costa County followed suit in its sales tax reauthorization measure approved by voters in November 2004.

A Seamless Transit Trip

Getting from point 'A' to point 'B' via public transit in the Bay Area should not be as challenging as it often is. Reducing travel times, providing more reliable connections, making it easier to pay, and ensuring that transfers are easy and safe will entice more of us out of cars and thereby help ease congestion and protect the environment.

The public has long demanded a more convenient and "seamless" transit network. Participants in MTC's outreach for the 2001 Regional Transportation Plan ranked improved transit connections as one of six top recommendations for getting more out of our existing transportation resources. The issue also was one of three priorities identified by focus groups for the Transportation 2030 Plan, and improved coordination among transit agencies was ranked a top priority in a Transportation 2030 Plan telephone poll.

Transportation 2030 Challenges

In 2002, MTC launched a Transit Connectivity Project to identify key transfer barriers and recommend improvements. Barriers were identified in four categories:

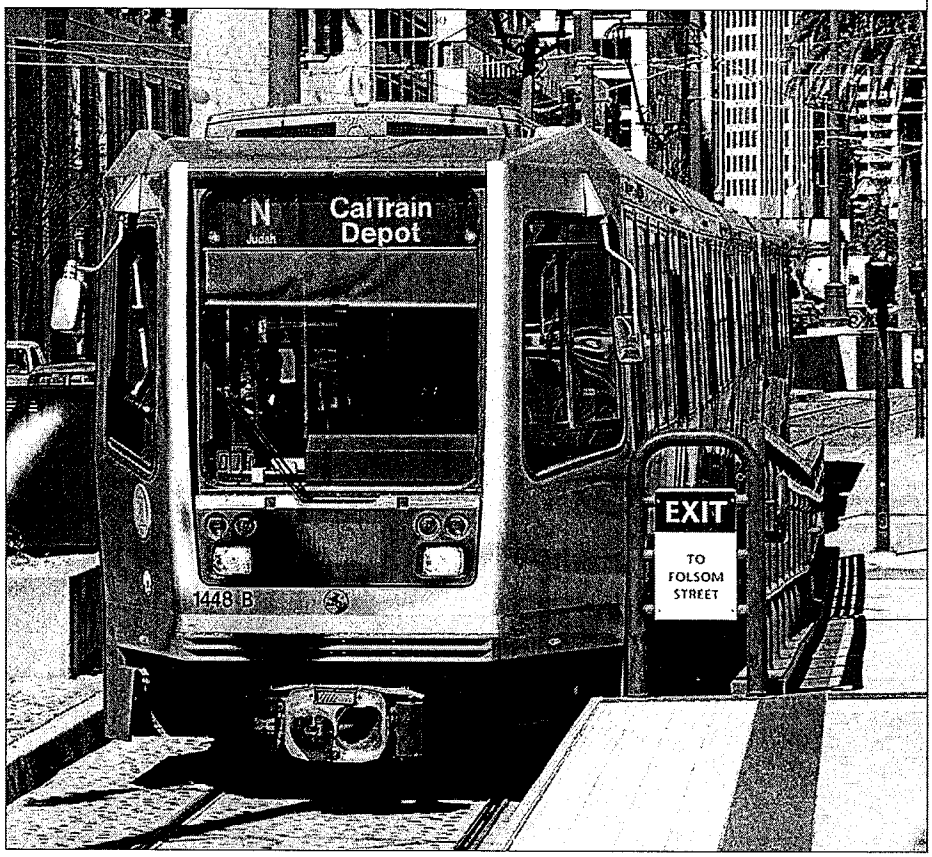
- **Service connections** – infrequent service; uncoordinated schedules or poor schedule adherence
- **Transfer point information/amenities** – lack of signage; indecipherable or out-of-date information; lack of shelters, seating, safe environment, restrooms, food, etc.
- **Pre-trip information** – lack of centralized telephone information; no access to customer service representatives at night and on weekends; barriers for non-English speakers
- **Fare policies and fare collection** – multiple and confusing fare and transfer policies

> "IMPROVED COORDINATION AMONG TRANSIT AGENCIES WAS RANKED A TOP PRIORITY IN A TRANSPORTATION 2030 PLAN TELEPHONE POLL."

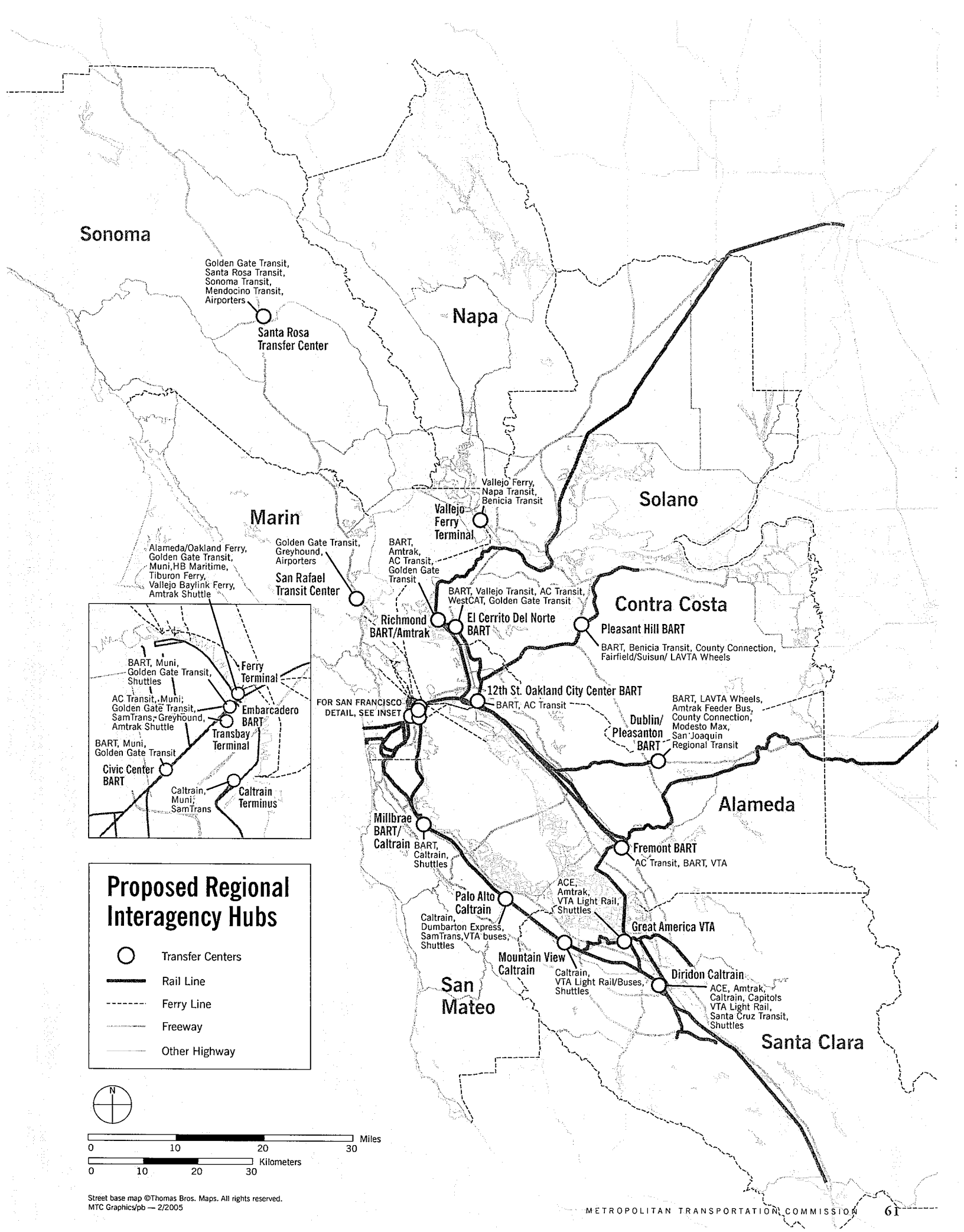
Transit agencies, MTC and others are currently taking a number of steps to improve transit connectivity. For example, cross-platform rail transfers have been established in Richmond, Millbrae and San Jose. The TransLink® regional electronic fare card has been successfully tested and is ready for full implementation beginning in late 2005. The Altamont Commuter Express and Santa Clara Valley Transportation Authority operate an integrated rail shuttle to work sites. San Francisco Muni and a number of operators are moving forward with real-time bus and train information at key transfer points.

Building on these connectivity improvements, the Transit Connectivity Project developed seven major recommendations for a seamless, regional transit system:

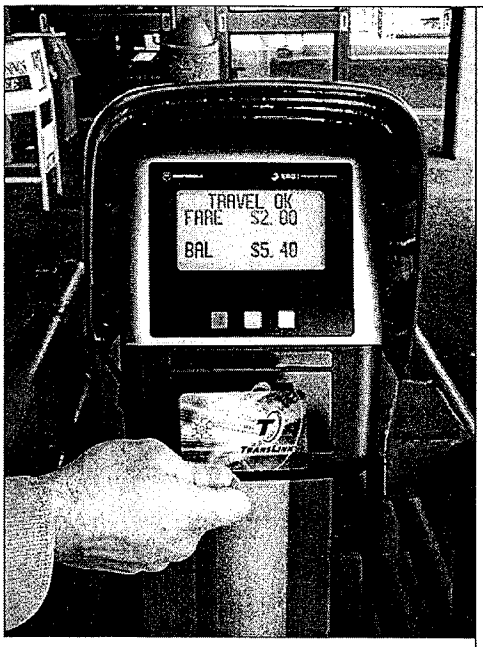
- Establish a regional network of transit hubs and services
- Develop a regional signage and information assistance program



PETER BEELER



Street base map ©Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2/2005



- Fully implement the regional transit trip-planning system
- Expand real-time transit information
- Improve customer telephone information services
- Develop a plan for "last mile" connecting services to mainline rail and bus lines
- Fully implement the TransLink® universal ticket throughout the region

Voter-approved Regional Measure 2 requires MTC to adopt a Transit Connectivity Plan by December 2005. This effort will build upon the recommendations from the Transit Connectivity Project. Regional Measure 2 also provides funding for a number of connectivity improvements including:

- Direct platform access between Muni and BART at Embarcadero and Civic Center stations in downtown San Francisco
- $20 million for expanded express bus service and related infrastructure
- $22 million to integrate TransLink® with operator fare equipment and expand the system to new transit services
- $20 million to assist transit operators in implementing real-time scheduling
- Planning assistance to develop an integrated fare program

Transportation 2030 Decision

The Commission recognized the importance of improved transit connectivity when, in December 2003, it adopted a "Reliable Commute" goal, with the objective to "make it easier for people to make connections between transit systems." Improved connectivity also will help achieve other Transportation 2030 goals, including Clean Air, Access to Mobility and Livable Communities.

The Commission also committed $129 million toward TransLink®, adding to the $209 million in existing funding. However, an additional $26 million will be needed to fully deploy the TransLink® system.

Calls to Action

Fully Implement the TransLink® System

Full regional rollout of the TransLink® program will give riders a single universal fare card valid on all Bay Area transit lines, and will greatly simplify the fare collection process for operators.

Establish a Regional System of Hubs and Services

Revenues from the voter-approved bridge toll increase (Regional Measure 2) provide an opportunity to create a coordinated, regional system of transfer stations and major rail and bus connections. (See map on page 61.) As a first step, the Regional Measure 2 Transit Connectivity Study will review the system of proposed regional interagency transit hubs identified in the January 2005 *Transit Connectivity Report.*

Improve Customer Information and Assistance

MTC and the region are well poised to advance the recommended strategies emerging from the Regional Transit Connectivity Project by (a) improving regional signage, (b) expanding real-time transit information, (c) fully implementing the regional transit trip-planning system and (d) improving customer information telephone services. These support services are essential for attracting and retaining transit riders.

Consolidate Transit Operations

As discussed on page 43, having some two dozen transit operators in the Bay Area can be a serious barrier to a seamless transit trip. A smaller, more manageable number of agencies can make better transit connections easier to achieve.

Enhancing Livability by Connecting Transportation And Land Use

The Bay Area is expected to add nearly two million more people and 1.4 million new jobs over the next 25 years. Our transportation system's ability to handle this growth depends on where these people will live and where the jobs will be located. The bottom line: the Bay Area must accommodate more of its future growth in existing urban and suburban areas where good road and transit connections already exist.

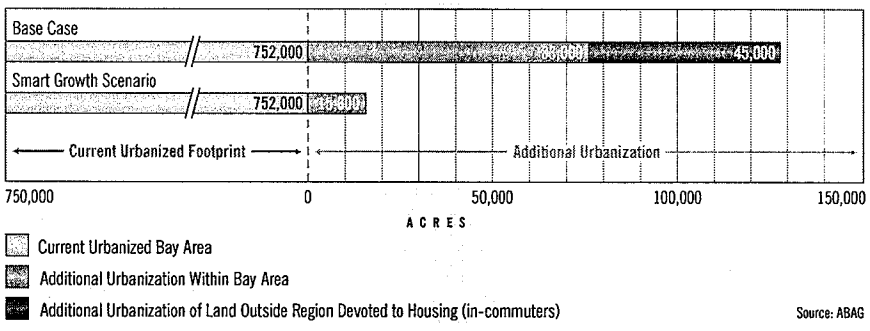
In preparing the Transportation 2030 Plan, MTC found strong public support for better connecting transportation and land use, developing more convenient transportation options, and pursuing greater regional cooperation on issues surrounding transportation and land use.

Transportation 2030 Challenges

- Promoting transit-oriented development and implementing the regional Smart Growth Vision adopted in 2002 requires stronger partnerships and more collaborative planning among MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District, Caltrans, other regional planning agencies, adjoining regions, public transit agencies, local governments and county congestion management agencies. While all these agencies share a critical interest in land-use decisions, it is local governments and the private sector that will ultimately determine land-use patterns and shape the design of communities and neighborhoods.

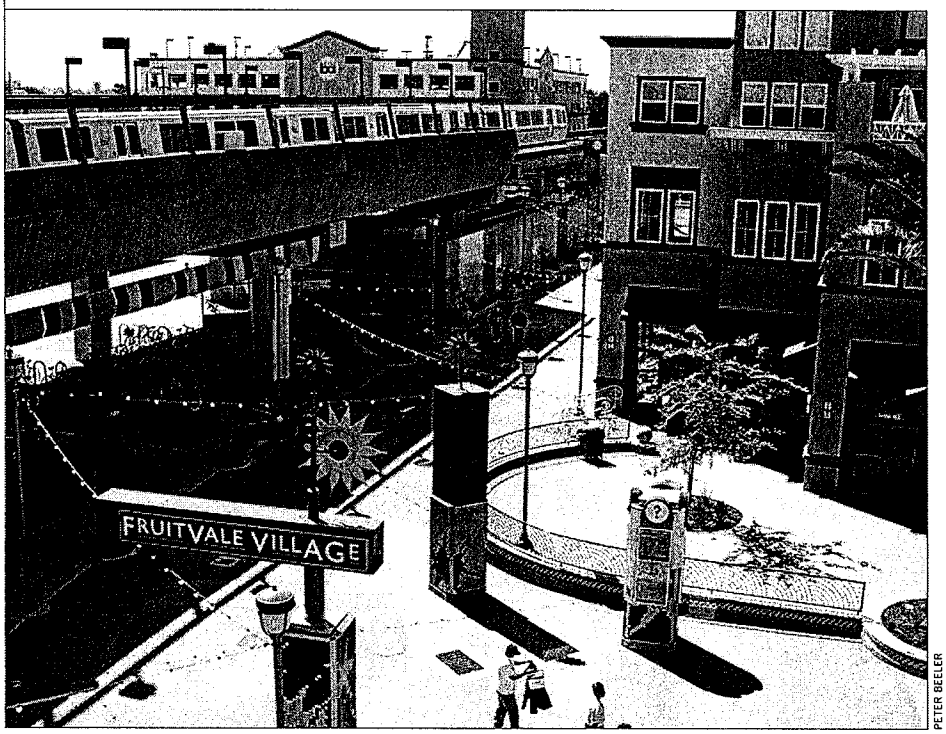
Projected Greenfield Development

Acres converted to urbanized uses in region by 2020



Source: ABAG

- MTC directs a majority of the transportation funds under its control toward public transit projects, including significant expansion of the region's transit network. These investments will be cost-effective only if sufficient numbers of people live and work near the new rail stations, bus stops and ferry terminals. MTC and local governments will have to work together to ensure that supportive land uses around future transit nodes will be planned for and built.
- To boost transit ridership, conserve open space and create more walkable neighborhoods, the region must produce a broader array of housing types, more affordable to a wider range of incomes, and at higher densities than traditionally have been planned for. In order for these higher density developments to be embraced by the public, they will have to be livable and well designed.



PETER BEELER

- The strong demand for suburban living will continue. This will require the Bay Area to shape new suburban development patterns and retrofit existing suburbs to promote more walkable communities, reduce the number of single-occupant vehicle trips and coordinate transportation and land-use decisions.

- A shift toward more compact growth patterns and the implementation of the Smart Growth Vision could result in a litany of unintended consequences. Efforts to focus growth toward the inner Bay Area will have to be done in a way that minimizes displacing existing residents and business — including critical economic engines like warehousing and freight facilities.

Transportation 2030 Decision

The five-point Transportation/Land-Use Platform adopted by MTC in December 2003 includes tripling funding for the Transportation for Livable Communities (TLC) Program to $27 million annually. The Commission asked staff to further develop and refine the platform and any supporting policies and programs — with input from a broad range of stakeholders (now represented through MTC's Transportation/Land-Use Task Force) — for release as part of this Transportation 2030 Plan. The platform is included as Appendix Two to this document.

Calls to Action

Condition Transit Funds on Supportive Land Use

MTC will develop a new policy to ensure that the investment of regional discretionary dollars for major new transit projects will be matched by local land-use patterns, plans and policies supporting adequate housing and employment densities.

Provide More Land-Use Planning Funds to Partners

MTC will continue to provide planning funds to the county Congestion Management Agencies (CMAs), as well as the Association of Bay Area Governments (ABAG), to support better transportation and land-use planning, and the implementation of the regional Smart Growth Vision. MTC also will develop a new grant program for local governments to support more comprehensive land-use planning around transit stations and corridors.

Develop Joint Planning Projects with Regional Neighbors

MTC, ABAG, the Air District and the metropolitan planning organizations in regions adjacent to the Bay Area will build on ABAG's work with the Interregional Partnership to develop new joint planning projects that address interregional commute and recreational travel.

Create Smarter Suburbs

Local government and the private sector must collaborate with MTC and its regional partners to develop new approaches to suburban design that offer a wider variety of travel options for shorter-distance trips, particularly walking, bicycling, and smaller shuttle and jitney services.

Evaluate Progress and Performance

MTC and ABAG must quantify progress through specific performance measures to gauge success in meeting the Smart Growth Vision's goals. We also must clearly communicate both successes and failures to our partners and the general public. A recent evaluation of the TLC/HIP programs led to significant changes to strengthen the programs.

Getting There Safe And Sound

Improved safety for all local travelers is a key consideration in all transportation investment decisions. Safety and security issues fall into three key areas:

- Automobile accidents, including auto collisions with bicyclists and pedestrians
- Natural disasters, especially the seismic safety of the transportation infrastructure
- Threats to personal safety and to key facilities stemming from individuals committing a crime or from acts of terror

Transportation 2030 Challenges

Automobile, Bicycle and Pedestrian Safety

- Each generation of new vehicles — cars, buses and trains — builds in additional safety features, such as air bags and anti-lock brakes. Designs for new transportation facilities — bridges, freeway interchanges, pedestrian crossings, and the like — also build in the latest safety features.
- There are several programs that focus on addressing safety issues, including the federal Hazard Elimination Safety and the state's Safe Routes to Schools programs. Requests for this funding, however, are many times over the available revenues. More funding is needed to reduce the number of collisions and injuries.

Injury and Fatal Collisions on Bay Area Roadways, 1998–2002

	Collisions 1998	Collisions 1999	Collisions 2000	Collisions 2001	Collisions 2002	% Change 1998–2002
Injury Collisions	39,027	37,913	39,609	38,322	37,167	–5%
Fatal Collisions	433	405	444	449	451	+4%
Total Injury and Fatal Collisions	**39,460**	**38,318**	**40,053**	**38,771**	**37,618**	**–5%**
Property Damage Only Collisions	67,164	65,339	70,001	65,219	68,912	+3%
Total Collisions	**106,624**	**103,657**	**110,054**	**103,990**	**106,530**	**0%**

Source: California Highway Patrol

Injury and Fatal Motor Vehicle Collisions Involving Pedestrians or Bicyclists, 1998–2002

	Collisions 1998	Collisions 1999	Collisions 2000	Collisions 2001	Collisions 2002	% Change 1998–2002
Collisions Involving Pedestrians						
Injury Collisions	3,258	3,099	3,173	3,080	2,910	–11%
Fatal Collisions	125	97	134	103	111	–11%
Subtotal	**3,383**	**3,196**	**3,307**	**3,183**	**3,021**	**–11%**
Collisions Involving Bicyclists						
Injury Collisions	3,004	3,066	2,810	2,566	2,321	–23%
Fatal Collisions	18	19	17	20	19	+6%
Subtotal	**3,022**	**3,085**	**2,827**	**2,586**	**2,340**	**–23%**
Total Involving Bicyclists or Pedestrians	**6,405**	**6,281**	**6,134**	**5,769**	**5,361**	**–16%**

Source: California Highway Patrol

- Some agencies lack the staff expertise and time to regularly analyze data on collisions and their causes, and a few cities have reduced staff to the point that they no longer complete police reports on property-damage-only collisions.

Seismic Safety

- The Bay Area and the state have made an immense investment to improve the seismic safety of key transportation facilities, including strengthening toll bridges to withstand a major earthquake. Since the state announced in August 2004 that Caltrans' costs for the toll bridge seismic retrofit program for state-owned spans (all but the Golden Gate) had ballooned to $8.3 billion, there has been an intense public debate about how to pay for these cost overruns. The Legislature completed an investigation into the root causes of Caltrans' repeated cost escalations. In the next few months, the governor and Legislature must develop an equitable long-term financing solution for this vital safety program.
- BART, likewise, needs considerable revenues to make the system earthquake safe. Fortunately, in November 2004, voters in Alameda, Contra Costa and San Francisco counties approved a $1 billion bond measure (backed by property taxes) to retrofit the transbay tube and other key facilities, but additional revenue will be needed to strengthen the entire BART system.

BILL HALL, CALTRANS

Homeland Security/Terrorist Threats

- The Bay Area's transportation system presents numerous potential targets for a terrorist attack. Affected agencies need to collectively define these threats and respond with appropriate measures to protect travelers. Absent a greater financial commitment from the federal government for homeland security and transportation, the Bay Area will need to use local funds to pay for some of the more urgently needed protections.

"DESIGNS FOR NEW TRANSPORTATION FACILITIES MUST ALSO BUILD IN THE LATEST SAFETY FEATURES."

Calls to Action

Complete Seismic Retrofit of Key Transportation Facilities

Sixteen years after the 1989 Loma Prieta earthquake, the time has long since passed to make our key transportation facilities earthquake safe. The Bay Area transportation community will need to work with state lawmakers on a plan to pay for the urgently needed strengthening of key facilities.

New Vehicle Registration Fee for Safety and Security

An additional fee on vehicle registrations could provide critical funding to increase safety for motorists, pedestrians and bicyclists, as well as for security programs. Funding should be linked to annual analyses of collision or other appropriate data.

Analyze Traffic Collision Data

The Bay Area transportation community must implement a program to ensure thorough analysis of collision data to identify problem locations and the primary factors contributing to accidents, then identify and implement needed low-cost safety improvements.

Coordinate Security Efforts

Many Bay Area transportation agencies are implementing projects to improve the safety and security of their own systems, and training their employees to watch for, and respond to, terrorist acts. Defining levels and standards for security, and coordinating a quick and effective regional response by affected agencies, must be a regional priority supported by federal funds.

Increase Federal Homeland Security Funding for Transportation

While the region has benefited from some congressional earmarks for protecting our ports and transit systems from terrorist attacks, far more investment is needed. We urge Congress to increase funding, and — as the 9/11 Commission has recommended — direct a larger portion to urban areas, where the threat level is greatest.

strategic expansion

HOT Network Delivers Carpool Lanes and Congestion Insurance

In many Bay Area travel corridors, carpool lanes, also known as high-occupancy-vehicle (HOV) lanes, offer travelers a way to beat peak-period congestion. On some freeways, carpool lane users can regularly shave as much as 15 or 20 minutes off their morning or evening commutes. Similarly, express bus routes use carpool lanes to bypass traffic and provide faster, more reliable service.

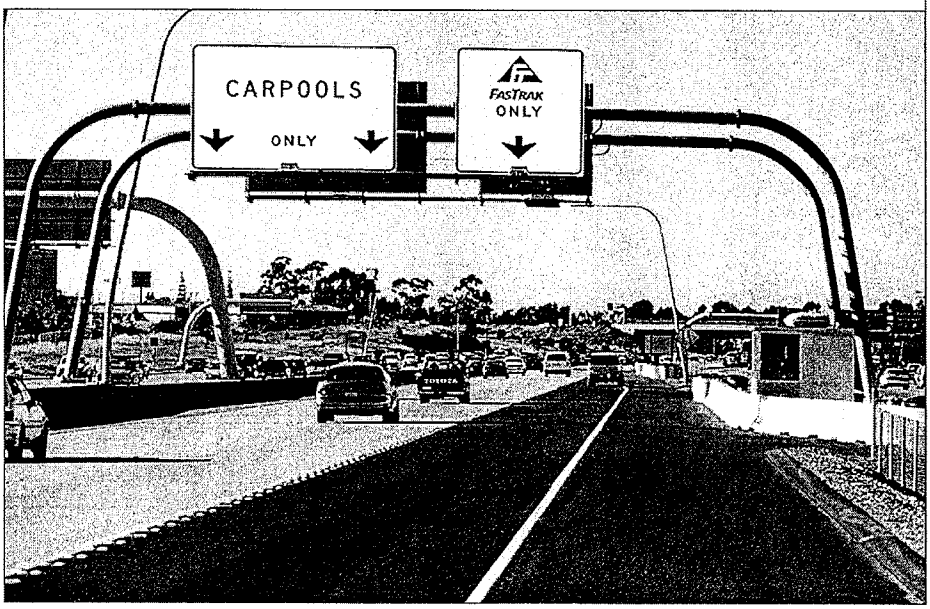
HOV lanes also make our freeways more efficient. For example, at the height of the morning commute, nearly two thirds of all people traveling to San Francisco over the Bay Bridge pass through the carpool lanes at the toll plaza, though these lanes carry just 40 percent of all the vehicles during the same period. With a record like this, it is easy to see the appeal of completing the regional HOV lane network and expanding regional express bus service in HOV lanes. Indeed, surveys of Bay Area residents demonstrate broad support for expanding and closing gaps in the HOV system to support a more robust network of express buses.

If we rely on traditional funding sources, it will take two decades or more to complete the HOV system, and even longer to build HOV connectors at major interchanges such as I-880 and State Route 237 in Santa Clara County. Further, because there is barely enough traditional funding to operate the existing transit system, we would be hard pressed to finance expanded express bus service in HOV lane corridors.

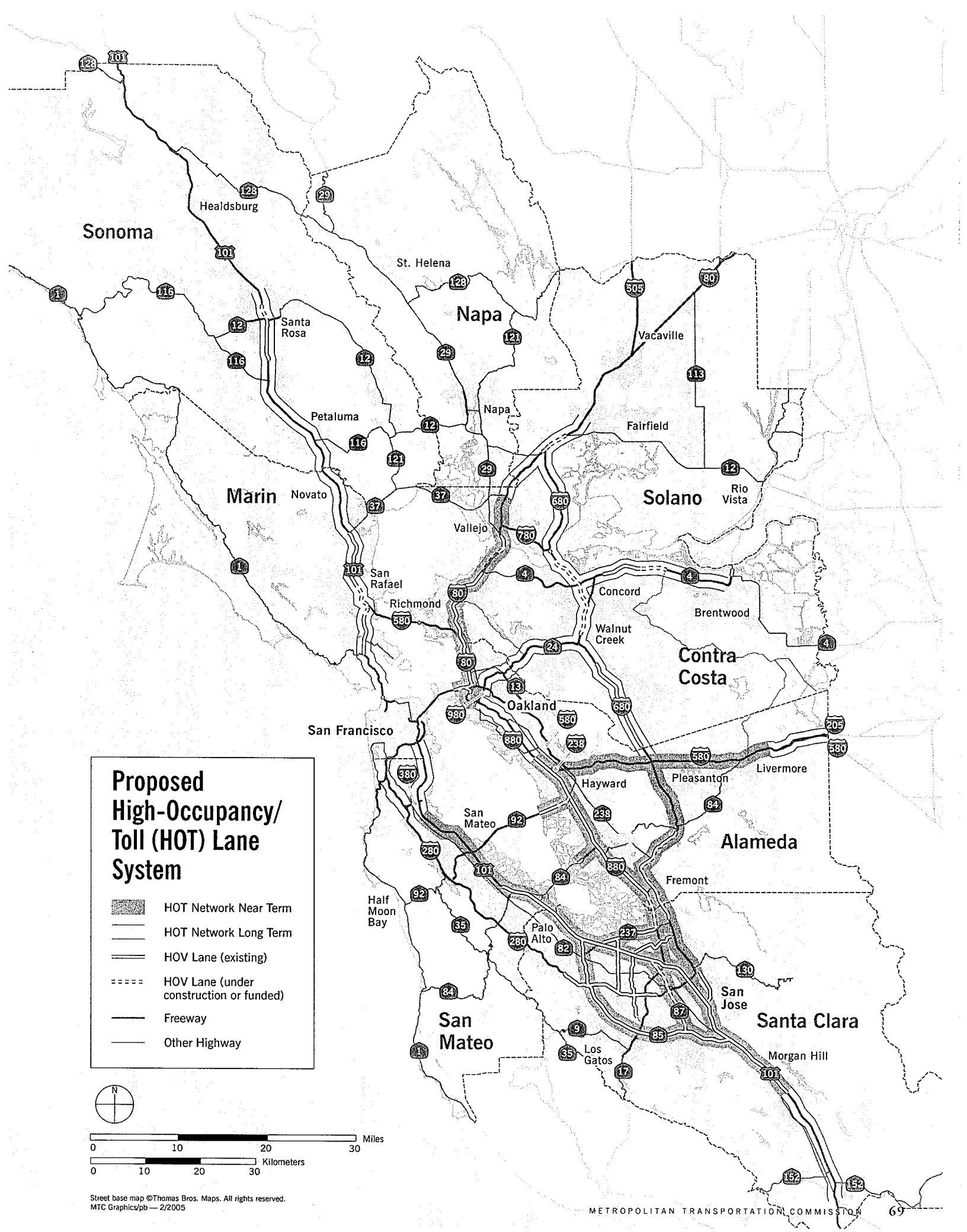
To speed completion of the HOV network and expand regional express bus service, the Bay Area should consider financing the construction and operating costs by allowing people who drive alone to use specially designated carpool lanes for a fee. These so-called high-occupancy/toll (HOT) lanes would have the additional benefit of injecting a pricing element into highway use by giving solo drivers the option of paying for the opportunity to bypass congestion by traveling in HOV lanes. Carpools and buses would still travel free of charge. HOT lanes not only allow us to complete the carpool network, they offer "congestion insurance," with premiums paid only by drivers who use them.

In the Bay Area, existing HOV lanes would be converted to HOT lanes. Toll revenues could then be used to complete the HOV system, build HOV lane connectors at major interchanges, and expand express bus and rideshare services. HOT lane tolls would be paid using the FasTrak™ technology, already familiar to those who traverse Bay Area toll bridges. With FasTrak™ readers installed on overhead structures, HOT lane tolls can be collected without forcing drivers to stop or even slow down. The toll paid by solo drivers would be set to balance supply and demand and keep the HOT lanes flowing freely. During the most congested commute periods, when carpool and bus traffic is heavy, the toll would be high so that only a small number of solo drivers — who most need "congestion insurance" — buy in. This keeps the HOT lane from becoming congested and maintains the travel time advantage. In periods of lighter traffic, a much lower toll would be charged to encourage solo drivers to use the HOT lane for a more modest time advantage.

In California, the pricing of HOV lanes already is being practiced on some freeways in Orange and San Diego counties — giving motorists the choice of traveling in buses, carpools or vanpools; paying a variable toll to drive in an HOV lane; or driving free of charge on existing mixed-use lanes.



SAN DIEGO ASSOCIATION OF GOVERNMENTS


Proposed High-Occupancy/ Toll (HOT) Lane System
HOT Network Near Term
HOT Network Long Term
HOV Lane (existing)
HOV Lane (under construction or funded)
Freeway
Other Highway
Sonoma
Napa
Marin
Solano
Contra Costa
Alameda
San Mateo
Santa Clara
Healdsburg
St. Helena
Santa Rosa
Vacaville
Petaluma
Napa
Fairfield
Novato
Rio Vista
Vallejo
San Rafael
Richmond
Concord
Brentwood
Walnut Creek
Oakland
San Francisco
Hayward
Pleasanton
Livermore
San Mateo
Fremont
Half Moon Bay
Palo Alto
San Jose
Los Gatos
Morgan Hill
Miles
0 10 20 30
Kilometers
0 10 20 30
Street base map ©Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2/2005

Transportation 2030 Challenges

- Express buses depend on HOV lanes to zip passengers around the Bay Area. Filling existing gaps in the region's HOV system would create a seamless network of unobstructed lanes, deliver faster commutes and improve overall efficiency. This may also work to encourage more people to take transit. But financing new carpool lanes is a challenge. HOT lane tolls would generate new funds to speed completion of the HOV system, buy and operate new transit vehicles, and influence demand for scarce roadway capacity.

- Though the concept of converting HOV lanes to HOT lanes has gained some support, there are concerns that HOT lanes would benefit only the affluent. A California Polytechnic University (San Luis Obispo) study of Orange County's State Route 91 toll lanes found that only about one-quarter of the motorists in toll lanes at a given time are higher-income motorists. The majority are low- and moderate-income motorists. Further, toll revenues can be used to fund express bus and other rideshare services that would be used by travelers of all income levels. HOT lanes give all travelers, regardless of income, the freedom of choice.

- Implementation of a HOT network in the Bay Area could take place over the next five to 10 years. MTC will need federal and state legislative permission — and cooperation from Caltrans and the CHP — to implement a comprehensive HOT network. Legislation was recently enacted to allow a limited number of HOT lanes to be implemented in Alameda and Santa Clara counties.

- HOT lanes will lead to an increase in traffic volumes in these lanes. To maintain premium service levels that expedite buses, encourage carpooling and attract toll-paying drivers, the threshold for carpool designation in some corridors may have to rise to three persons per vehicle.

- Implementation of a HOT network would mark a turn away from traditional highway expansion financing, by relying on user fees generated directly by the HOT lanes themselves rather than gasoline taxes or sales taxes to build more HOV lanes.

- It is challenging to explain the HOT lanes concept to the Bay Area public, which is largely unfamiliar with how pricing schemes on HOV lanes are already working in other parts of the state. More effort, and perhaps a more descriptive name, is needed to familiarize the public with this new notion. Other regions have struggled with the same challenge: the term "managed lanes" is used in San Diego and Texas; "express lanes" is used in Orange County; and an Alameda County pilot project uses the term "Smart Carpool Lanes."

Calls to Action

Try Before We Buy

We'll never know if HOT lanes can be an effective solution to congestion unless we give them a try. A pilot HOT lane program in Alameda and Santa Clara counties must get under way as quickly as feasible. While these pilot projects are under development, MTC will conduct regional studies to provide additional information on a range of issues, including: public acceptance in the Bay Area; impacts on low-income travelers; and effects on incentives for carpooling as well as on carpool-lane operations. MTC will work with interested partners to inform the public about how HOT lanes work, based on experience in other parts of the state and country.

Put Legislation in the Fast Lane

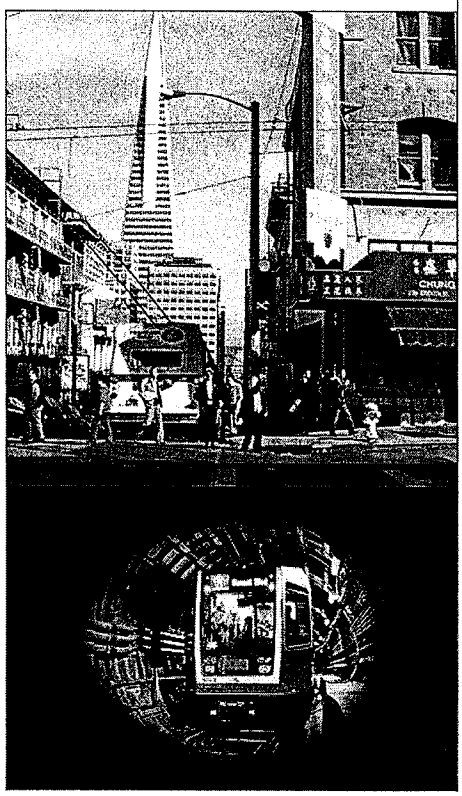
MTC is seeking permission from Congress and the state Legislature to implement tolls on the state highway system. House and Senate reauthorization bills to permit greater experimentation with tolls on the Interstate system indicate the federal government is supportive of tolling. Bay Area transportation agencies must work collectively to build support for HOT lanes and other innovative pricing programs as reauthorization of federal surface transportation legislation unfolds.

Get a Little Help From Our Friends

Implementation of a HOT network will require extensive cooperation with Caltrans (which may need to adopt more flexible rules for roadway design and operations) and the CHP (which will have to rigorously enforce HOT lane eligibility laws to keep the lanes free-flowing).

MTC Resolution 3434: The Bay Area's Vision For Transit Expansion

MTC's Regional Transit Expansion Program, adopted in 2001 as Resolution 3434, identifies nine new rail extensions, significant service expansions to existing rail lines and a comprehensive regional express bus program, new ferry service, plus eight enhancement programs to existing rail and bus corridors. (See corresponding maps on pages 73 and 75.) When fully implemented, this next generation of transit expansion projects will forge key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.



MUNI

Transportation 2030 Challenges

Financing

Central to the Transportation 2030 Plan update is a review of the financial assumptions that went into developing the Regional Transit Expansion Program. This review will focus not only on capital investments, but also on identifying a stable revenue stream to operate and maintain the new services.

Smart Growth

A key element of MTC's Transportation/Land-Use Platform, incorporated into the Transportation 2030 Plan, is the directive to condition MTC Resolution 3434 funds on projects that promote transit-oriented development. A task force is assisting in developing recommendations on how best to leverage transit expansion investments.

High-Speed Rail

A statewide high-speed rail service currently is being planned. This new state investment could benefit local commuters as well, especially in upgrading the Caltrain system on the San Francisco peninsula, which will share right-of-way with the high-speed trains.

Calls to Action

Condition Transit Expansion Upon Appropriate Land Uses

Transit should be expanded only in those areas where there are existing or planned land uses with development densities to support the transit service.

Seek Robust Federal Earmarks

Continue the region's aggressive strategy to capture significant federal rail, bus and ferryboat discretionary revenues.

Support Retention of Traffic Congestion Relief Program Earmarks

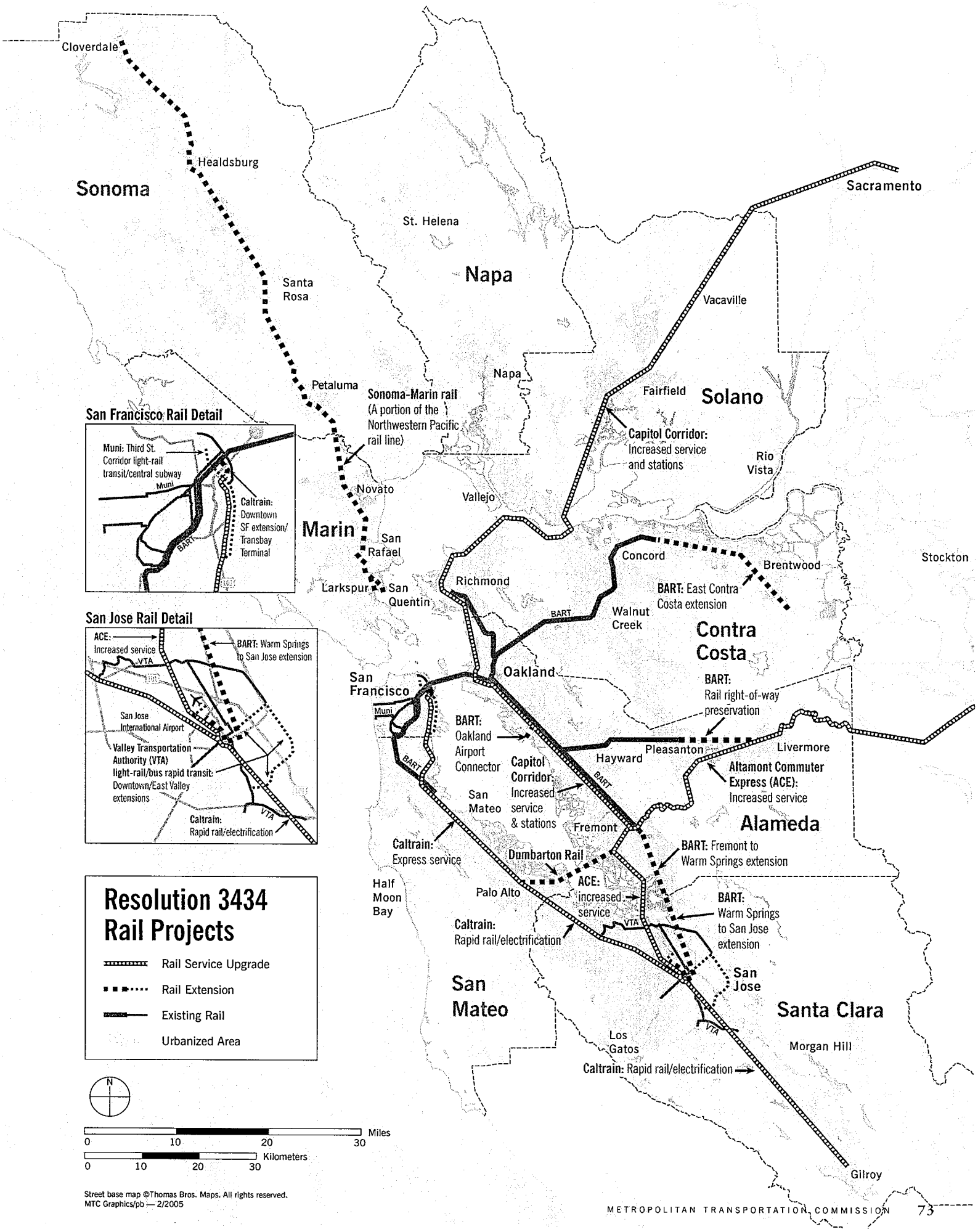
Proposition 42, which passed with 69 percent of the vote in March 2002, permanently dedicated gasoline sales tax revenues to transportation. It is expected to generate over $1 billion each year for transportation, including $678 million annually for the statewide Traffic Congestion Relief Program (TCRP), which provides a total of $850 million for Resolution 3434 transit expansion projects. California's continuing budget troubles, however, have led to repeated diversions of TCRP funding.

Support Passage of County Sales Taxes

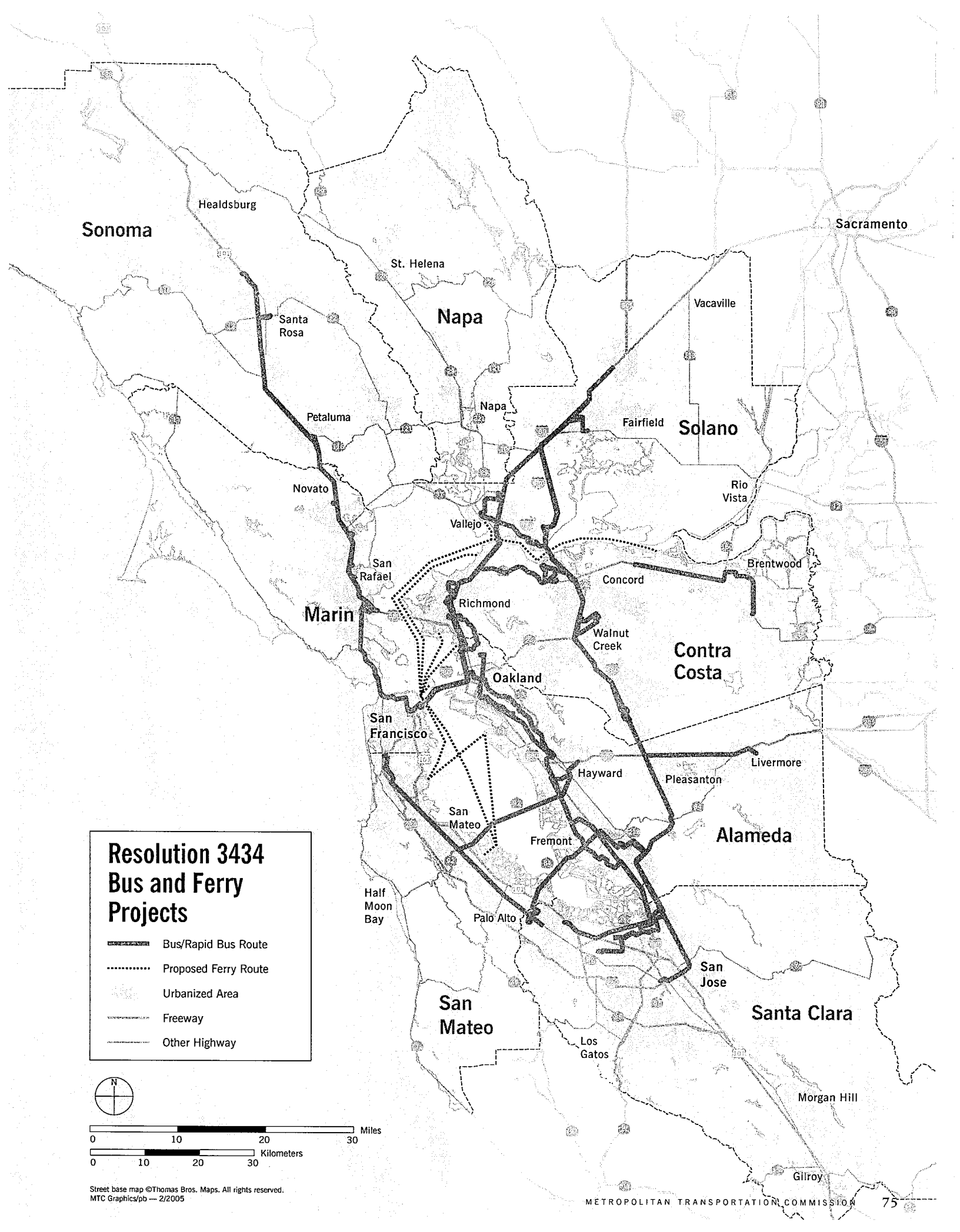
Local transportation sales taxes are an increasingly important source of transit funding in the Bay Area, and have been a critical source of local funding for Resolution 3434 projects. These funds can be used as a match to qualify for state and federal funds.

Support the California High-Speed Rail Initiative

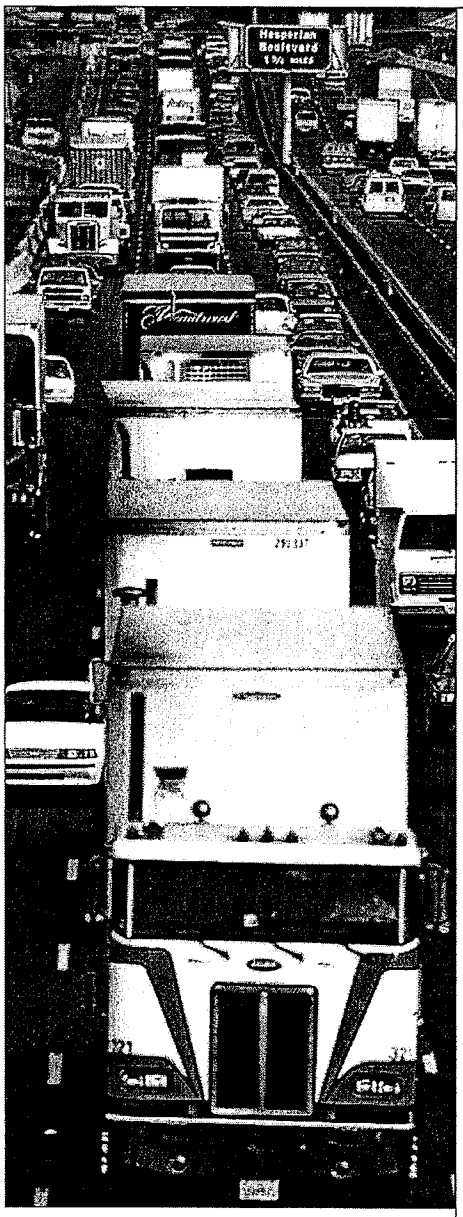
California voters' approval of a proposed bond measure — slated for the ballot in 2006 or 2008 — for a high-speed rail system linking the Bay Area and southern California also could provide crucial funding for Resolution 3434 projects, including Caltrain electrification and extension into a new Transbay Terminal in downtown San Francisco.



Street base map ©Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2/2005



Street base map ©Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2/2005



TOM TRACY

Moving Goods to Market

Goods movement is critical to the Bay Area's economy. Bay Area businesses and residents could not function without a robust goods-movement system. Measured in terms of tonnage, nearly half of all goods moved into, out of, or within the Bay Area have both an origin and a destination within the region. Commodities such as food, construction materials and merchandise for retail stores account for most of the freight that travels in the region.

Over 37 percent of Bay Area economic output is in manufacturing, freight transportation, and warehouse and distribution businesses. Collectively, these businesses spend approximately $6.6 billion annually on transportation services. The businesses providing these services also play a critical role as generators of jobs and economic activity in their own right. Bay Area goods-movement businesses provided almost 6 percent of the region's jobs in 1997. Since these estimates do not include employment in warehouses, it is likely that goods-movement businesses provide almost twice as much employment as indicated in these figures. Some of these jobs are entry-level jobs, which have been declining in other sectors of the manufacturing economy.

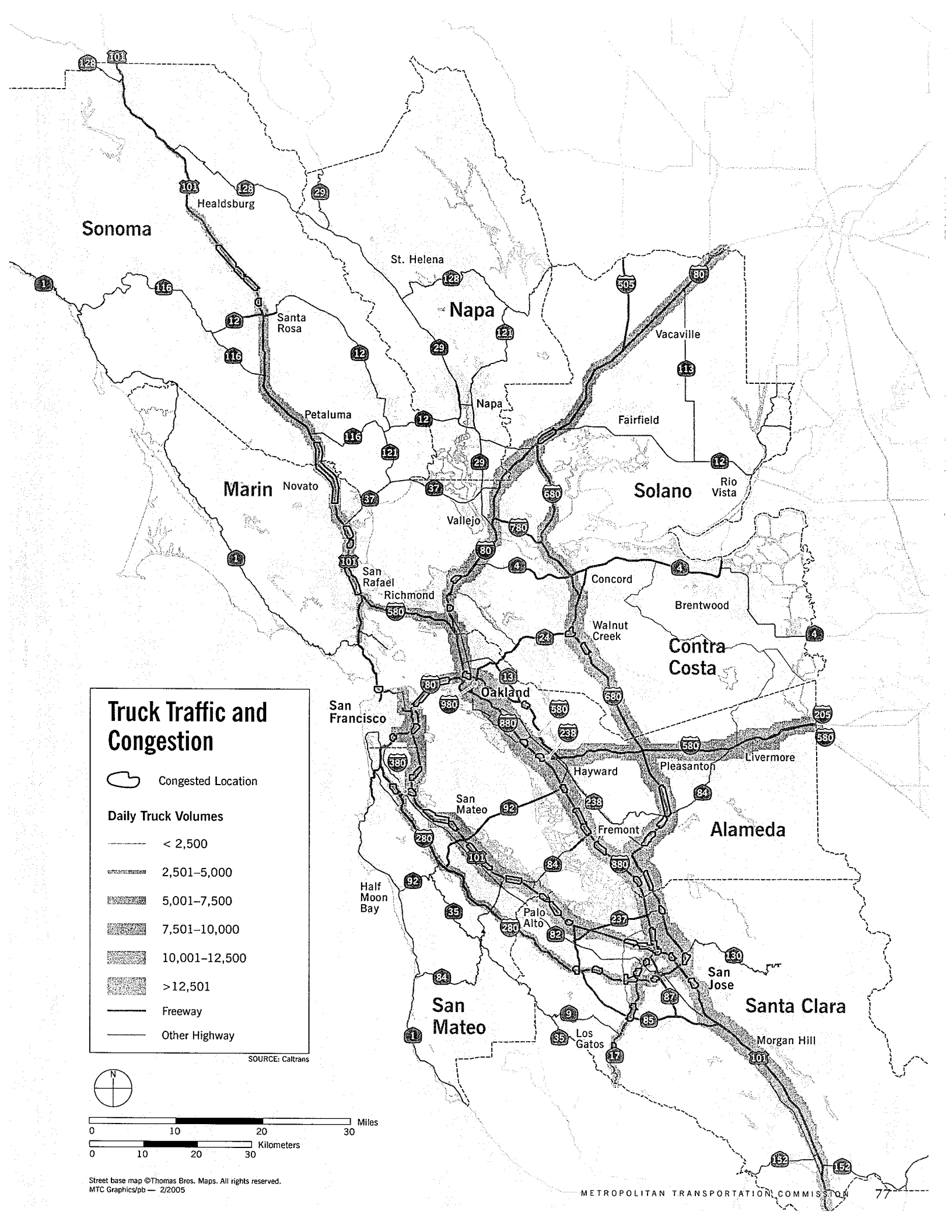
Transportation 2030 Challenges

Highways

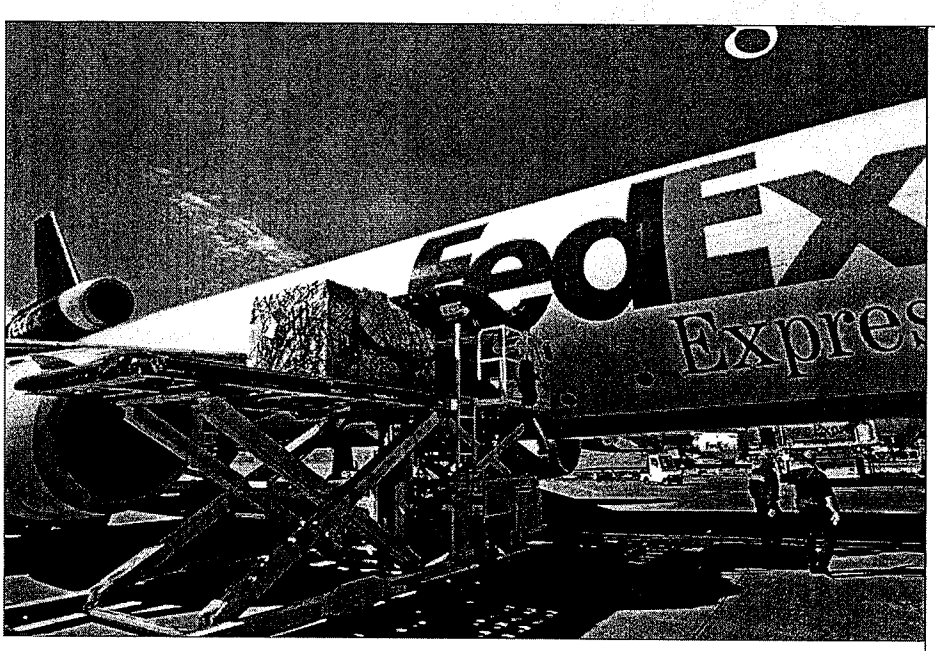
More than 80 percent of the goods movement in the Bay Area involves trucking in several major corridors — Interstate 880, U.S. 101, I-580 and I-80. In these corridors, which rank among the most congested in the Bay Area, trucks compete for scarce freeway capacity.

Rail

After trucking, rail carries the next-largest share of Bay Area freight. For the most part, the system in the Bay Area is functioning effectively for the primary markets it serves. There are, however, a number of locations throughout the East Bay where at-grade rail crossings pose problems for both the rail network (slowing rail traffic and creating bottlenecks) and for truck and auto traffic. Another problem is the growing competition between freight rail needs and passenger rail needs in the Capitol Corridor linking Sacramento and the Bay Area.



Street base map ©Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2/2005



FED EX CORP.

Air Cargo

Air cargo is the fastest-growing segment of the Bay Area goods-movement system. Air cargo volume is forecast to triple between 1998 and 2020, with a whopping 125 percent increase in all-cargo flights. Peak-period congestion on freeways leading to the airports is becoming more of an issue for expedited delivery shipments needing access to the airport. Lastly, landside capacity for support facilities is a growing problem. The lack of availability of air cargo storage and sort facilities constrains future growth in international cargo shipments from San Francisco International Airport.

"AIR CARGO IS THE FASTEST-GROWING SEGMENT OF THE BAY AREA GOODS MOVEMENT SYSTEM."

Maritime

Peak-period congestion problems are becoming an important access issue for the Port of Oakland. As warehouse and freight facilities move to outlying areas, trucks must be on the road longer to access the port.

Land Use

One of the biggest constraints on goods movement is the lack of suitable land for supporting businesses, especially in the bayside communities of the region's urban core.

Calls to Action

I-880 Corridor Improvements

- Improve incident management, and fund centrally controlled ramp metering and traveler information systems.
- Reduce operational difficulties facing trucks through interchange improvements, auxiliary lane improvements, truck lane continuity improvements, and spot-capacity increases to improve safety and traffic flow conditions along freeway segments with high truck volumes.
- Provide viable alternatives to the freeway for trucks serving the major industrial corridor along I-880, such as parallel arterials and rail or inland barge options.

Consider Options for Expanding Capacity in the I-580 Corridor

Potential options to explore include truck climbing lanes over the Altamont Pass, an inland rail or barge shuttle system, or a truck-only toll facility.

Maritime Projects

Improve access to the Port of Oakland through a series of investments on arterial access routes and I-880 interchanges and the integration of public and private freight-tracking information systems.

Air Cargo Projects

Develop a land-use/industrial land preservation plan for the region's major commercial airports in San Francisco, Oakland and San Jose. Improve cross-Bay connections among the airports and between shippers concentrated in the South Bay/East Bay and the international and domestic air cargo facilities.

Land Use

The Bay Area transportation community must develop regional strategies and incentives to encourage local communities to preserve land for freight-related uses.

APPENDIX A – 25

Projects Being Added into the Approved 2009 TIP

List of New Projects Being Added into the Approved 2009 TIP

PROJECT INFORMATION				RTP STATUS				Air Quality	
County	**Project Sponsor** (Funding Agency)	**Mode**	**Description**	**RTP ID**	**In Financially Constrained Element (YES/NO)**	**In Vision Element (YES/NO)**	**Complete & Operation By 2006, 2015, 2025, 2030**	**Exempt/ Non-Exempt**	**Regionally Significant**
Contra Costa	Incorporated Contra Costa County	Local Road	Extend Soto Street (a local road) from Market Avenue to Parr Blvd.	22610	YES	NO	2015	Non-Exempt	No
Contra Costa	Pleasant Hill	Local Road	Widen Buskirk Avenue (a local road) between Monument Boulevard and Hookston Road.	22609	YES	NO	2015	Non-Exempt	No
Alameda	WETA	Transit	Alameda-Oakland Ferry Main Street Barge. Replace 60-year old float/barge at the Main Street ferry terminal in Alameda.	21017	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Green Valley Road rehab from Diablo Road to Stone Valley Road.	22769	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Diablo Road pavement rehabilitation and drainage improvements	94553	YES	NO	2015	Exempt	No
Contra Costa	Danville / San Ramon	Transit	Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area	22402	YES	NO	2015	Exempt	No
Contra Costa	Martinez	Bike - Ped	Construct a 19-foot wide bike overcrossing to span from DiMaggio Drive to Escobar Street, within the Martinez Waterfront Park.	21202	YES	NO	2015	Exempt	No
Contra Costa	Richmond	Local Road	Carlson Blvd street reconstruction and restriping from Tehama to San Jose	22610	YES	NO	2015	Exempt	No
Regional	BART	Transit	Rail Vehicle Replacement Program. Replace aging revenue vehicles to ensure continued safety and reliability for the BART patrons.	94525, 94556, 94635, 21876	YES	NO	2025	Exempt	No
Santa Clara	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT - Improve existing BRT lines (the 522 El Camino and the 523 Stevens Creek) in the Santa Clara/Alum Rock Corridor including the following: signal prioritization, acquiring new vehicles with low-floor boarding,	22014	YES	NO	2015	Exempt	No

APPENDIX A – 26

Projects Being Archived Before 2009 TIP Approval

Projects Being Archived Before 2009 TIP Approval

TIP ID	Project Name	County	Sponsor	Total Project Cost	2007 TIP Project Cost
ALA010004	ITS Deployment in Oakland Airport - APD	Alameda	Oakland	$500,000	$200,000
ALA010005	SR 84 Westbound HOV On-Ramp at Newark Blvd.	Alameda	Caltrans	$2,843,882	$2,300,000
ALA010027	Berkeley Santa Fe RR Bike/Ped Path	Alameda	Berkeley	$115,000	$0
ALA010053	Thornton Avenue Widening	Alameda	Newark	$750,000	$1,000
ALA030005	Las Positas Road Connection, Phase 2	Alameda	Livermore	$6,410,000	$600,000
ALA030007	Coliseum Transit Hub Streetscape Improvements	Alameda	Oakland	$2,153,000	$101,000
ALA030017	LAVTA Regional Express Bus Operations	Alameda	LAVTA	$184,000	$0
ALA030025	AB 3090 Reimbursement Project-I-880 Mission	Alameda	ACCMA	$25,037,000	$25,037,000
ALA030027	AB 3090 Reimbursement project	Alameda	Alameda Cty TA	$11,800,000	$0
ALA030032	Union City Intermodal Station	Alameda	Union City	$229,000	$0
ALA030039	Replace (2) 1986 RTS buses w/40" Hybrid Buses	Alameda	LAVTA	$1,239,035	$0
ALA050016	West Dublin BART Station	Alameda	BART	$52,905,000	$0
ALA050020	Berkeley - Gilman Street Rehabilitation	Alameda	Berkeley	$150,000	$68,000
ALA050021	Alameda County - East Avenue Rehabilitation	Alameda	Alameda County	$70,000	$0
ALA050024	Livermore - South Vasco Road Rehabilitation	Alameda	Livermore	$192,000	$0
ALA050025	Hayward - Hesperian Blvd Rehabilitation	Alameda	Hayward	$96,000	$0
ALA050026	Washington Ave Rehab: Railroad to Halycon	Alameda	San Leandro	$77,000	$0
ALA050028	Chinatown Ped. Oriented Improvements	Alameda	Oakland	$2,677,000	$0
ALA050034	Express Bus South	Alameda	AC Transit	$5,300,000	$0
ALA050053	Berkeley - Piedmont Avenue Rehabilitation	Alameda	Berkeley	$45,000	$0
ALA050054	Livermore - East Avenue Rehabilitation	Alameda	Livermore	$21,000	$0
ALA050055	San Leandro - Floresta Blvd Rehabilitation	Alameda	San Leandro	$202,000	$0
ALA050056	Hayward - West "A" Street Rehabilitation	Alameda	Hayward	$18,000	$0
ALA050068	Livermore - Murrieta Blvd Rehabilitation	Alameda	Livermore	$383,000	$383,000
ALA050074	I-580 (TriValley) Corridor - TMP/TOS	Alameda	ACCMA	$11,500,000	$9,500,000
ALA070010	MacArthur Transit Village	Alameda	Oakland	$953,000	$953,000
ALA070017	I-580 (Tri Valley) Corridor - WB Noise Barrier	Alameda	ACCMA	$2,500,000	$2,500,000

Projects Being Archived Before 2009 TIP Approval (cont.)

TIP ID	Project Name	County	Sponsor	Total Project Cost	2007 TIP Project Cost
ALA070025	City of Alameda Signal Coordination	Alameda	Alameda	$67,000	$67,000
ALA070026	Electric Fleet Vehicles & Charging Stations	Alameda	Alameda	$112,000	$112,000
ALA070028	ACE Station Shuttle Services	Alameda	LAVTA	$100,000	$100,000
ALA070029	E. Dublin/Pleasanton BART Station Shuttle	Alameda	LAVTA	$116,000	$116,000
ALA070031	Vasco Rd. ACE Parking	Alameda	ACCMA	$1,204,000	$1,204,000
ALA070035	E. Lewelling Blvd. Streetscape	Alameda	Alameda County	$24,520,000	$24,520,000
ALA979004	SR 92 - Hesperian to Santa Clara St. Soundwall	Alameda	Caltrans	$148,000	$0
CC-010024	Hillcrest Ave/SR 4 EB Off Ramp Improvements	Contra Costa	Antioch	$4,900,000	$4,900,000
CC-050008	Direct I-680 HOV Lane Connector Study	Contra Costa	CCCTA	$1,000,000	$0
CC-050034	Contra Costa Co. - Byron Highway Rehabilitation	Contra Costa	CC County	$210,000	$50,000
CC-050040	Replace (2) 35" 1997 Thomas Buses	Contra Costa	WCCTA	$832,526	$832,526
CC-050041	Replace (3) 1996 Thomas 35" Buses.	Contra Costa	WCCTA	$1,322,844	$0
CC-070023	SR4/Vasco Rd/Byron Highway Safety Enh.	Contra Costa	CCTA	$94,500,000	$94,500,000
CC-070042	West Leland Extension. Phase I	Contra Costa	Pittsburg	$9,500,000	$7,300,000
CC-070056	Rumrill Bridge Replacement	Contra Costa	San Pablo	$3,629,300	$3,629,300
CC-070082	Chen Property Acquisition (ROW Only)	Contra Costa	EB Reg Park Dis	$0	$0
CC-990035	Four Van replacements	Contra Costa	CCCTA	$288,000	$0
CC-991026	Bus Wash Equipment Replacement	Contra Costa	CCCTA	$150,000	$0
CC-991087	Richmond Intermodal Station - Phase 3	Contra Costa	Richmond	$6,702,000	$0
JPB950001	Caltrain Maintenance Facility	Regional	Caltrain	$128,967,168	$0
JPB991002	Track and Signal Replacement and Upgrade	Regional	Caltrain	$13,879,810	$0
JPB99T002	ATCS Upgrade	Regional	Caltrain	$2,197,428	$0
MRN010033	Golden Gate Transit Bus Rehabilitation Project	Marin	GGBHTD	$7,698,600	$0
MRN030008	GGBHTD Regional Express Bus Operations	Marin	GGBHTD	$387,000	$0
MRN030014	Replace (8) Paratransit Vans	Marin	GGBHTD	$603,088	$603,088
MRN050004	Corte Madera Avenue Sidewalk Rehabilitation	Marin	Corte Madera	$20,000	$20,000

Projects Being Archived Before 2009 TIP Approval (cont.)

TIP ID	Project Name	County	Sponsor	Total Project Cost	2007 TIP Project Cost
MRN050006	Marin County - Various Streets Rehabilitation	Marin	Marin County	$209,000	$209,000
MRN050007	Fairfax - Sir Francis Drake Blvd. Rehabilitation	Marin	Fairfax	$15,000	$15,000
MRN050008	Novato - Ignacio Blvd. Rehabilitation	Marin	Novato	$321,000	$293,000
MRN050010	Sausalito - Spencer Avenue Rehabilitation	Marin	Sausalito	$23,000	$12,000
MRN050024	Computerized Dispatch Upgrade	Marin	GGBHTD	$300,000	$0
MRN050027	Marin County - Rehab on Various Streets	Marin	TAM	$3,480,000	$3,480,000
MRN991048	Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	$128,000	$0
NAP050004	American Canyon Road Rehabilitation	Napa	American Canyon	$413,000	$393,000
NAP050005	Yountville Cross Road Rehabilitation	Napa	Napa County	$43,000	$0
NAP050006	Silverado Trail Rehabilitation	Napa	Napa County	$281,000	$0
NAP050007	Wooden Valley Road Rehabilitation	Napa	Napa County	$110,000	$108,000
NAP050010	Napa - Redwood Road Rehabilitation	Napa	Napa	$56,000	$0
NAP050012	Silverado Trail Rehabilitation	Napa	Napa County	$112,000	$0
NAP990015	Maxwell St. Drawbridge (Rte 121) replacement	Napa	Napa	$47,585,000	$0
NAP991022	Cuttings Wharf Road Bicycle Lane	Napa	Napa County	$409,000	$0
REG050009	Emergency Management Program	Regional	MTC	$520,000	$0
SCL010006	SR-152 Safety Improvement	Santa Clara	VTA	$21,089,000	$0
SCL010018	Rt 85/US101 NB I/C Modification (Mt View)	Santa Clara	VTA	$142,754,000	$1,000,000
SCL010021	San Tomas Aquino/Saratoga Crk Path	Santa Clara	Santa Clara	$3,000,000	$0
SCL030001	US 101 Aux Lane from SR 87 to Trimble Rd.	Santa Clara	Caltrans	$6,300,000	$0
SCL030011	T-Signals Retrofit Project	Santa Clara	VTA	$1,247,364	$0
SCL030013	AB3090 replacement project	Santa Clara	VTA	$1,700,000	$1,700,000
SCL050003	Strain Insulator & Contact Wire Replacement	Santa Clara	VTA	$1,170,000	$520,000
SCL050004	LRT Crossovers and Switches	Santa Clara	VTA	$0	$0
SCL050005	Bus Fareboxes Replacement	Santa Clara	VTA	$10	$10
SCL050007	De Anza College Transit Center Rehab.	Santa Clara	VTA	$10	$10
SCL050008	Chaboya Division Rebuild	Santa Clara	VTA	$55,000,000	$40,000,000

Projects Being Archived Before 2009 TIP Approval (cont.)

TIP ID	Project Name	County	Sponsor	Total Project Cost	2007 TIP Project Cost
SCL050018	Los Altos - Grant Road Rehabilitation	Santa Clara	Los Altos	$1,133,810	$1,123,810
SCL050019	Los Altos Hills - Page Mill Road Rehabilitation	Santa Clara	Los Altos Hills	$94,000	$79,000
SCL050020	Mountain View - Miramonte Avenue Rehabilitation	Santa Clara	Mountain View	$119,000	$0
SCL050023	Santa Clara - Lick Mill Blvd Rehabilitation	Santa Clara	Santa Clara	$84,000	$84,000
SCL050024	Saratoga - Various Streets Rehabilitation	Santa Clara	Saratoga	$1,798,000	$48,000
SCL050026	Santa Clara Co. - Page Mill Road Rehabilitation	Santa Clara	Santa Clara Co	$19,000	$0
SCL050030	Milpitas - S. Park Victoria Drive Rehabilitation	Santa Clara	Milpitas	$344,000	$95,000
SCL050031	Depot Street Capital Improvements	Santa Clara	Morgan Hill	$2,968,000	$0
SCL050052	Los Gatos - Main Street Rehabilitation	Santa Clara	Los Gatos	$120,000	$0
SCL050054	Mountain View - California Street Rehabilitation	Santa Clara	Mountain View	$81,000	$0
SCL050055	Sunnyvale - Mary Avenue Rehabilitation	Santa Clara	Sunnyvale	$655,000	$0
SCL050057	Palo Alto - Embarcadero Road Rehabilitation	Santa Clara	Palo Alto	$237,000	$0
SCL050058	Santa Clara - Lafayette Street Rehabilitation	Santa Clara	Santa Clara	$153,000	$0
SCL050060	Los Altos Hills - El Monte Road Rehabilitation	Santa Clara	Los Altos Hills	$106,000	$0
SCL050063	Central Control Relocation & Improvements	Santa Clara	Caltrain	$1,771,200	$0
SCL050064	Diridon Station Improvements	Santa Clara	Caltrain	$3,159,000	$0
SCL050071	Palo Alto - Newell Rd Rehab	Santa Clara	Palo Alto	$202,000	$202,000
SCL050090	Collins School Safe Route to School Proj.	Santa Clara	Cupertino	$82,000	$0
SCL070009	Santa Clara Co.- Almaden Expressway Bike/Ped Imps.	Santa Clara	Santa Clara Co	$2,017,000	$1,670,000
SCL990031	SR 87 HOV Lane - I-280 to SR-85	Santa Clara	VTA	$47,731,000	$10,800,000
SCL99T007	Cerone Bus Division Reconstruction.	Santa Clara	VTA	$8,434,783	$0
SF-010026	GGBHTD San Francisco Ferry Term. Rehab	San Francisco	GGBHTD	$2,280,000	$2,280,000
SF-010041	Preventive Maintenance	San Francisco	MUNI	$71,169,486	$0

Projects Being Archived Before 2009 TIP Approval (cont.)

TIP ID	Project Name	County	Sponsor	Total Project Cost	2007 TIP Project Cost
SF-030008	Motor Coach Clean Air Device Retrofit	San Francisco	MUNI	$9,578,651	$0
SF-050003	3rd St. Light Rail - AB 3090 Reimb.	San Francisco	MUNI	$22,570,000	$22,570,000
SF-070001	Van Ness BRT Study	San Francisco	SF County TA	$1,088,000	$600,000
SF-070002	Geary Bus Rapid Transit Feasibility Study	San Francisco	SF County TA	$2,228,000	$1,250,000
SF-950001	SF MUNI Light Rail Vehicle Acquisition	San Francisco	MUNI	$343,106,275	$0
SF-991027	Caltrain Bike Station (4th/King)	San Francisco	Caltrain	$800,000	$0
SM-010043	El Camino Real Pedestrian Improvements	San Mateo	San Bruno	$122,000	$0
SM-030004	Leased Tire Program	San Mateo	SamTrans	$674,263	$0
SM-030006	Systemwide Track Rehab & Related Struct.	Regional	Caltrain	$35,475,589	$0
SM-030018	264 Bus Catalyst Devices	San Mateo	SamTrans	$4,268,000	$1,900,000
SM-030025	Overhaul Locomotive	San Mateo	Caltrain	$1,820,058	$0
SM-030028	Caltrain Vintage Rail Cars Replacement	Regional	Caltrain	$2,024,778	$284,233
SM-050006	San Mateo County - Various Streets Rehabilitation	San Mateo	San Mateo Co	$111,000	$0
SM-050007	Alameda De Las Pulgas Road Rehabilitation	San Mateo	San Mateo	$198,600	$0
SM-050008	Hillsborough - Crystal Springs Road Rehabilitation	San Mateo	Hillsborough	$16,000	$0
SM-050012	Millbrae Avenue Rehabilitation	San Mateo	Millbrae	$110,000	$0
SM-050014	Foster City - Chess Drive Rehabilitation	San Mateo	Foster City	$122,000	$0
SM-050015	Redwood City - Various Streets Rehabilitation	San Mateo	Redwood City	$85,000	$0
SM-050016	Menlo Park - Sand Hill Road Rehabilitation	San Mateo	Menlo Park	$731,000	$707,000
SM-050022	San Bruno - Various Streets Rehabilitation	San Mateo	San Bruno	$1,273,000	$0
SM-050023	Millbrae - Various Streets Rehabilitation	San Mateo	Millbrae	$320,000	$0
SM-050032	Guadalupe Canyon Parkway Resurfacing	San Mateo	San Mateo Co	$186,000	$0
SM-050033	Brisbane - Bayshore Rehabilitation - Phase 2	San Mateo	Brisbane	$54,000	$0

Projects Being Archived Before 2009 TIP Approval (cont.)

TIP ID	Project Name	County	Sponsor	Total Project Cost	2007 TIP Project Cost
SM-050037	Replace 19 1999 El Dorado Vans	San Mateo	SamTrans	$3,307,309	$3,307,309
SM-050038	Purchase 10 Paratransit Minivans	San Mateo	SamTrans	$583,874	$583,874
SM-050049	Service Support Vehicles	San Mateo	SamTrans	$541,113	$150,000
SM-070043	San Mateo County Ramp Metering Study	San Mateo	CCAG	$319,734	$319,734
SOL010019	Sereno Transit Center Improvements	Solano	Vallejo	$49,557	$0
SOL010021	Benicia - West "K" Street Rehabilitation	Solano	Benicia	$66,000	$29,000
SOL010024	Solano County - Various Streets Rehabilitation	Solano	Solano County	$185,000	$148,000
SOL010026	Vacaville - Nut Tree Road Rehabilitation	Solano	Vacaville	$90,000	$6,000
SOL010028	Front Street Rehabilitation	Solano	Rio Vista	$0	$0
SOL030004	Driftwood Drive Pedestrian Way	Solano	Suisun City	$768,000	$372,000
SOL030016	FS Transit Regional Express Bus Operations	Solano	Fairfield	$139,000	$0
SOL030018	24 Bus Catalyst Devices	Solano	Fairfield	$221,000	$0
SOL050014	Benicia - Columbus Parkway Rehabilitation	Solano	Benicia	$0	$0
SOL050015	Fairfield - Pittman Rd & Suisun Valley Rd Rehab	Solano	Fairfield	$211,000	$0
SOL050016	2nd St and Gardiner Way Rehab	Solano	Rio Vista	$0	$0
SOL050032	E. Monte Vista Ave Bridge over Ulatis Creek	Solano	Vacaville	$1,404,000	$1,204,000
SOL050033	Fairfield - Linear Park Trail	Solano	Fairfield	$459,000	$459,000
SOL050034	Replace 1, 1997 Cut-away Van	Solano	Benicia	$64,370	$0
SOL050036	Replace (1) 2000 Cutaway Bus	Solano	Benicia	$81,553	$81,553
SOL050041	Dixon - Stratford Ave Rehabilitation	Solano	Dixon	$30,000	$0
SOL050042	Fairfield - Dickson Hill Road Rehabilitation	Solano	Fairfield	$289,000	$0
SOL050043	Drouin Drive and Delta Way Rehabilitation	Solano	Rio Vista	$0	$0
SOL050045	Vallejo - Admiral Callaghan Lane Rehabilitation	Solano	Vallejo	$43,000	$0
SOL050049	Misc Support Equipment	Solano	Vallejo	$50,000	$0
SOL050051	Dixon - North Fourth St and East "A" St Rehab	Solano	Dixon	$27,000	$27,000
SOL050052	Rio Vista - Second Street Rehabilitation	Solano	Rio Vista	$128,000	$128,000
SOL050053	Suisun City - Sunset Ave Rehabilitation	Solano	Suisun City	$0	$0
SOL050054	Vacaville - Dobbins St/E Monte Vista Ave Rehab	Solano	Vacaville	$42,000	$42,000
SOL050056	Vacaville Regional Transportation Center Landscape	Solano	Vacaville	$0	$0

Projects Being Archived Before 2009 TIP Approval (cont.)

TIP ID	Project Name	County	Sponsor	Total Project Cost	2007 TIP Project Cost
SOL070013	I-80/505 Weave Correction	Solano	Vacaville	$700,000	$500,000
SOL990016	Columbus Parkway Improvements	Solano	Vallejo	$16,810,000	$0
SOL990039	Vacaville Transit: Preventive Maintenance	Solano	Vacaville	$949,000	$0
SOL991088	Drouin Drive Overlay	Solano	Rio Vista	$58,000	$0
SOL991091	Rio Vista Main St. Improvements	Solano	Rio Vista	$850,000	$0
SON050009	Rohnert Park Expressway Rehabilitation	Sonoma	Rohnert Park	$117,000	$117,000
SON050023	Santa Rosa Fuel Tank Replacement	Sonoma	GGBHTD	$375,000	$0
SON050027	Surveillance Cameras	Sonoma	Caltrans	$0	$0

APPENDIX A – 27

Grouped Listings in the 2009 TIP

Grouped Listings

Table of Contents

Sl. No.	TIP ID	Project Name	Sponsor
		All SHOPP Listings	
1	MTC050006	Grouped Listing SHOPP - Mobility	Caltrans
2	MTC050008	Grouped Listing SHOPP - Roadside Preservation	Caltrans
3	MTC050009	Grouped Listing SHOPP - Roadway Preservation	Caltrans
4	MTC050011	Grouped Listing - SHOPP - Collision Reduction	Caltrans
5	REG070001	Grouped Listing for SHOPP - Emergency Response	Caltrans
6	VAR991005	Grouped Listing - SHOPP - Bridge Preservation	Caltrans
7	VAR991003	Grouped Listing - SHOPP - Mandated and Prop IB	Caltrans
8	VAR991004	Grouped Listing - Emergency Response (ER) State	Caltrans
9	VAR991009	Grouped Listing - Railroad Crossings	Caltrans
10	VAR991007	Grouped Listing Local - Highway Bridge Program	Caltrans
11	REG070008	Grouped Listing - High Risk Rural Roads (HR3) Prog	Caltrans
12	VAR991010	Grouped Listing Local - HES and SR2S	Caltrans
13	REG070009	Grouped Listing:Highway Safety Improvement Program	Caltrans
14	REG070011	Grouped Listing for New Freedom FY 2006 - Large UA	MTC
15	VAR030002	Grouped Listing: FTA Non-Urbanized Formula Program	Caltrans

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

		TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
SHOPP - Bridge Preservation											
Bridge - State (HBRR)		$317850		$29,995	$38,402	$150,313	$99,140		$74,384	$3,846	$239,620
GARVEE Bond Financing											
National Hwy System		$6902				$6,902			$2,030	$10	$4,862
	TOTAL	$324752		$29,995	$38,402	$157,215	$99,140		$76,414	$3,856	$244,482
SHOPP - Collision Reduction											
		$4194					$4,194		$1,250	$10	$2,934
National Hwy System		$1935					$1,935		$630	$5	$1,300
Surface Transportation Program		$331629		$122,097	$184,284	$18,867	$6,381		$72,910	$15,815	$242,904
	TOTAL	$337758		$122,097	$184,284	$18,867	$12,510		$74,790	$15,830	$247,138
SHOPP - Emergency Response											
Emergency Repair - State		$1200			$1,200						$1,200
National Hwy System		$91616		$8,643	$7,770	$43,313	$31,890		$18,905	$3,044	$69,667
	TOTAL	$92816		$8,643	$8,970	$43,313	$31,890		$18,905	$3,044	$70,867
SHOPP - Mandates											
National Hwy System		$4447				$861	$3,586		$981	$75	$3,391
	TOTAL	$4447				$861	$3,586		$981	$75	$3,391
SHOPP - Mobility											
National Hwy System		$50825			$32,331	$12,434	$6,060		$11,609	$148	$39,068
State Cash		$9714		$3,390	$2,112	$4,212			$2,842	$81	$6,791
	TOTAL	$60539		$3,390	$34,443	$16,646	$6,060		$14,451	$229	$45,859
SHOPP - Roadside Preservation											
National Hwy System		$31082		$12,432	$16,277	$2,373			$9,737	$30	$21,315
	TOTAL	$31082		$12,432	$16,277	$2,373			$9,737	$30	$21,315
SHOPP - Roadway Preservation											
National Hwy System		$381277		$132,321	$214,733		$34,223		$99,603	$15,806	$265,868
	TOTAL	$381277		$132,321	$214,733		$34,223		$99,603	$15,806	$265,868
	MPO TOTAL	**$1,232,671**		**$308,878**	**$497,109**	**$239,275**	**$187,409**		**$294,881**	**$38,870**	**$898,920**

Grouped Listing SHOPP - Bridge Preservation

(TIP ID- VAR991005)

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
	10600001539	ALA	04	1A670	580	In Oakland, at MacArthur Boulevard Bridge #33-0061L/R. Rehabilitate bridges.	$15,850	$50	65,000
	10600001010	ALA	04	17790	880	In Oakland, at Fruitvale Avenue Bridge #33-0041. Rehabilitate bridge deck.	$3,600	$50	11,129
	10600001537	ALA	04	4A480	260	Near Alameda, at Posey-Webster Tubes Bridge #33-0106L/R. Rehabilitate bridge.	$2,725	$10	7,901
	10600001538	ALA	04	16030	84	In Fremont, at Bridge #33-36. Replace bridge.	$9,534	$250	30,588
	10600001543	CC	04	1A320	580	Near Richmond, at Scofield Avenue Bridge #28-140L/R and at Western Drive Bridge #28-141R. Rehabilitate bridge decks.	$4,942	$250	19,000
	10600001544	CC	04	3A870	680	Near Mountain View, at Mococo Overhead Bridge #28-0171. Rehabilitate bridge.	$1,964	$10	7,426
	10600001545	MRN	04	2A040	101	In San Rafael, at North Gallinas Creek Bridge and San Rafael Harbor Bridge; also in Larkspur at Corte Madera Creek Bridge and in Sausalito at Spencer Avenue and Monte Mar Drive. Replace bridge rails.	$1,475	$10	4,490
	10600001546	MRN	04	1A300	580	Near Marin City, at Sir Francis Drake Boulevard Bridge #27-0073R/L and at Bellam Boulevard Bridge #27-0074. Replace bridge rails.	$675	$10	1,740
	10600001557	NAP	04	2A320	121	Near Napa, at Sarco Creek Bridge #21-0008. Replace bridge.	$2,800	$573	7,420
	10600000037	NAP	04	20940	121	In Napa, at Tulucay Creek Bridge #21-0003. Replace bridge.	$7,190	$620	5,565
	10600001556	NAP	04	2A110	121	Near Napa, at Capell Creek Bridge #21-0009. Replace bridge.	$1,900	$26	5,284
	10600001201	SF	04	2A140	101	In San Francisco, from east of 19th Street to Mission Street; also on Route 80. Rehabilitate bridges.	$3,685	$10	11,521
	10600001564	SF	04	2A490	280	In San Francisco, at Southern Viaduct Bridge #34-0046. Rehabilitate bridge deck.	$2,026	$10	8,041
	10600001599	SF	04	16370	101	In the city of San Francisco, on Doyle Drive near Golden Gate Bridge. Reconstruct structure. (GARVEE Bond Project - $405.0 million - See www.dot.ca.gov/hq/transprog/shopp.htm for funding details.)			0
	10600001565	SF	04	4A510	280	In San Francisco, at Southern Freeway Viaduct Bridge #34-0046. Rehabilitate bridge deck.	$2,610	$154	8,014
	10600001566	SF	04	1A551	280	In San Francisco, at Route 101 on Bridges #34-0131L, #34-0132R, #34-0133R, #34-0134G, #34-0135G, #34-0136G, #34-0070, #34-0070E, #34-0070H, and #34-0046. Replace bridge rails.	$5,165	$10	16,153
	10600001203	SM	04	1A770	280	Near Belmont, at Bridge #35-0245F and Bridge # 35-0244G. Seismic retrofit.	$2,102	$150	9,183
	10600001200	SCL	04	2A070	101	In San Jose, at Tully Road Bridge #37-0095. Rehabilitate bridge.	$334	$5	955
	10600001577	SCL	04	3A980	101	Near Mountain View, on Bridges #37-0105, #37-0154S, #37-0146 and #37-0150. Replace bridge rails.	$437	$10	1,620
	10600001585	SOL	04	4A040	780	Near Glencove, at Laurel Street Bridge #23-0119. Raise bridge for vertical clearance.	$2,030	$10	4,862
	10600001012	SON	04	1A290	12	In Sebastopol, at Laguna de Santa Rosa Bridge #20-0035. Replace bridge.	$3,000	$1,180	8,118
	10600001587	SON	04	4A870	128	Near Napa, at Maacama Creek Bridge #20-41 and Redwood Creek Bridge #20-43. Replace bridges.	$1,960	$408	9,972
	10600001588	SON	04	4A880	128	Near Napa, at Maacama Creek Bridge #20-41 and Redwood Creek Bridge #20-43. Environmental mitigation.	$410	$50	500
						SHOPP - Bridge Preservation Total:	**$76,414**	**3,856**	**244,482**

Grouped Listing SHOPP - Collision Reduction

(TIP ID- MTC050011)

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Collision Reduction									
	10600001192	ALA	04	0A790	VAR	In Alameda and Contra Costa Counties, at various locations on Routes 4, 24 and 242. Upgrade traffic barrier and guardrail end terminals.	$1,260	$5	5,116
	10600001540	ALA	04	4A340	VAR	In Alameda County, at various locations on Routes 13, 24, 580 and 880. Remove gore signs and replace with overhead signs. (Project also includes an additional $2 million of OTS funds.)	$700	$5	1,053
	10600001186	ALA	04	2A330	84	In and near Sunol, from Alameda Creek to Route 680. Realign curve and upgrade shoulders.	$7,760	$220	32,345
	10600001487	ALA	04	2L030	580	Near Livermore, at North Flynn Road. Install median barrier.	$317	$5	434
	10600000858	ALA	04	17440	84	In Union City, at Rosewareness Underpass and Farwell Underpass. Realign curve.	$10,480	$48	16,660
	10600001060	CC	04	0A840	4	Near Discovery Bay, from Marsh Creek Road to the San Joaquin County line. Install median buffer zone and upgrade shoulders.	$4,900	$1,755	22,921
	10600001387	NAP	04	0A550	29	In Calistoga, at the intersection of Silverado Trail and Lake Street. Realign intersection.	$1,210	$380	2,096
	10600001194	SF	04	0A870	VAR	In San Francisco and San Mateo Counties, on Routes 1, 35 and 82 at various locations. Upgrade traffic barrier and guardrail end terminals.	$1,100	$300	3,927
	10600001195	SM	04	1A500	VAR	In San Mateo and San Francisco Counties, on various Routes at various locations. Upgrade attenuators.	$1,567	$10	3,205
	10600001568	SM	04	2A410	1	Near Pescadero, at various locations; also near Half Moon Bay at various locations. Install soft median barrier. (Project also includes an additional $2 million of OTS funds.)	$550	$5	1,881
	10600001600	SM	04	27085	1	San Mateo County on Routes 1 and 280 at various locations, also in San Francisco on Route 280 at various locations. Planting mitigation.	$578		1,650
	10600001199	SM	04	2708A	280	Near Los Altos Hills, from the Santa Clara County Line to Larkspur undercrossing. Upgrade median barrier.	$770	$5	2,195
	10600001098	SCL	04	26490	17	Near Los Gatos, south of Summit Road to south of Bear Creek Road. Upgrade drainage system, install median barrier and rehabilitate pavement.	$6,600	$675	27,098
	10600001377	SCL	04	3A070	9	In Saratoga, from Route 25 to 6th Street; also on Route 152 from Hecker Pass to Bodfish Creek Bridge. Construct soft barrier.	$668	$10	1,995
	10600001189	SCL	04	2A440	152	Near Gilroy, from Old Lake Road to San Felipe Road. Realign curve and upgrade shoulders.	$2,700	$5	13,386
	10600001188	SCL	04	3A400	152	Near Gilroy, from Holstien Creek Bridge to 1 mile east of Holstien Creek Bridge. Left turn channelization.	$670	$275	2,000
	10600001190	SCL	04	2A250	152	In Santa Clara, from Hecker pass to Uvas Creek. Improve sight distance, upgrade shoulders and provide minor realignment.	$4,300	$300	22,574
	10600001446	SCL	04	2A430	9	Near Saratoga, from 2.5 miles north of Route 35 to 6th Street. Upgrade roadway; install metal beam guardrail and warning signs.	$3,000	$131	9,869
	10600001187	SCL	04	2A050	152	Near Gilroy, from 0.6 mile west of Prunedale Avenue to 0.3 mile west of Bloomfield Avenue. Left turn channelization.	$435	$303	1,056
	10600001193	SCL	04	0A780	VAR	In Santa Clara County, at various locations on Routes 9, 17 and 25. Upgrade traffic barrier and guardrail end terminals.	$1,800	$6	6,627
	10600001007	SCL	04	0A480	85	In and near Cupertino and Sunnyvale, at various locations; also on Route 101 (PM 34.4/38.6) at various locations. Upgrade median barrier.	$2,500	$5	8,256
	10600001459	SCL	04	3A560	152	Near Gilroy, from 1.7 miles east of Dunn Lane/San Felipe Road to Route 156. Install soft median barriers.	$187	$10	340
	10600001447	SCL	04	2A260	152	Near Gilroy, at Ferguson Road. Realign and signalize intersection.	$1,920	$850	5,150
	10600001196	SOL	04	2A620	12	Near Rio Vista, from Azevedo Road to Liberty Island Road. Shoulder widening.	$3,063	$1,972	8,505
	10600001489	SON	04	3A330	12	In Eldridge, at Madrone Road. Install traffic signals. (Project also includes an additional $0.508 million of local Sonoma County funds.)	$455	$5	1,053
	10600001093	SON	04	1A620	121	Near Napa, at Route 12. Modify intersection and signalize.	$1,800	$525	3,950
	10600001479	SON	04	2A920	116	In Sebastopol, at the intersection of Vine Hill and Mueller Roads. Install traffic signals. (Project also includes an additional $0.456 of local Sonoma County funds.)	$850	$10	1,240

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

10600001501	SON	04	0A822	101	Near Santa Rosa, at various locations from Steele Lane to Old Redwood Highway. Remove gore signs and replace with overhead signs. (Project also includes an additional $2 million of OTS funds.)	$630	$5	1,300
10600001198	SON	04	0A910	VAR	In Sonoma County, on Routes 1, 12 and 37 at various locations. Upgrade traffic barrier and guardrail end terminals.	$2,160	$5	7,725
10600000980	SON	04	28380	116	Near Petaluma, from Adobe Road to west of Arnold Drive. Realign vertical and horizontal curve.	$9,860	$8,000	31,531
					SHOPP - Collision Reduction Total:	**$74,790**	**15,830**	**247,138**

Grouped Listing SHOPP - Emergency Response

(TIP ID- REG070001)

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Emergency Response									
	10600000843	ALA	04	29226	80	In San Rafael, at North Gallinas Creek Bridge and San Rafael Harbor Bridge; also in Larkspur at Corte Madera Creek Bridge and in Sausalito at Spencer Avenue and Monte Mar Drive. Replace bridge rails.	$480	$1,359	4,310
	10600000843	ALA	04	29226	80	In San Rafael, at North Gallinas Creek Bridge and San Rafael Harbor Bridge; also in Larkspur at Corte Madera Creek Bridge and in Sausalito at Spencer Avenue and Monte Mar Drive. Replace bridge rails.	$480	$1,359	4,310
	10600001386	MRN	04	3S590	101	Near San Rafael, from Miller Creek Road to Lucas Valley Road; also on Route 131 near Tiburon between Avenida Milaflores and Rock Hill Drive. Backfill sinkhole, replace failed drainage and repair slid	$315	$5	330
	10600001547	MRN	04	3S561	1	Near Tamalpais-Homestead Valley, at 0.5 mile north of Ridgeview Court Road. Install rock slope protection and repair drainage.	$320	$20	695
	10600001554	MRN	04	4S250	1	Near Muir Beach, at Panoramic Highway. Overlay detour road.	$225	$10	840
	10600001548	MRN	04	3S900	1	Near Muir Beach, 0.3 mile north of Seacape Drive. Construct tie-back wall.	$1,270	$150	3,830
	10600001551	MRN	04	3S563	1	Near Bolinas, at Bolina Lagoon. Repair culvert and install rock slope protection.	$550	$100	802
	10600001553	MRN	04	3S580	37	Near Novato, at Novato Creek Bridge. Reconstruct levee.	$610	$10	1,288
	10600001555	MRN	04	3S910	1	Near Muir Beach, 0.2 mile north of Cold Stream Fire Road. Construct tie-back wall.	$1,520	$150	4,627
	10600001490	MRN	04	3S920	101	In Sausalito, north of Rodeo Drive. Repair slope, drainage and pavement.	$410	$10	280
	10600001550	MRN	04	3S562	1	Near Tamalpais-Homestead Valley, at 2.2 miles north of Muir Beach Overlook. Rebuild slope.	$350	$100	804
	10600001552	MRN	04	3S570	1	Near Marshall, 1.5 miles south of Marshall Petaluma Road. Replace curvert and install rock slope protection.	$680	$200	1,158
	10600001549	MRN	04	4S000	101	Near San Rafael, 0.1 mile north of Sir Francis Drake Boulevard. Install rock slope protection.	$529	$10	322
	10600001559	NAP	04	4S030	128	Near Lake Hennessy, 2.8 miles east of Silverado Trail. Construct sheet pile wall.	$285	$50	1,289
	10600001560	NAP	04	4S040	128	Near Lake Berryessa, 1.1 miles south of Knoxville Road. Install horizontal drains.	$68	$10	645
	10600001561	NAP	04	3S612	128	Near St. Helena, east of Lake Henessey. Install inlets and underdrains.	$100	$5	303
	10600001558	NAP	04	3S611	128	Near Lake Hennessy City, west of Silverado Trail. Install rock slope protection (RSP).	$188	$5	279
	10600001562	NAP	04	4S020	29	Near Calistoga, 1.6 miles north of Tubbs Lane. Reconstruct slope and replace culvert.	$605	$80	2,336
	10600001563	NAP	04	4S010	29	In Vallejo, 0.3 mile south of Route 12. Install rock slope protection (RSP).	$106	$10	303
	10600001601	SM	04	2S620	1	Near Pacifica, from 3.7 to 3.1 miles south of Linda Mar Boulevard. Repair landslide, wetland mitigation and re-vegetation.	$650	$30	449
	10600001571	SM	04	4S140	92	Near Foster City, at Mariners Island Road. Reconstruct soundwall and underpin foundation.	$75	$10	255
	10600001572	SM	04	4S110	1	Near Daly City, 0.2 mile south of Route 35. Install rock slope protection.	$62	$10	362
	10600001458	SM	04	3S660	84	Near Sky Londa, near Alpine Road. Repair drainage and embankment.	$79	$43	395
	10600001348	SM	04	3S672	84	Near La Honda, at various locations from Old La Honda Road to Fox Hill Road. Repair storm damage and place rock slope protection.	$145	$35	537
	10600001573	SM	04	4S120	35	Near San Bruno, south of Sneath Lane. Repair drainage system.	$60	$10	788
	10600001575	SM	04	4S130	84	Near La Honda, from Madera Lane to Peek-A-Boo Lane. Install coir netting.	$443	$50	1,266
	10600001405	SM	04	3S671	84	Near La Honda, from 2.1 miles north of Sears Ranch Road. Repair storm damage and replace culvert.	$42	$10	152

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

10600001569	SM	04	4S150	280	Near Woodside, at Farm Hill Boulevard. Install rock slope protection.	$302	$50	1,681
10600001570	SM	04	3S820	84	Near La Honda, 1.1 miles north of Sears Ranch Road. Construct retaining wall.	$95	$5	3,161
10600001574	SM	04	4S090	1	Near Pescadero, 0.4 mile south of Pescadero Creek Road. Replace culvert and install rock slope protection.	$88	$30	252
10600001579	SCL	04	4S070	101	Near Gilroy, 0.1 mile north of Monterey Road. Install rock slope protection.	$263	$30	1,491
10600001578	SCL	04	4S050	9	Near Saratoga, 0.7 mile west of Sanborn Road. Construct tie-back wall.	$80	$140	2,648
10600001580	SCL	04	4S080	101	Near Santa Clara, 0.1 mile east of Taylor Street. Reconstruct slope and seal cracked wingwall.	$138	$10	929
10600001582	SCL	04	3S830	17	Near Lexington Hills, at various locations from Old Santa Cruz Highway to Los Gatos. Reconstruct slope.	$340	$13	1,823
10600001581	SCL	04	3S620	9	In Saratoga, at various locations from Skyline Boulevard to Toll Gate Road. Install erosion control.	$188	$95	1,823
10600001584	SCL	04	4S060	85	Near San Jose, 0.1 west of Bernal Road. Repair road.	$89	$5	255
10600001461	SOL	04	3S721	680	Near Benicia, at Parrish Road. Replace failed culvert, backfill sinkhole and place rock slope protection.	$135	$10	500
10600001215	SOL	04	25902	80	Near Fairfield, west of Lynch Road to west of Red Top Road. Required mitigation for EA 25901. (FCO)	$142		575
10600001462	SOL	04	3S722	780	In Benicia, near Benicia Bridge Toll Plaza. Repair slipouts and install drainage systems.	$515	$12	1,823
10600001589	SON	04	3S841	1	Near Bodega Bay, 1.3 miles southwest of Bay Hill Road. Construct soldier pile wall.	$760	$15	1,103
10600001592	SON	04	4S160	1	Near Jenner, 0.2 mile west of Pacific Avenue. Reconstruct embankment.	$258	$20	1,404
10600001598	SON	04	4S200	121	Near Schellville, 0.6 mile north of Flying Arrow Ranch Road. Replace culverts.	$116	$15	329
10600001597	SON	04	2S941	128	Near Geyserville, at Russian River Bridge. Landscape mitigation.	$227	$5	1,216
10600001593	SON	04	2S700	1	Near Jenner, 2.4 miles south of Jenner Russian Gulch Park. Reconstruct slope.	$70	$7	193
10600001595	SON	04	4S180	1	In Fork Ross State History Park, 0.5 mile east of Fork Ross Road. Install rock slope protection.	$73	$10	303
10600001596	SON	04	3S752	1	Near Stewarts Point, 2.8 miles south of Kruse Ranch Road. Replace curvert and install rock slope protection.	$300	$15	630
10600001213	SON	04	2S610	1	Near Fort Ross, at Fort Ross Creek. Soldier pile wall, replace culverts.	$2,544	$10	10,202
10600001590	SON	04	4S190	116	Near Guerneville, east of Mays Canyon Road. Construct soldier pile wall.	$168	$10	3,063
10600001591	SON	04	0770W	1	at Gleason Beach, north of Bodega Bay. Install tie-back wall.	$357	$20	911
10600001594	SON	04	3S751	1	Near Timber Cove, 2 miles south of Fort Ross State Historic Park. Replace curvert.	$600	$15	1,707
10600001412	SON	04	3S740	1	Near Timber Cove, 0.7 miles north of Meyers Grade Road. Construct tie back wall.	$890	$20	3,000
					SHOPP - Emergency Response Total:	**$19,385**	**4,403**	**73,977**

Grouped Listing SHOPP - Mandates and Prop IB

(TIP ID- VAR991003)

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mandates									
	10600001532	ALA	04	4A850	580	Near Dublin, at Route 680. Storm water mitigation.	$125	$5	447
	10600001533	ALA	04	4A840	880	Near San Lorenzo, 0.7 mile north of A Street. Storm water mitigation.	$125	$5	447
	10600001536	ALA	04	4A820	80	In Berkeley, from 0.4 mile to 0.2 mile south of Gilaman Sreet. Storm water mitigation.	$89	$5	319
	10600001534	ALA	04	4A810	880	In Oakland, from 0.6 mile south of 7th street to 0.5 mile south of West Grand Avenue. Storm water mitigation.	$350	$5	1,251
	10600001535	ALA	04	4A830	13	In Oakland, from Redwood Road to Carson Street. Storm water mitigation.	$89	$5	319
	10600001583	SCL	04	4A700	25	Near Gilroy, 0.2 mile west of Joe F. Young Road at GX-Miller Grade Crossing. Upgrade railroad grade crossing.	$203	$50	608
						SHOPP - Mandates Total:	**$981**	**75**	**3,391**

Proposition 1B Bond Funded Projects in Proposed 2008 SHOPP
($1,000)

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	Prog Code	FY	RW	Prog or Vote	Total Capital	Support	Total w/ Support
04	ALA	24	R1.8/R6.2	Near Emeryville, from Route 580 to Contra Costa County line; also in Contra Costa County at various locations. Install Vehicle Detector Systems (VDS). (Prop 1B Bond Funded Project)	0156E	4A535	201.315	2007/08	$0	$11,314	$11,314	$3,378	$14,692
04	ALA	580	R7.8/19.1	In Livermore and Pleasanton, from Greenville Road to Hacienda Drive. Rehabilitate pavement. (Prop 1B Bond Funded Project - FCO)	0117D	4C210	201.120	2007/08	$0	$27,000	$27,000	$0	$27,000
04	ALA	580	0.0/30.8	Near Castro Valley from San Joaquin County line to Route 238. Install Vehicle Detector Systems (VDS) (Prop 1B Bond Funded Project)	0156L	4A531	201.315	2007/08	$0	$2,205	$2,205	$719	$2,924
04	ALA	680	M0.0/R12.5	In Freemont, from Mission Boulevard to Koopman Road. Rehabilitate pavement. (Prop 1B Bond Funded Project)	0157H	3A680	201.120	2007/08	$100	$54,900	$55,000	$17,000	$72,000
04	SCL	101	0.0/52.6	In Santa Clara County, San Benito County line to San Mateo County line; also on Route 880 and in San Mateo County on Route 101. Install Vehicle Detector Systems (VDS). (Prop 1B Bond Funded Project)	0156H	4A532	201.315	2007/08	$0	$3,741	$3,741	$1,081	$4,822
				Total					$100	$99,160	$99,260	$22,178	$121,438

Grouped Listing SHOPP – Mobility
(TIP ID- MTC050006)

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mobility									
	10600001542	ALA	04	3A530	580	In Livermore, at westbound Livermore weigh station. Repair and extend pavement.	$540	$10	1,969
	10600001477	ALA	04	3A970	580	In Livermore, at the Livermore weigh station. Rebuild scale-house building.	$1,102	$10	2,278
	10600001541	ALA	04	3A550	880	Near Fremont, at the Nimitz weigh station. Replace signs, lighting and security cameras.	$482	$5	1,206
	10600001488	ALA	04	3A950	680	Near Fremont, at the Mission Weigh Station. Replace the weigh station display and office roof.	$257	$6	463
	10600001230	SM	04	2A790	101	Near Palo Alto, from Santa Clara County line to San Francisco County line. Install ramp metering.	$2,903	$5	9,526
	10600001221	SM	04	26320	1	In San Mateo, from north of Fairway Drive to south of South Main Street. Two-way left-turn lane.	$970	$28	5,274
	10600001231	SM	04	15047	280	In San Mateo County, from Santa Clara County line to San Francisco County line. Install TMS Elements.	$768	$50	2,520
	10600001250	SM	04	24992	82	In San Mateo County, on El Camino Real from Cambridge Avenue in Menlo Park to Millbrae Avenue in Millbrae. Modify existing traffic signals.	$962	$30	3,006
	10600001228	SCL	04	15131	VAR	In Alameda, San Mateo, and Santa Clara Counties, at various locations. Install TMS elements (CCTV).	$4,371	$10	14,342
	10600001586	SOL	04	4A450	80	Near Fairfield, at Eastbound Cordelia weigh station. Replace platform.	$461	$50	875
	10600001222	SOL	04	0A090	80	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	$1,635	$25	4,400
						SHOPP - Mobility Total:	**$14,451**	**229**	**45,859**

Grouped Listing SHOPP - Roadside Preservation

(TIP ID- MTC050008)

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadside Preservation									
	10600001567	SF	04	2A120	101	In San Francisco, from south of 3rd Street to south of 19th Street; also on Routes 280 and 380. Provide maintenance vehicle access.	$600	$5	1,768
	10600000982	SM	04	0A920	280	Near Hillsborough, at the Crystal Springs Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	$3,550	$10	7,019
	10600001219	SM	04	2A540	280	In San Mateo, Santa Cruz, Solano and Napa Counties, at various locations. Upgrade vista points for compliance with Americans with Disabilities Act (ADA).	$1,382	$5	4,311
	10600000981	SOL	04	29900	80	In Vallejo, at Hunter Hill Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	$4,205	$10	8,217
						SHOPP - Roadside Preservation Total:	**$9,737**	**30**	**21,315**

Grouped Listing SHOPP - Roadway Preservation

(TIP ID- MTC050009)

Metropolitan Transportation Commission
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
	10600001019	ALA	04	44790	238	In Hayward, Union City and Fremont, from north of Route 680 to Route 92. Rehabilitate roadway.	$12,238	$200	26,250
	10600001015	CC	04	44700	680	In San Ramon, Danville and Walnut Creek, from the Alameda County line to Rudgear Road. Rehabilitate roadway.	$26,250	$10	72,240
	10600001021	NAP	04	25940	29	In St. Helena, from Mee Lane to Charter Oak Lane. Rehabilitate roadway.	$10,000	$1,923	22,300
	10600001576	SCL	04	0C900	101	In San Jose, from Coyote Creek to Guadalupe River Bridge. Rehabilitate pavement.	$11,270	$10	41,000
	10600001018	SCL	04	27202	280	In San Jose, from Cypress Avenue Pedestrian Overcrossing to Tantau Avenue. Rehabilitate roadway.	$10,049	$10	28,712
	10600000092	SOL	04	0T10U	12	Near Suisun City, from Scandia Road to Currie Road. Rehabilitate roadway.	$17,500	$12,600	47,445
	10600001422	SOL	04	4C151	80	In Fairfield, from 0.4 mile west of Route 12 to 0.8 mile east of Airbase Parkway. Rehabilitate roadway.	$8,086	$10	22,200
	10600000072	SON	04	21986	12	Near Glenn Ellen, from Trinity Road to Madrone Road. Rehabilitate roadway and improve traffic operations.	$4,210	$1,043	5,721
						SHOPP - Roadway Preservation Total:	**$99,603**	**15,806**	**265,868**

Grouped Listing - Emergency Response (ER) State (TIP ID- VAR991004)

Recommended FTIP Multi-Year Line Item for Emergency Repair Program

(Dollars in Thousands)

Project Description:

At various locations, State highway projects to repair damage caused by natural disasters, civil unrest, or terrorist acts. Non-capacity increasing projects only - includes all FHWA funds. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for Federal Emergency Relief funds but extend beyond the Federally declared disaster period. Projects are consistent with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3.

Lead Agency: ***Caltrans***

MPO	FY 2006/07	FY 2007/08	FY 2008/09	Total
AMBAG	$ 850	$ 850	$ 850	$ 2,550
Butte County (BCAG)	$ 50	$ 50	$ 50	$ 150
Fresno (COFCG)	$ 50	$ 50	$ 50	$ 150
Kings County	$ 50	$ 50	$ 50	$ 150
Madera County	$ 50	$ 50	$ 50	$ 150
Kern (KCOG)	$ 50	$ 50	$ 50	$ 150
Merced (MCAG)	$ 50	$ 50	$ 50	$ 150
MTC	$ 1,000	$ 1,000	$ 1,000	$ 3,000
SACOG	$ 100	$ 100	$ 100	$ 300
SANDAG	$ 50	$ 50	$ 50	$ 150
San Joaquin (SJCCOG)	$ 50	$ 50	$ 50	$ 150
San Luis Obispo (SLOCOG)	$ 250	$ 250	$ 250	$ 750
Santa Barbara (SBCAG)	$ 250	$ 250	$ 250	$ 750
Shasta County	$ 100	$ 100	$ 100	$ 300
(SCAG)				
Imperial	$ 100	$ 100	$ 100	$ 300
Los Angeles	$ 250	$ 250	$ 250	$ 750
Orange	$ 100	$ 100	$ 100	$ 300
Riverside	$ 100	$ 100	$ 100	$ 300
San Bernardino	$ 100	$ 100	$ 100	$ 300
Ventura	$ 250	$ 250	$ 250	$ 750
Stanislaus (SAAG)	$ 100	$ 100	$ 100	$ 300
Tulare County (TCAG)	$ 100	$ 100	$ 100	$ 300
Non-MPO area of State (FSTIP)	$ 1,800	$ 1,800	$ 1,800	$ 5,400
Total	**$ 5,850**	**$ 5,850**	**$ 5,850**	**$ 17,550**

Grouped Listing - Railroad Crossings
(TIP ID- VAR991009)

Shasta County Regional Transportation Planning Agency
Caltrans Managed non-SHOPP Program Grouping Detail

Solano County Transportation Authority
Caltrans Managed non-SHOPP Program Grouping Detail

Grouping Category: Local Section 130/Grade Crossings

Dist	CT ID (USDOT RR Xing No.)	County	Implementing Agency	Project Description	Location	Fund Type	FY	Cost Estimate
4	751294K	Solano	California Department of Transportation, Division of Rail / City of Fairfield	Eliminate hazards at railroad grade crossing at intersection of East Tabor Avenue and UPRR in the City of Fairfield.	In the City of Fairfield at the intersection of East Tabor Avenue and UPRR.	STP - Rail HWY Crossing	2006-07	$500,000
							Total FY 07	$500,000
4	749712Y	Alameda	California Department of Transportation, Division of Rail / City of Oakland	Eliminate hazards at railroad grade crossing at intersection of High Street and UPRR in the City of Oakland.	In the City of Oakland at the intersection of High Street and UPRR.	STP - Rail HWY Crossing	2007-08	$500,000
4	7516292P	Contra Costa	California Department of Transportation, Division of Rail / City of Richmond	Eliminate hazards at railroad grade crossing at intersection of Market Avenue and UPRR in the City of Richmond.	In the City of Richmond at the intersection of Market Avenue and UPRR.	STP - Rail HWY Crossing	2007-08	$500,000
4	755015B	San Mateo	California Department of Transportation, Division of Rail / City of Mountain View	Eliminate hazards at railroad grade crossing at intersection of Castro Street and Caltrain in the City of Mountain View.	In the City of Mountain View at the intersection of Castro Street and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	755013M	San Mateo	California Department of Transportation, Division of Rail / City of Mountain View	Eliminate hazards at railroad grade crossing at intersection of Rengstorf Ave. & Caltrain in the City of Mountain View.	In the City of Mountain View at the intersection of Rengstorf Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	755011Y	San Mateo	California Department of Transportation, Division of Rail / City of Palo Alto	Eliminate hazards at railroad grade crossing at intersection of W. Charleston and Caltrain in the City of Palo Alto.	In the City of Palo Alto at the intersection of W. Charleston and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754936G	San Mateo	California Department of Transportation, Division of Rail / Redwood City	Eliminate hazards at railroad grade crossing at intersection of Brewster and Caltrain in Redwood City.	In Redwood City at the intersection of Brewster and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754902M	San Mateo	California Department of Transportation, Division of Rail / City of San Mateo	Eliminate hazards at railroad grade crossing at intersection of 3rd Avenue and Caltrain in the City of San Mateo.	In the City of San Mateo at the intersection of 3rd Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754901F	San Mateo	California Department of Transportation, Division of Rail / City of San Mateo	Eliminate hazards at railroad grade crossing at intersection of 2nd Avenue and Caltrain in the City of San Mateo.	In the City of San Mateo at the intersection of 2nd Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754904B	San Mateo	California Department of Transportation, Division of Rail / City of San Mateo	Eliminate hazards at railroad grade crossing at intersection of 5th Avenue and Caltrain in the City of San Mateo.	In the City of San Mateo at the intersection of 5th Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754905H	San Mateo	California Department of Transportation, Division of Rail / City of San Mateo	Eliminate hazards at railroad grade crossing at intersection of 9th Avenue and Caltrain in the City of San Mateo.	In the City of San Mateo at the intersection of 9th Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754900Y	San Mateo	California Department of Transportation, Division of Rail / City of San Mateo	Eliminate hazards at railroad grade crossing at intersection of 1st Avenue and Caltrain in the City of San Mateo.	In the City of San Mateo at the intersection of 1st Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754903U	San Mateo	California Department of Transportation, Division of Rail / City of San Mateo	Eliminate hazards at railroad grade crossing at intersection of 4th Avenue and Caltrain in the City of San Mateo.	In the City of San Mateo at the intersection of 4th Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000

Dist	CT ID (USDOT RR Xing No.)	County	Implementing Agency	Project Description	Location	Fund Type	FY	Cost Estimate
4	754992N	Santa Clara	California Department of Transportation, Division of Rail / City of Palo Alto	Eliminate hazards at railroad grade crossing at intersection of Alma/Palo Alto Ave. and Caltrain in the City of Palo Alto.	In the City of Palo Alto at the intersection of Alma/Palo Alto Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	754998E	Santa Clara	California Department of Transportation, Division of Rail / City of Palo Alto	Eliminate hazards at railroad grade crossing at intersection of Churchill Ave. and Caltrain in the City of Palo Alto.	In the City of Palo Alto at the intersection of Churchill Avenue and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	755010S	Santa Clara	California Department of Transportation, Division of Rail / City of Palo Alto	Eliminate hazards at railroad grade crossing at intersection of W. Meadow Drive and Caltrain in the City of Palo Alto.	In the City of Palo Alto at the intersection of W. Meadow Drive and Caltrain.	STP - Rail HWY Crossing	2007-08	$30,000
4	751291P	Solano	California Department of Transportation, Division of Rail / County of Solano	Eliminate hazards at railroad grade crossing at intersection of Canon Road and UPRR in the County of Solano.	In the County of Solano at the intersection of Canon Road and UPRR.	STP - Rail HWY Crossing	2007-08	$500,000
16 Projects							Total FY 08	$1,890,000

$2,390,000

Grouped Listing - Highway Bridge Program
(TIP ID- VAR991007)

2006/7-2011/12 Highway Bridge Program

CAUTION -- This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum backup to support the lump sum amounts programmed in the FTIP.

12/27/2007, 1:13 PM

Notes:

1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings.

2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.

3) Guaranteed funding levels are determined at time of federal authorization and obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.

4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.

5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.

6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.

7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.

Note id: 24

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Alameda — BRIDGE NO. 33C0230, BALLENA BLVD, OVER BALLENA BAY, 500'S OF CENTRAL AVE. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON		780,000							780,000
Total		780,000							780,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		690,534							690,534
Local Match									
LSSRP Bond		89,466							89,466
Local AC									
Total		780,000							780,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		690,534							690,534
Local Match									
LSSRP Bond		89,466							89,466
Local AC									
Total		780,000							780,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2133	HBP	CON		690,534							690,534
	LSSRP Bond			89,466							89,466
Match Rate:	88.53%									Total:	780,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Alameda County — BRIDGE NO. 33C0026, HIGH ST, OVER OAKLAND ESTUARY, 0.4 MI S/W OF I-880. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON					728,000				728,000
Total					728,000				728,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					644,498				644,498
Local Match									
LSSRP Bond					83,502				83,502
Local AC									
Total					728,000				728,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					644,498				644,498
Local Match									
LSSRP Bond					83,502				83,502
Local AC									
Total					728,000				728,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2099	HBP	CON			644,498						644,498	
	LSSRP Bond				83,502						83,502	
Match Rate:	88.53%									Total:	728,000	
2099	HBP	CON			-644,498	644,498						New!
	LSSRP Bond				-83,502	83,502						
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2099	HBP	CON				-644,498	644,498					New!
	LSSRP Bond					-83,502	83,502					
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Alameda County — BRIDGE NO. 33C0027, PARK ST, OVER OAKLAND ESTUARY, 0.2 MI S/W OF I-880. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON							715,000		715,000
Total							715,000		715,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							632,990		632,990
Local Match									
LSSRP Bond							82,011		82,011
Local AC									
Total							715,000		715,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							632,990		632,990
Local Match									
LSSRP Bond							82,011		82,011
Local AC									
Total							715,000		715,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2100	HBP	CON					632,990				632,990	
	LSSRP Bond						82,011				82,011	
Match Rate:	88.53%									Total:	715,000	
2100	HBP	CON					-632,990	632,990				New!
	LSSRP Bond						-82,011	82,011				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2100	HBP	CON						-632,990	632,990			New!
	LSSRP Bond							-82,011	82,011			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Alameda County

BRIDGE NO. 33C0147, FRUITVALE AVE, OVER OAKLAND ESTUARY, 0.3 MI S/W OF I-880. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON							390,000		390,000
Total							390,000		390,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							345,267		345,267
Local Match									
LSSRP Bond							44,733		44,733
Local AC									
Total							390,000		390,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							345,267		345,267
Local Match									
LSSRP Bond							44,733		44,733
Local AC									
Total							390,000		390,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2115	HBP	CON					345,267				345,267	
	LSSRP Bond						44,733				44,733	
Match Rate:	88.53%									Total:	390,000	
2115	HBP	CON					-345,267	345,267				New!
	LSSRP Bond						-44,733	44,733				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2115	HBP	CON						-345,267	345,267			New!
	LSSRP Bond							-44,733	44,733			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Alameda County

BRIDGE NO. 33C0237, ELGIN ST, OVER ASHLAND AVE, ELGIN ST & ASHLAND AVE. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								97,500	97,500
Total								97,500	97,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								86,317	86,317
Local Match									
LSSRP Bond								11,183	11,183
Local AC									
Total								97,500	97,500

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								86,317	86,317
Local Match									
LSSRP Bond								11,183	11,183
Local AC									
Total								97,500	97,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2135	HBP	CON						86,317			86,317	
	LSSRP Bond							11,183			11,183	
Match Rate:	88.53%									Total:	97,500	
2135	HBP	CON						-86,317	86,317			New!
	LSSRP Bond							-11,183	11,183			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2135	HBP	CON							-86,317	86,317		New!
	LSSRP Bond								-11,183	11,183		
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH).								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Fremont — BRIDGE NO. 33C0128, NILES BLVD, OVER BARTD, UP RR, & BNSF RY, 0.8 MI SE/O DECOTO RD. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON							4,030,000		4,030,000
Total							4,030,000		4,030,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							3,567,759		3,567,759
Local Match									
LSSRP Bond							462,241		462,241
Local AC									
Total							4,030,000		4,030,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							3,567,759		3,567,759
Local Match									
LSSRP Bond							462,241		462,241
Local AC									
Total							4,030,000		4,030,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2113	HBP	CON					3,567,759				3,567,759	
	LSSRP Bond						462,241				462,241	
Match Rate:	88.53%									Total:	4,030,000	
2113	HBP	CON					-3,567,759	3,567,759				New!
	LSSRP Bond						-462,241	462,241				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2113	HBP	CON						-3,567,759	3,567,759			New!
	LSSRP Bond							-462,241	462,241			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Fremont

PM00028, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			210,996						210,996
R/W									
CON								632,987	632,987
Total			210,996					632,987	843,983

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			186,795					560,383	747,178
Local Match			24,201					72,604	96,805
LSSRP Bond									
Local AC									
Total			210,996					632,987	843,983

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			186,795						186,795
Local Match			24,201						24,201
LSSRP Bond									
Local AC									
Total			210,996						210,996

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3397	HBP	PE			186,795						186,795	New!
	Local Match				24,201						24,201	
Match Rate:	88.53%	12/10/2007 Eric Bost: Accepted BPMP into Program								Total:	210,996	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								560,383	560,383
Local Match								72,604	72,604
LSSRP Bond									
Local AC									
Total								632,987	632,987

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3397	HBP	CON								560,383	560,383	**New!**
	Local Match									72,604	72,604	
Match Rate:	88.53%	12/10/2007 Eric Bost: Accepted BPMP into Program								Total:	632,987	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Oakland — BRIDGE NO. 33C0030, EMBARCADERO ST, OVER LAKE MERRITT CANAL, 0.2 MI W OF 5TH ST OC. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	1,480,000	100,000	1,221,825						2,801,825
R/W				25,000					25,000
CON							15,690,220		15,690,220
Total	1,480,000	100,000	1,221,825	25,000			15,690,220		18,517,045

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	1,184,000	80,000	977,460	22,133			13,890,552		16,154,144
Local Match	296,000	20,000	244,365						560,365
LSSRP Bond				2,868			1,799,668		1,802,536
Local AC									
Total	1,480,000	100,000	1,221,825	25,000			15,690,220		18,517,045

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	1,184,000	80,000	977,460						2,241,460
Local Match	296,000	20,000	244,365						560,365
LSSRP Bond									
Local AC									
Total	1,480,000	100,000	1,221,825						2,801,825

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2101	HBP	PE	1,310,244	88,530							1,398,774	
	Local Match		169,756	11,470							181,226	
Match Rate:	88.53%									Total:	1,580,000	
2101	HBP	PE	-1,310,244	-88,530							-1,398,774	New!
	Local Match		-169,756	-11,470							-181,226	
Match Rate:	88.53%	12/13/2007 Shannon Mlcoch: corrects match rate								Total:	-1,580,000	
2101	HBP	PE	1,184,000	80,000	977,460						2,241,460	New!
	Local Match		296,000	20,000	244,365						560,365	
Match Rate:	80.00%	12/13/2007 Shannon Mlcoch: corrects prior authorized match rate and provides cost increase								Total:	2,801,825	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				22,133					22,133
Local Match									
LSSRP Bond				2,868					2,868
Local AC									
Total				25,000					25,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2101	HBP	R/W		8,853							8,853	
	Local Match			1,147							1,147	
Match Rate:	88.53%									Total:	10,000	
2101	HBP	R/W				22,133					22,133	New!
	LSSRP Bond					2,868					2,868	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match. 12/13/07 Shannon Mlcoch: cost increase per 6D								Total:	25,000	
2101	HBP	R/W		-8,853							-8,853	New!
	Local Match			-1,147							-1,147	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match.								Total:	-10,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							13,890,552		13,890,552
Local Match									
LSSRP Bond							1,799,668		1,799,668
Local AC									
Total							15,690,220		15,690,220

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2101	HBP	CON						7,337,366			7,337,366	
	LSSRP Bond							950,634			950,634	
Match Rate:	88.53%									Total:	8,288,000	
2101	HBP	CON					13,890,552	-7,337,366			6,553,185	New!
	LSSRP Bond						1,799,668	-950,634			849,035	
Match Rate:	88.53%	12/13/2007 Shannon Mlcoch: cost increase per 6D and accelerate project								Total:	7,402,220	
2101	HBP	CON					-13,890,552	13,890,552				New!
	LSSRP Bond						-1,799,668	1,799,668				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2101	HBP	CON						-13,890,552	13,890,552			New!
	LSSRP Bond							-1,799,668	1,799,668			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Oakland

BRIDGE NO. 33C0148, 23RD AVENUE, OVER UP RR, BNSF, AMTRAK, BARTD, S OF EAST 12TH ST., BRIDGE NO. 33C0253, COLISEUM WAY, BRIDGE NO. 33C0238, CAMPUS DR, OVER LION CREEK TRIBUTARY, LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	444,610	523,690							968,300
R/W					40,000				40,000
CON							9,037,482		9,037,482
Total	444,610	523,690			40,000		9,037,482		10,045,782

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	393,613	463,623			35,412		8,000,883		8,893,531
Local Match	50,997	60,067							111,064
LSSRP Bond					4,588		1,036,599		1,041,187
Local AC									
Total	444,610	523,690			40,000		9,037,482		10,045,782

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	393,613	463,623							857,236
Local Match	50,997	60,067							111,064
LSSRP Bond									
Local AC									
Total	444,610	523,690							968,300

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2116	HBP	PE	393,613	463,623							857,236
	Local Match		50,997	60,067							111,064
Match Rate:	88.53%									Total:	968,300

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					35,412				35,412
Local Match									
LSSRP Bond					4,588				4,588
Local AC									
Total					40,000				40,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2116	HBP	R/W					35,412				35,412	New!
	LSSRP Bond						4,588				4,588	
Match Rate:	88.53%	10/23/2007 Reza Fereshtehnejad: Added RW. New phase of work.								Total:	40,000	

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							8,000,883		8,000,883
Local Match									
LSSRP Bond							1,036,599		1,036,599
Local AC									
Total							9,037,482		9,037,482

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2116	HBP	CON					8,000,881				8,000,881	
	LSSRP Bond						1,036,599				1,036,599	
Match Rate:	88.53%									Total:	9,037,480	
2116	HBP	CON					-8,000,881	8,000,881				New!
	LSSRP Bond						-1,036,599	1,036,599				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2116	HBP	CON						-8,000,881	8,000,881			New!
	LSSRP Bond							-1,036,599	1,036,599			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2136	HBP	CON					1				1	
	LSSRP Bond						0				0	
Match Rate:	88.53%									Total:	1	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency			Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2136	HBP	CON					-1	1				New!
	LSSRP Bond						-0	0				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2136	HBP	CON						-1	1			New!
	LSSRP Bond							-0	0			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2137	HBP	CON					1				1	
	LSSRP Bond						0				0	
Match Rate:	88.53%									Total:	1	
2137	HBP	CON					-1	1				New!
	LSSRP Bond						-0	0				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2137	HBP	CON						-1	1			New!
	LSSRP Bond							-0	0			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Oakland

BRIDGE NO. 33C0178 & 33C0179 & 33C0180, PARK BOULEVARD, OVER PARK BLVD SDHL VIA #1, #2, & #3, 0.5 MI S OF SR 13 and BRIDGE NO. 33C0215, LEIMERT BLVD over SAUSAL CREEK. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	312,853	227,067							539,920
R/W			40,000						40,000
CON					5,039,263				5,039,263
Total	312,853	227,067	40,000		5,039,263				5,619,183

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	276,969	201,022	35,412		4,461,260				4,974,663
Local Match	35,884	26,045							61,929
LSSRP Bond			4,588		578,003				582,591
Local AC									
Total	312,853	227,067	40,000		5,039,263				5,619,183

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	276,969	201,022							477,991
Local Match	35,884	26,045							61,929
LSSRP Bond									
Local AC									
Total	312,853	227,067							539,920

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2119	HBP	PE	276,969	201,022							477,991
	Local Match		35,884	26,045							61,929
Match Rate:	88.53%									Total:	539,920

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			35,412						35,412
Local Match									
LSSRP Bond			4,588						4,588
Local AC									
Total			40,000						40,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2119	HBP	R/W			8,853						8,853	
	LSSRP Bond				1,147						1,147	
Match Rate:	88.53%									Total:	10,000	
2119	HBP	R/W			26,559						26,559	New!
	LSSRP Bond				3,441						3,441	
Match Rate:	88.53%	10/23/2007 Reza Fereshtehnejad: Additional RW is requested.								Total:	30,000	

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					4,461,260				4,461,260
Local Match									
LSSRP Bond					578,003				578,003
Local AC									
Total					5,039,263				5,039,263

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2119	HBP	CON			4,461,257						4,461,257	
	LSSRP Bond				578,003						578,003	
Match Rate:	88.53%									Total:	5,039,260	
2119	HBP	CON			-4,461,257	4,461,257						New!
	LSSRP Bond				-578,003	578,003						
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2119	HBP	CON				-4,461,257	4,461,257					New!
	LSSRP Bond					-578,003	578,003					
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2120	HBP	CON			1						1	
	LSSRP Bond				0						0	
Match Rate:	88.53%									Total:	1	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency			Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2120	HBP	CON			-1	1						New!
	LSSRP Bond				-0	0						
Match Rate: 88.53%		12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2120	HBP	CON				-1	1					New!
	LSSRP Bond					-0	0					
Match Rate: 88.53%		12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2121	HBP	CON			1						1	
	LSSRP Bond				0						0	
Match Rate: 88.53%										Total:	1	
2121	HBP	CON			-1	1						New!
	LSSRP Bond				-0	0						
Match Rate: 88.53%		12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2121	HBP	CON				-1	1					New!
	LSSRP Bond					-0	0					
Match Rate: 88.53%		12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2130	HBP	CON			1						1	
	LSSRP Bond				0						0	
Match Rate: 88.53%										Total:	1	
2130	HBP	CON			-1	1						New!
	LSSRP Bond				-0	0						
Match Rate: 88.53%		12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2130	HBP	CON				-1	1					New!
	LSSRP Bond					-0	0					
Match Rate: 88.53%		12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Oakland

BRIDGE NO. 33C0181 (east crossing) and 33C0182 (west crossing), E 14TH STREET, OVER E 12TH STREET, Replace bridges. Construct new bridges on new alignment. Maintain existing 3 lane corridor.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON							21,190,000		21,190,000
Total							21,190,000		21,190,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							18,759,507		18,759,507
Local Match							2,408,700		2,408,700
LSSRP Bond							21,793		21,793
Local AC									
Total							21,190,000		21,190,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							18,759,507		18,759,507
Local Match							2,408,700		2,408,700
LSSRP Bond							21,793		21,793
Local AC									
Total							21,190,000		21,190,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2122	HBP	CON	115,089				3,735,966				3,851,055	
	Local Match		14,911				484,034				498,945	
Match Rate:	88.53%									Total:	4,350,000	
2122	HBP	CON	-115,089				-3,735,966				-3,851,055	New!
	Local Match		-14,911				-484,034				-498,945	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match.								Total:	-4,350,000	
2122	HBP	CON						53,118			53,118	New!
	LSSRP Bond							6,882			6,882	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match. Reduced construction estimate is to reflect seismic strategy, not replacement option beyond what is needed for seismic retofit.								Total:	60,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency			Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2122	HBP	CON						-53,118	53,118			New!
	LSSRP Bond							-6,882	6,882			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2123	HBP	CON	115,089		9,410,739						9,525,828	
	Local Match		14,911		1,219,261						1,234,172	
Match Rate:	88.53%									Total:	10,760,000	
2123	HBP	CON	-115,089								-115,089	New!
	Local Match		-14,911								-14,911	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. Construction was not authorized.								Total:	-130,000	
2123	HBP	CON						115,089			115,089	New!
	LSSRP Bond							14,911			14,911	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. Construction was not authorized. Scope change to replacement. This is LSRRP contribution.								Total:	130,000	
2123	HBP	CON			-9,410,739						-9,410,739	New!
	Local Match				-1,219,261						-1,219,261	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. $10 million is for replacement not retrofit.								Total:	-10,630,000	
2123	HBP	CON						-115,089	115,089			New!
	LSSRP Bond							-14,911	14,911			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
3314	HBP	CON						7,967,700			7,967,700	New!
	Local Match							1,032,300			1,032,300	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. Local Agency requests scope change to replace bridge on new alignment rather than seismic retrofit.								Total:	9,000,000	
3314	HBP	CON						-7,967,700	7,967,700			New!
	Local Match							-1,032,300	1,032,300			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
3315	HBP	CON						10,623,600			10,623,600	New!
	Local Match							1,376,400			1,376,400	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. 7/2/2007 Eric Bost: Fund Line suppressed. Scope change to replacement instead of retrofit.								Total:	12,000,000	
3315	HBP	CON						-10,623,600	10,623,600			New!
	Local Match							-1,376,400	1,376,400			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Oakland — BRIDGE NO. 33C0202, HEGENBERGER ROAD, OVER BARTD, UPRR, SAN LEANDRO, AT SAN LEANDRO ST.. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	554,433	555,402							1,109,835
R/W									
CON							10,358,466		10,358,466
Total	554,433	555,402					10,358,466		11,468,301

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	490,840	491,697					9,170,350		10,152,887
Local Match	63,593	63,705							127,298
LSSRP Bond							1,188,116		1,188,116
Local AC									
Total	554,433	555,402					10,358,466		11,468,301

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	490,840	491,697							982,537
Local Match	63,593	63,705							127,298
LSSRP Bond									
Local AC									
Total	554,433	555,402							1,109,835

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2128	HBP	PE	490,840	491,697							982,537
	Local Match		63,593	63,705							127,298
Match Rate:	88.53%									Total:	1,109,835

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							9,170,350		9,170,350
Local Match									
LSSRP Bond							1,188,116		1,188,116
Local AC									
Total							10,358,466		10,358,466

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2128	HBP	CON						9,170,350			9,170,350
	LSSRP Bond							1,188,116			1,188,116
Match Rate:	88.53%									Total:	10,358,466
2128	HBP	CON						-9,170,350	9,170,350		
	LSSRP Bond							-1,188,116	1,188,116		
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Oakland

PM00002, Bridge Preventive Maintenance Program (BPMP), various bridges in the City. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			1,310,080						1,310,080
R/W									
CON			3,876,240						3,876,240
Total			5,186,320						5,186,320

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			1,159,814					3,431,635	4,591,449
Local Match			594,871						594,871
LSSRP Bond									
Local AC			3,431,635					-3,431,635	
Total			5,186,320						5,186,320

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			1,159,814						1,159,814
Local Match			150,266						150,266
LSSRP Bond									
Local AC									
Total			1,310,080						1,310,080

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3304	HBP	PE			1,159,814						1,159,814	New!
	Local Match				150,266						150,266	
Match Rate:	88.53%	12/3/2007 Eric Bost: Use federal funds for PE. These funds may be obligated today since the current FTIP has federal funds allocated to this project in 9/10 using EPSP.								Total:	1,310,080	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								3,431,635	3,431,635
Local Match			444,605						444,605
LSSRP Bond									
Local AC			3,431,635					-3,431,635	
Total			3,876,240						3,876,240

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3304	Local AC (HBP)	CON		2,110,555			-2,110,555					
	Local Match			273,445			-273,445					
Match Rate:	88.53%									Total:		
3304	HBP	CON					2,110,555				2,110,555	
	Local Match						273,445				273,445	
Match Rate:	88.53%									Total:	2,384,000	
3304	Local AC (HBP)	CON		-2,110,555	3,431,635		2,110,555			-3,431,635		New!
	Local Match			-273,445	444,605		273,445			-444,605		
Match Rate:	88.53%	12/3/2007 Eric Bost: Increases 6/7 AC for Construction. Moves AC conversion into Beyond. (When construction is authorized, AC conversion will be reprogrammed to reimburse the City.)								Total:		
3304	HBP	CON					-2,110,555			3,431,635	1,321,080	New!
	Local Match						-273,445			444,605	171,160	
Match Rate:	88.53%	12/3/2007 Eric Bost: Moves AC conversion into Beyond. (When construction is authorized, AC conversion will be reprogrammed to reimburse the City.)								Total:	1,492,240	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Union City — BRIDGE NO. 33C0111, DECOTO RD, OVER ALAMEDA CREEK, JUST NE PASEO PADRE PKWAY. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			440,000						440,000
R/W									
CON							5,450,000		5,450,000
Total			440,000				5,450,000		5,890,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			389,532				4,824,885		5,214,417
Local Match			50,468						50,468
LSSRP Bond							625,115		625,115
Local AC									
Total			440,000				5,450,000		5,890,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			389,532						389,532
Local Match			50,468						50,468
LSSRP Bond									
Local AC									
Total			440,000						440,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2112	HBP	PE			389,532						389,532	New!
	Local Match				50,468						50,468	
Match Rate:	88.53%	12/7/2007 Reza Fereshtehnejad: Additional PE for the new strategy								Total:	440,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							4,824,885		4,824,885
Local Match									
LSSRP Bond							625,115		625,115
Local AC									
Total							5,450,000		5,450,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2112	HBP	CON						345,267			345,267	
	LSSRP Bond							44,733			44,733	
Match Rate:	88.53%									Total:	390,000	
2112	HBP	CON						4,479,618			4,479,618	New!
	LSSRP Bond							580,382			580,382	
Match Rate:	88.53%	New Strategy cost dated 5/15/07. Should be Bond match.								Total:	5,060,000	
2112	HBP	CON						-4,824,885	4,824,885			New!
	LSSRP Bond							-625,115	625,115			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Union City — BRIDGE NO. 33C0223, WHIPPLE ROAD, OVER BARTD, 0.75 MI W/O SR 238. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			140,000						140,000
R/W									
CON							390,000		390,000
Total			140,000				390,000		530,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			123,942				345,267		469,209
Local Match			16,058						16,058
LSSRP Bond							44,733		44,733
Local AC									
Total			140,000				390,000		530,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			123,942						123,942
Local Match			16,058						16,058
LSSRP Bond									
Local AC									
Total			140,000						140,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2131	HBP	PE			123,942						123,942	New!
	Local Match				16,058						16,058	
Match Rate:	88.53%	12/7/2007 Reza Fereshtehnejad: revised strategy meeting. Scope is changed								Total:	140,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Alameda

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							345,267		345,267
Local Match									
LSSRP Bond							44,733		44,733
Local AC									
Total							390,000		390,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2131	HBP	CON					345,267				345,267	
	LSSRP Bond						44,733				44,733	
Match Rate:	88.53%									Total:	390,000	
2131	HBP	CON					-345,267	345,267				New!
	LSSRP Bond						-44,733	44,733				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2131	HBP	CON						-345,267	345,267			New!
	LSSRP Bond							-44,733	44,733			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Concord

BRIDGE NO. 28C0442, MARSH DRIVE, OVER WALNUT CREEK, 0.2 MI W OF SOLANO WAY. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON					1,040,000				1,040,000
Total					1,040,000				1,040,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					920,712				920,712
Local Match									
LSSRP Bond					119,288				119,288
Local AC									
Total					1,040,000				1,040,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					920,712				920,712
Local Match									
LSSRP Bond					119,288				119,288
Local AC									
Total					1,040,000				1,040,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2083	HBP	CON					920,712				920,712
	LSSRP Bond						119,288				119,288
Match Rate:	88.53%									Total:	1,040,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Concord

PM00023, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			518,750						518,750
R/W									
CON								1,443,750	1,443,750
Total			518,750					1,443,750	1,962,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			459,249					1,278,152	1,737,401
Local Match			59,501					165,598	225,099
LSSRP Bond									
Local AC									
Total			518,750					1,443,750	1,962,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			459,249						459,249
Local Match			59,501						59,501
LSSRP Bond									
Local AC									
Total			518,750						518,750

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3392	HBP	PE			459,249						459,249	New!
	Local Match				59,501						59,501	
Match Rate:	88.53%	12/10/2007 Eric Bost: Accepted BPMP into Program								Total:	518,750	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,278,152	1,278,152
Local Match								165,598	165,598
LSSRP Bond									
Local AC									
Total								1,443,750	1,443,750

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3392	HBP	CON								1,278,152	1,278,152	New!
	Local Match									165,598	165,598	
Match Rate:	88.53%	12/10/2007 Eric Bost: Accepted BPMP into Program								Total:	1,443,750	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

BRIDGE NO. 28C0024, ORWOOD ROAD, OVER INDIAN SLOUGH, 2 MI E BYRON HIGHWAY. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	680,000	80,000							760,000
R/W		20,000	80,000						100,000
CON								6,034,000	6,034,000
Total	680,000	100,000	80,000					6,034,000	6,894,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	602,004	88,530	70,824					5,341,900	6,103,258
Local Match	77,996	11,470	9,176			0		692,100	790,742
LSSRP Bond									
Local AC									
Total	680,000	100,000	80,000					6,034,000	6,894,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	602,004	70,824							672,828
Local Match	77,996	9,176							87,172
LSSRP Bond									
Local AC									
Total	680,000	80,000							760,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1175	HBP	PE	602,004								602,004	
	Local Match		77,996								77,996	
Match Rate:	88.53%									Total:	680,000	
1175	HBP	PE		70,824							70,824	New!
	Local Match			9,176							9,176	
Match Rate:	88.53%	post programming adjustment due to cost increase from addition of sidewalk to the proposed bridge.								Total:	80,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		17,706	70,824						88,530
Local Match		2,294	9,176						11,470
LSSRP Bond									
Local AC									
Total		20,000	80,000						100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1175	HBP	R/W		17,706							17,706	
	Local Match			2,294							2,294	
Match Rate:	88.53%									Total:	20,000	
1175	HBP	R/W			70,824						70,824	New!
	Local Match				9,176						9,176	
Match Rate:	88.53%	cost increase from additional R/W for the sidewalk on the proposed bridge.								Total:	80,000	

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								5,341,900	5,341,900
Local Match						0		692,100	692,100
LSSRP Bond									
Local AC									
Total								6,034,000	6,034,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1175	HBP	CON						3,106,518			3,106,518	
	Local Match							402,482			402,482	
Match Rate:	88.53%									Total:	3,509,000	
1175	HBP	CON						2,235,383			2,235,383	New!
	Local Match							289,618			289,618	
Match Rate:	88.53%	Cost increase from addition of sidewalk to the proposed bridge.								Total:	2,525,000	
1175	HBP	CON						-5,341,900		5,341,900		New!
	Local Match							-692,100		692,100		
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

BRIDGE NO. 28C0031, BETHEL ISLAND RD, OVER DUTCH SLOUGH, 1.5 MI N CYPRESS RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	1,050,000	550,000	100,000						1,700,000
R/W	1,900,000	300,000	1,866,000						4,066,000
CON								12,578,000	12,578,000
Total	2,950,000	850,000	1,966,000					12,578,000	18,344,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	2,611,635	752,505	1,740,500					11,135,303	16,239,943
Local Match	338,365	97,495	225,500					1,442,697	2,104,057
LSSRP Bond									
Local AC									
Total	2,950,000	850,000	1,966,000					12,578,000	18,344,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	929,565	486,915	88,530						1,505,010
Local Match	120,435	63,085	11,470						194,990
LSSRP Bond									
Local AC									
Total	1,050,000	550,000	100,000						1,700,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
708	HBP	PE	929,565	486,915							1,416,480	
	Local Match		120,435	63,085							183,520	
Match Rate:	88.53%									Total:	1,600,000	
708	HBP	PE			88,530						88,530	New!
	Local Match				11,470						11,470	
Match Rate:	88.53%	post programming adjustment due to cost increase.								Total:	100,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	1,682,070	265,590	1,651,970						3,599,630
Local Match	217,930	34,410	214,030						466,370
LSSRP Bond									
Local AC									
Total	1,900,000	300,000	1,866,000						4,066,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
708	HBP	R/W	1,682,070	265,590							1,947,660	
	Local Match		217,930	34,410							252,340	
Match Rate:	88.53%									Total:	2,200,000	
708	HBP	R/W			1,651,970						1,651,970	New!
	Local Match				214,030						214,030	
Match Rate:	88.53%	post programming adjustment due to cost increase.								Total:	1,866,000	

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								11,135,303	11,135,303
Local Match								1,442,697	1,442,697
LSSRP Bond									
Local AC									
Total								12,578,000	12,578,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
708	HBP	CON						10,180,950			10,180,950	
	Local Match							1,319,050			1,319,050	
Match Rate:	88.53%									Total:	11,500,000	
708	HBP	CON						954,353			954,353	New!
	Local Match							123,647			123,647	
Match Rate:	88.53%	approval of updated cost information submitted in July 07 via Exhibit 6-D.								Total:	1,078,000	
708	HBP	CON						-11,135,303		11,135,303		New!
	Local Match							-1,442,697		1,442,697		
Match Rate:	88.53%	Move funding to beyond since the project is not ready to advertise.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

BRIDGE NO. 28C0043, CARQUINEZ SCENIC D, OVER ECKLEY SLIDE, 2.1 MI E 180 IN CROKETT. Project scope is not yet determined. Engineering and Environmental studies must be performed. (Scoping Only)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								1,000,000	1,000,000
Total								1,000,000	1,000,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								885,300	885,300
Local Match								114,700	114,700
LSSRP Bond									
Local AC									
Total								1,000,000	1,000,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								885,300	885,300
Local Match								114,700	114,700
LSSRP Bond									
Local AC									
Total								1,000,000	1,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1177	HBP	CON						885,300			885,300
	Local Match							114,700			114,700
Match Rate:	88.53%									Total:	1,000,000
1177	HBP	CON						-885,300		885,300	
	Local Match							-114,700		114,700	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

BRIDGE NO. 28C0071, SAN PABLO AVE, OVER RODEO CREEK, AT PARKER AVE. Replace 4 lane bridge with 4 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	100,000		635,000						735,000
R/W				40,000					40,000
CON								3,500,000	3,500,000
Total	100,000		635,000	40,000				3,500,000	4,275,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	88,530		562,166	35,412				3,098,550	3,784,658
Local Match	11,470		72,835	4,588				401,450	490,343
LSSRP Bond									
Local AC									
Total	100,000		635,000	40,000				3,500,000	4,275,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	88,530		562,166						650,696
Local Match	11,470		72,835						84,305
LSSRP Bond									
Local AC									
Total	100,000		635,000						735,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3194	HBP	PE	278,870								278,870	
	Local Match		36,131								36,131	
Match Rate:	88.53%									Total:	315,000	
3194	HBP	PE	-190,340		562,166						371,826	New!
	Local Match		-24,661		72,835						48,174	
Match Rate:	88.53%	11/14/2007 Chien Wu: post programming adjustment due to cost increase.								Total:	420,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				35,412					35,412
Local Match				4,588					4,588
LSSRP Bond									
Local AC									
Total				40,000					40,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3194	HBP	R/W				35,412					35,412
	Local Match					4,588					4,588
Match Rate:	88.53%									Total:	40,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								3,098,550	3,098,550
Local Match								401,450	401,450
LSSRP Bond									
Local AC									
Total								3,500,000	3,500,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3194	HBP	CON						3,098,550			3,098,550
	Local Match							401,450			401,450
Match Rate:	88.53%									Total:	3,500,000
3194	HBP	CON						-3,098,550		3,098,550	
	Local Match							-401,450		401,450	
Match Rate:	88.53%									Total:	

New!

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

BRIDGE NO. 28C0196, BOULEVARD WAY, OVER LAS TRAMPAS CREEK, 0.2 MI N OLYMPIC BLVD. Install scour countermeasures. (No bridge widening)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		64,000							64,000
R/W		20,000							20,000
CON								360,000	360,000
Total		84,000						360,000	444,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		74,365						318,708	393,073
Local Match		9,635						41,292	50,927
LSSRP Bond									
Local AC									
Total		84,000						360,000	444,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		56,659							56,659
Local Match		7,341							7,341
LSSRP Bond									
Local AC									
Total		64,000							64,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3280	HBP	PE		56,659							56,659
	Local Match			7,341							7,341
Match Rate:	88.53%									Total:	64,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		17,706							17,706
Local Match		2,294							2,294
LSSRP Bond									
Local AC									
Total		20,000							20,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3280	HBP	R/W		17,706							17,706
	Local Match			2,294							2,294
Match Rate:	88.53%									Total:	20,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								318,708	318,708
Local Match								41,292	41,292
LSSRP Bond									
Local AC									
Total								360,000	360,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3280	HBP	CON						318,708			318,708
	Local Match							41,292			41,292
Match Rate:	88.53%									Total:	360,000
3280	HBP	CON						-318,708		318,708	
	Local Match							-41,292		41,292	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

BRIDGE NO. 28C0226, CO. JAIL ACCESS RD, OVER MARSH CREEK, SHERIF DETENTION FACILITY. Replace one lane bridge with 1 lane bridge meeting min. federal AASHTO Standards. Road remains one lane.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		310,000							310,000
R/W									
CON								1,300,000	1,300,000
Total		310,000						1,300,000	1,610,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		274,443						1,150,890	1,425,333
Local Match		35,557						149,110	184,667
LSSRP Bond									
Local AC									
Total		310,000						1,300,000	1,610,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		274,443							274,443
Local Match		35,557							35,557
LSSRP Bond									
Local AC									
Total		310,000							310,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3168	HBP	PE	243,458								243,458
	Local Match		31,543								31,543
Match Rate:	88.53%									Total:	275,000
3168	HBP	PE	-243,458	274,443							30,986
	Local Match		-31,543	35,557							4,015
Match Rate:	88.53%	Contra Costa County requested to advance this project by substituting 28C0376.								Total:	35,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,150,890	1,150,890
Local Match								149,110	149,110
LSSRP Bond									
Local AC									
Total								1,300,000	1,300,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3168	HBP	CON						1,150,890			1,150,890
	Local Match							149,110			149,110
Match Rate:	88.53%									Total:	1,300,000
3168	HBP	CON						-1,150,890		1,150,890	
	Local Match							-149,110		149,110	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

BRIDGE NO. 28C0376, CANAL RD, OVER CONTRA COSTA CANAL, 0.5 MI W OF BAILEY RD. Project scope is not yet determined. Engineering and Environmental studies must be performed. (Scoping Only)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE						400,000			400,000
R/W							40,000		40,000
CON								1,500,000	1,500,000
Total						400,000	40,000	1,500,000	1,940,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						354,120	35,412	1,327,950	1,717,482
Local Match						45,880	4,588	172,050	222,518
LSSRP Bond									
Local AC									
Total						400,000	40,000	1,500,000	1,940,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						354,120			354,120
Local Match						45,880			45,880
LSSRP Bond									
Local AC									
Total						400,000			400,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
829	HBP	PE				354,120					354,120
	Local Match					45,880					45,880
Match Rate:	88.53%									Total:	400,000
829	HBP	PE				-354,120		354,120			
	Local Match					-45,880		45,880			
Match Rate:	88.53%	Contra Costa County requested this project be pushed out of the current programmed FFY.								Total:	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							35,412		35,412
Local Match							4,588		4,588
LSSRP Bond									
Local AC									
Total							40,000		40,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
829	HBP	R/W					35,412				35,412
	Local Match						4,588				4,588
Match Rate:	88.53%									Total:	40,000
829	HBP	R/W					-35,412		35,412		
	Local Match						-4,588		4,588		
Match Rate:	88.53%	Contra Costa County requested this project be pushed out of the current programmed FFY for 28C0226.								Total:	

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,327,950	1,327,950
Local Match								172,050	172,050
LSSRP Bond									
Local AC									
Total								1,500,000	1,500,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
829	HBP	CON						1,327,950			1,327,950
	Local Match							172,050			172,050
Match Rate:	88.53%									Total:	1,500,000
829	HBP	CON						-1,327,950		1,327,950	
	Local Match							-172,050		172,050	
Match Rate:	88.53%	Contra Costa County requested this project be pushed out of the current FFY for 28C0226.								Total:	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Contra Costa County

PM00030, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			64,656						64,656
R/W									
CON								133,969	133,969
Total			64,656					133,969	198,625

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			57,240					118,603	175,843
Local Match			7,416					15,366	22,782
LSSRP Bond									
Local AC									
Total			64,656					133,969	198,625

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			57,240						57,240
Local Match			7,416						7,416
LSSRP Bond									
Local AC									
Total			64,656						64,656

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3399	HBP	PE			57,240						57,240	New!
	Local Match				7,416						7,416	
Match Rate:	88.53%	12/10/2007 Eric Bost: Accepted BPMP into Program								Total:	64,656	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								118,603	118,603
Local Match								15,366	15,366
LSSRP Bond									
Local AC									
Total								133,969	133,969

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3399	HBP	CON								118,603	118,603	New!
	Local Match									15,366	15,366	
Match Rate:	88.53%	12/10/2007 Eric Bost: Accepted BPMP into Program								Total:	133,969	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Martinez

BRIDGE NO. 28C0370, GREEN ST, BRIDGE NO. 28C0406, WARD ST, OVER ARROYO DEL HAMBRE. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	16,800								16,800
R/W									
CON								73,650	73,650
Total	16,800							73,650	90,450

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	14,873							65,202	80,075
Local Match	1,927							8,448	10,375
LSSRP Bond									
Local AC									
Total	16,800							73,650	90,450

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	14,873								14,873
Local Match	1,927								1,927
LSSRP Bond									
Local AC									
Total	16,800								16,800

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1229	State STP (BR)	PE	9,030								9,030
	Local Match		1,170								1,170
Match Rate:	88.53%									Total:	10,200
1230	State STP (BR)	PE	5,843								5,843
	Local Match		757								757
Match Rate:	88.53%									Total:	6,600

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								65,202	65,202
Local Match								8,448	8,448
LSSRP Bond									
Local AC									
Total								73,650	73,650

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1229	State STP (BR)	CON		39,661							39,661	
	Local Match			5,139							5,139	
Match Rate:	88.53%	10/24/2007 Eric Bost: Fund line failed to deliver.								Total:	44,800	
1229	State STP (BR)	CON		-39,661						39,661		New!
	Local Match			-5,139						5,139		
Match Rate:	88.53%	12/13/2007 DLA-Admin: CON funds moved from FFY 2006/7 to Beyond.								Total:		
1230	State STP (BR)	CON		25,541							25,541	
	Local Match			3,309							3,309	
Match Rate:	88.53%	10/24/2007 Eric Bost: Fund line failed to deliver.								Total:	28,850	
1230	State STP (BR)	CON		-25,541						25,541		New!
	Local Match			-3,309						3,309		
Match Rate:	88.53%	12/13/2007 DLA-Admin: CON funds moved from FFY 2006/7 to Beyond.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Orinda

BRIDGE NO. 28C0330, MINER RD, OVER SAN PABLO CREEK, AT CAMINO PABLO. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	127,000								127,000
R/W									
CON					510,000				510,000
Total	127,000				510,000				637,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	112,433				451,503				563,936
Local Match	14,567								14,567
LSSRP Bond					58,497				58,497
Local AC									
Total	127,000				510,000				637,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	112,433								112,433
Local Match	14,567								14,567
LSSRP Bond									
Local AC									
Total	127,000								127,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2073	HBP	PE	112,433								112,433
	Local Match		14,567								14,567
Match Rate:	88.53%									Total:	127,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in “Beyond” are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					451,503				451,503
Local Match									
LSSRP Bond					58,497				58,497
Local AC									
Total					510,000				510,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2073	HBP	CON					451,503				451,503
	LSSRP Bond						58,497				58,497
Match Rate:	88.53%									Total:	510,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Orinda — BRIDGE NO. 28C0331, BEAR CREEK RD, OVER SAN PABLO CREEK, 0.2 MI E CAMINO PABLO. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON							104,000		104,000
Total							104,000		104,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							92,071		92,071
Local Match									
LSSRP Bond							11,929		11,929
Local AC									
Total							104,000		104,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							92,071		92,071
Local Match									
LSSRP Bond							11,929		11,929
Local AC									
Total							104,000		104,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2074	HBP	CON					92,071				92,071	
	LSSRP Bond						11,929				11,929	
Match Rate:	88.53%									Total:	104,000	
2074	HBP	CON					-92,071	92,071				New!
	LSSRP Bond						-11,929	11,929				
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2074	HBP	CON						-92,071	92,071			New!
	LSSRP Bond							-11,929	11,929			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Orinda

BRIDGE NO. 28C0386, MANZANITA DR, OVER SAN PABLO CREEK, 0.2 MI E CAMINO PABLO. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	350,000								350,000
R/W	84,000								84,000
CON								1,264,710	1,264,710
Total	434,000							1,264,710	1,698,710

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	384,220							1,119,648	1,503,868
Local Match	49,780							145,062	194,842
LSSRP Bond									
Local AC									
Total	434,000							1,264,710	1,698,710

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	309,855								309,855
Local Match	40,145								40,145
LSSRP Bond									
Local AC									
Total	350,000								350,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
668	HBP	PE	309,855								309,855
	Local Match		40,145								40,145
Match Rate:	88.53%									Total:	350,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	74,365								74,365
Local Match	9,635								9,635
LSSRP Bond									
Local AC									
Total	84,000								84,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
668	HBP	R/W	74,365								74,365
	Local Match		9,635								9,635
Match Rate:	88.53%									Total:	84,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,119,648	1,119,648
Local Match								145,062	145,062
LSSRP Bond									
Local AC									
Total								1,264,710	1,264,710

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
668	HBP	CON		1,119,648							1,119,648
	Local Match			145,062							145,062
Match Rate:	88.53%	10/24/2007 Eric Bost: Fund line failed to deliver.								Total:	1,264,710
668	HBP	CON		-1,119,648						1,119,648	
	Local Match			-145,062						145,062	
Match Rate:	88.53%	12/13/2007 DLA-Admin: CON funds moved from FFY 2006/7 to Beyond. Failure to deliver project in 6/7.								Total:	

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Pittsburg — BRIDGE NO. 28C0165, NORTH PARKSIDE DR, OVER WILLOW PASS ROAD, OVER WILLOW PASS RD.. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON							200,000		200,000
Total							200,000		200,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							177,060		177,060
Local Match									
LSSRP Bond							22,940		22,940
Local AC									
Total							200,000		200,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							177,060		177,060
Local Match									
LSSRP Bond							22,940		22,940
Local AC									
Total							200,000		200,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2061	HBP	CON						177,060			177,060	
	Local Match							22,940			22,940	
Match Rate:	88.53%									Total:	200,000	
2061	HBP	CON						-177,060			-177,060	New!
	Local Match							-22,940			-22,940	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match.								Total:	-200,000	
2061	HBP	CON						177,060			177,060	New!
	LSSRP Bond							22,940			22,940	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match.								Total:	200,000	
2061	HBP	CON						-177,060	177,060			New!
	LSSRP Bond							-22,940	22,940			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Pleasant Hill — BRIDGE NO. 28C0073, TAYLOR BLVD, OVER GRAYSON CR, 0.2 MI W CONTRA COSTA BLV. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	9,000								9,000
R/W									
CON								111,000	111,000
Total	9,000							111,000	120,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	7,968							98,268	106,236
Local Match	1,032							12,732	13,764
LSSRP Bond									
Local AC									
Total	9,000							111,000	120,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	7,968								7,968
Local Match	1,032								1,032
LSSRP Bond									
Local AC									
Total	9,000								9,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1238	State STP (BR)	PE	7,968								7,968
	Local Match		1,032								1,032
Match Rate:	88.53%									Total:	9,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								98,268	98,268
Local Match								12,732	12,732
LSSRP Bond									
Local AC									
Total								111,000	111,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1238	State STP (BR)	CON						98,268			98,268
	Local Match							12,732			12,732
Match Rate:	88.53%									Total:	111,000
1238	State STP (BR)	CON						-98,268		98,268	
	Local Match							-12,732		12,732	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Pleasant Hill

BRIDGE NO. 28C0363, GOLF CLUB RD, OVER GRAYSON CREEK, 0.1 MI W CONTRA COSTA BL. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	470,000								470,000
R/W		100,000							100,000
CON								2,250,000	2,250,000
Total	470,000	100,000						2,250,000	2,820,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	416,091	88,530						1,991,925	2,496,546
Local Match	53,909	11,470						258,075	323,454
LSSRP Bond									
Local AC									
Total	470,000	100,000						2,250,000	2,820,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	416,091								416,091
Local Match	53,909								53,909
LSSRP Bond									
Local AC									
Total	470,000								470,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
247	HBP	PE	416,091								416,091
	Local Match		53,909								53,909
Match Rate:	88.53%									Total:	470,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		88,530							88,530
Local Match		11,470							11,470
LSSRP Bond									
Local AC									
Total		100,000							100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
247	HBP	R/W		88,530							88,530
	Local Match			11,470							11,470
Match Rate:	88.53%									Total:	100,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,991,925	1,991,925
Local Match								258,075	258,075
LSSRP Bond									
Local AC									
Total								2,250,000	2,250,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
247	HBP	CON						1,991,925			1,991,925
	Local Match							258,075			258,075
Match Rate:	88.53%									Total:	2,250,000
247	HBP	CON						-1,991,925		1,991,925	
	Local Match							-258,075		258,075	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Pablo

BRIDGE NO. 28C0321, VALE RD, OVER WILDCAT CREEK, 0.2 MI S SAN PABLO AVE. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	16,000								16,000
R/W									
CON								90,000	90,000
Total	16,000							90,000	106,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	14,165							79,677	93,842
Local Match	1,835							10,323	12,158
LSSRP Bond									
Local AC									
Total	16,000							90,000	106,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	14,165								14,165
Local Match	1,835								1,835
LSSRP Bond									
Local AC									
Total	16,000								16,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
60	State STP (BR)	PE	14,165								14,165
	Local Match		1,835								1,835
Match Rate:	88.53%									Total:	16,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								79,677	79,677
Local Match								10,323	10,323
LSSRP Bond									
Local AC									
Total								90,000	90,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
60	State STP (BR)	CON						79,677			79,677
	Local Match							10,323			10,323
Match Rate:	88.53%									Total:	90,000
60	State STP (BR)	CON						-79,677		79,677	
	Local Match							-10,323		10,323	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Pablo — BRIDGE NO. 28C0325, RUMRILL BLVD, OVER SAN PABLO CREEK, AT BROOKSIDE DR. Replace 5 lane bridge with new 5 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	597,000	213,000							810,000
R/W	713,000								713,000
CON								2,500,000	2,500,000
Total	1,310,000	213,000						2,500,000	4,023,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	1,108,819	188,569						2,213,250	3,510,638
Local Match	201,181	24,431						286,750	512,362
LSSRP Bond									
Local AC									
Total	1,310,000	213,000						2,500,000	4,023,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	477,600	188,569							666,169
Local Match	119,400	24,431							143,831
LSSRP Bond									
Local AC									
Total	597,000	213,000							810,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
561	HBP	PE		528,524							528,524	
	Local Match			68,476							68,476	
Match Rate:	88.53%									Total:	597,000	
561	HBP	PE		-528,524							-528,524	
	Local Match			-68,476							-68,476	
Match Rate:	88.53%	PE was obligated in prior years.								Total:	-597,000	
561	HBP	PE	477,600								477,600	
	Local Match		119,400								119,400	
Match Rate:	80.00%	PE as obligated in prior years @ 80% reimbursement								Total:	597,000	
561	HBP	PE		188,569							188,569	New!
	Local Match			24,431							24,431	
Match Rate:	88.53%	post programming adjustment due to cost increase.								Total:	213,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Contra Costa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	631,219								631,219
Local Match	81,781								81,781
LSSRP Bond									
Local AC									
Total	713,000								713,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
561	HBP	R/W	631,219								631,219
	Local Match		81,781								81,781
Match Rate:	88.53%									Total:	713,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,213,250	2,213,250
Local Match								286,750	286,750
LSSRP Bond									
Local AC									
Total								2,500,000	2,500,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
561	HBP	CON						2,213,250			2,213,250
	Local Match							286,750			286,750
Match Rate:	88.53%									Total:	2,500,000
561	HBP	CON						-2,213,250		2,213,250	
	Local Match							-286,750		286,750	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Fairfax

BRIDGE NO. 27C0008, MEADOW WAY, OVER SAN ANSELMO CREEK, IN FAIRFAX. Replace FO 1 lane timber bridge with wider 1 lane concrete bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			796,000						796,000
R/W									
CON								1,586,200	1,586,200
Total			796,000					1,586,200	2,382,200

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			704,699					1,404,263	2,108,962
Local Match			91,301					181,937	273,238
LSSRP Bond									
Local AC									
Total			796,000					1,586,200	2,382,200

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			704,699						704,699
Local Match			91,301						91,301
LSSRP Bond									
Local AC									
Total			796,000						796,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
662	HBP	PE			704,699						704,699	New!
	Local Match				91,301						91,301	
Match Rate:	88.53%	New candidate project accepted into the Program								Total:	796,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,404,263	1,404,263
Local Match								181,937	181,937
LSSRP Bond									
Local AC									
Total								1,586,200	1,586,200

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
662	HBP	CON								1,404,263	1,404,263	**New!**
	Local Match									181,937	181,937	
Match Rate:	88.53%	New candidate project accepted into the Program								Total:	1,586,200	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Fairfax

BRIDGE NO. 27C0142, AZALEA AVE, OVER FAIRFAX CREEK, IN FAIRFAX. Bridge Rehabilitation -- No adding capacity.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		14,000							14,000
R/W									
CON								75,000	75,000
Total		14,000						75,000	89,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		12,394						66,398	78,792
Local Match		1,606						8,603	10,208
LSSRP Bond									
Local AC									
Total		14,000						75,000	89,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		12,394							12,394
Local Match		1,606							1,606
LSSRP Bond									
Local AC									
Total		14,000							14,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
680	HBP	PE		12,394							12,394
	Local Match			1,606							1,606
Match Rate:	88.53%									Total:	14,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								66,398	66,398
Local Match								8,603	8,603
LSSRP Bond									
Local AC									
Total								75,000	75,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
680	HBP	CON						66,398			66,398
	Local Match							8,603			8,603
Match Rate:	88.53%									Total:	75,000
680	HBP	CON						-66,398		66,398	
	Local Match							-8,603		8,603	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Fairfax

BRIDGE NO. 27C0144, CREEK ROAD, OVER SAN ANSELMO CREEK, IN FAIRFAX. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON						195,000			195,000
Total						195,000			195,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						172,634			172,634
Local Match									
LSSRP Bond						22,367			22,367
Local AC									
Total						195,000			195,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						172,634			172,634
Local Match									
LSSRP Bond						22,367			22,367
Local AC									
Total						195,000			195,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2052	HBP	CON						172,634			172,634
	LSSRP Bond							22,367			22,367
Match Rate:	88.53%									Total:	195,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Larkspur

BRIDGE NO. 27C0028, BON AIR RD, OVER CORTE MADERA CREEK, .5 MI SW SR FRANCIS DRK B. Replace 2 lane bridge with new 2 lane bridge with class 1 bikeway.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		1,355,000	114,300						1,469,300
R/W									
CON								9,690,000	9,690,000
Total		1,355,000	114,300					9,690,000	11,159,300

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		1,199,582	101,190					8,578,557	9,879,328
Local Match		155,419	13,110					1,111,443	1,279,972
LSSRP Bond									
Local AC									
Total		1,355,000	114,300					9,690,000	11,159,300

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		1,199,582	101,190						1,300,771
Local Match		155,419	13,110						168,529
LSSRP Bond									
Local AC									
Total		1,355,000	114,300						1,469,300

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1480	HBP	PE		1,199,582							1,199,582	
	Local Match			155,419							155,419	
Match Rate:	88.53%									Total:	1,355,000	
1480	HBP	PE			101,190						101,190	New!
	Local Match				13,110						13,110	
Match Rate:	88.53%	post programming adjustment due to cost increase.								Total:	114,300	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								8,578,557	8,578,557
Local Match								1,111,443	1,111,443
LSSRP Bond									
Local AC									
Total								9,690,000	9,690,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1480	HBP	CON						8,578,557			8,578,557
	Local Match							1,111,443			1,111,443
Match Rate:	88.53%									Total:	9,690,000
1480	HBP	CON						-8,578,557		8,578,557	
	Local Match							-1,111,443		1,111,443	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Larkspur — BRIDGE NO. 27C0067, DOHERTY DR, OVER ARROYO HOLON, IN LARKSPUR. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	124,000		607,100						731,100
R/W									
CON								2,380,000	2,380,000
Total	124,000		607,100					2,380,000	3,111,100

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	99,200		485,680					2,107,014	2,691,894
Local Match	24,800		121,420					272,986	419,206
LSSRP Bond									
Local AC									
Total	124,000		607,100					2,380,000	3,111,100

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	99,200		485,680						584,880
Local Match	24,800		121,420						146,220
LSSRP Bond									
Local AC									
Total	124,000		607,100						731,100

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1477	HBP	PE	454,775								454,775	
	Local Match		58,921								58,921	
Match Rate:	88.53%									Total:	513,696	
1477	HBP	PE	-454,775								-454,775	New!
	Local Match		-58,921								-58,921	
Match Rate:	88.53%	Backs out PE funds at wrong match rate.								Total:	-513,696	
1477	HBP	PE	99,200		485,680						584,880	New!
	Local Match		24,800		121,420						146,220	
Match Rate:	80.00%	Corrects PE funding and adds funds to projects								Total:	731,100	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $									
Local Match									
LSSRP Bond									
Local AC									
Total									

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1477	HBP	R/W				88,530					88,530	
	Local Match					11,470					11,470	
Match Rate:	88.53%									Total:	100,000	
1477	HBP	R/W				-88,530					-88,530	New!
	Local Match					-11,470					-11,470	
Match Rate:	88.53%	R/W no longer required.								Total:	-100,000	

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,107,014	2,107,014
Local Match								272,986	272,986
LSSRP Bond									
Local AC									
Total								2,380,000	2,380,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1477	HBP	CON						756,046			756,046	
	Local Match							97,954			97,954	
Match Rate:	88.53%									Total:	854,000	
1477	HBP	CON						-756,046		2,107,014	1,350,968	New!
	Local Match							-97,954		272,986	175,032	
Match Rate:	88.53%	Moves construction funds into beyond since project is not ready to advertise.								Total:	1,526,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Larkspur

BRIDGE NO. 27C0150, ALEXANDER AVE, OVER ABANDONED NWP RR ROW, 0.1 MI E INTX MAGNLA AVE. Rehabilitate Bridge -- no added lane capacity.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	892,000		139,300						1,031,300
R/W									
CON					3,072,300				3,072,300
Total	892,000		139,300		3,072,300				4,103,600

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	716,586		111,440		2,719,907				3,547,933
Local Match	175,415		27,860	-0	315,115				518,390
LSSRP Bond					37,278				37,278
Local AC									
Total	892,000		139,300		3,072,300				4,103,600

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	716,586		111,440						828,026
Local Match	175,415		27,860						203,275
LSSRP Bond									
Local AC									
Total	892,000		139,300						1,031,300

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1669	HBP	PE	758,702								758,702	
	Local Match		98,298								98,298	
Match Rate:	88.53%									Total:	857,000	
1669	HBP	PE	-758,702								-758,702	New!
	Local Match		-98,298								-98,298	
Match Rate:	88.53%	This deletes the prior HBP PE funds at the wrong reimbursement rate.								Total:	-857,000	
1669	HBP	PE	685,600		111,440						797,040	New!
	Local Match		171,400		27,860						199,260	
Match Rate:	80.00%	This adds the PE funds back in with the correct 80% reimbursement rate + new cost increases. Cost increases due to more studies required for historic bridge rehabilitation/retrofit.								Total:	996,300	
2053	HBP	PE	30,986								30,986	
	Local Match		4,015								4,015	
Match Rate:	88.53%									Total:	35,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					2,719,907				2,719,907
Local Match				-0	315,115				315,115
LSSRP Bond					37,278				37,278
Local AC									
Total					3,072,300				3,072,300

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1669	HBP	CON				1,790,785					1,790,785	
	Local Match					232,015					232,015	
Match Rate:	88.53%									Total:	2,022,800	
1669	HBP	CON				641,400					641,400	New!
	Local Match					83,100					83,100	
Match Rate:	88.53%	Cost increases due to inflation.								Total:	724,500	
1669	HBP	CON				-2,432,185	2,432,185					New!
	Local Match					-315,115	315,115					
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2053	HBP	CON				287,723					287,723	
	LSSRP Bond					37,278					37,278	
Match Rate:	88.53%									Total:	325,000	
2053	HBP	CON				-287,723	287,723					New!
	LSSRP Bond					-37,278	37,278					
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Ross

BRIDGE NO. 27C0071, LAGUNITAS ROAD, OVER CORTE MADERA CREEK, IN THE CITY OF ROSS. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	280,000	226,000							506,000
R/W									
CON								1,958,700	1,958,700
Total	280,000	226,000						1,958,700	2,464,700

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	247,884	200,078						1,734,037	2,181,999
Local Match	32,116	25,922				-0		224,663	282,701
LSSRP Bond									
Local AC									
Total	280,000	226,000						1,958,700	2,464,700

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	247,884	200,078							447,962
Local Match	32,116	25,922							58,038
LSSRP Bond									
Local AC									
Total	280,000	226,000							506,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3150	HBP	PE	247,884								247,884
	Local Match		32,116								32,116
Match Rate:	88.53%									Total:	280,000
3150	HBP	PE		200,078							200,078
	Local Match			25,922							25,922
Match Rate:	88.53%	to update cost from estimate made in 2004 and to include cost impact from hydraulic constraints								Total:	226,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,734,037	1,734,037
Local Match						-0		224,663	224,663
LSSRP Bond									
Local AC									
Total								1,958,700	1,958,700

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3150	HBP	CON						1,515,634			1,515,634
	Local Match							196,366			196,366
Match Rate:	88.53%									Total:	1,712,000
3150	HBP	CON						218,404			218,404
	Local Match							28,296			28,296
Match Rate:	88.53%	update cost from previous estimate made in 2004 and to include cost impact from hydraulic constraints								Total:	246,700
3150	HBP	CON						-1,734,037		1,734,037	
	Local Match							-224,663		224,663	
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.								Total:	

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Ross

PM00022, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			52,500						52,500
R/W									
CON								97,500	97,500
Total			52,500					97,500	150,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			46,478					86,317	132,795
Local Match			6,022					11,183	17,205
LSSRP Bond									
Local AC									
Total			52,500					97,500	150,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			46,478						46,478
Local Match			6,022						6,022
LSSRP Bond									
Local AC									
Total			52,500						52,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3391	HBP	PE			46,478						46,478	New!
	Local Match				6,022						6,022	
Match Rate:	88.53%	12/5/2007 Eric Bost: Accepted BPMP into Program								Total:	52,500	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								86,317	86,317
Local Match								11,183	11,183
LSSRP Bond									
Local AC									
Total								97,500	97,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3391	HBP	CON								86,317	86,317	New!
	Local Match									11,183	11,183	
Match Rate:	88.53%	12/5/2007 Eric Bost: Accepted BPMP into Program								Total:	97,500	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Anselmo — BRIDGE NO. 27C0040, SIR-FRANCIS DRAKE, OVER CORTE MADERA CR(DRAKE), 3.5 MI W SR 101 SN ANSLM. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	48,000								48,000
R/W									
CON	212,000								212,000
Total	260,000								260,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	230,178								230,178
Local Match	29,822								29,822
LSSRP Bond									
Local AC									
Total	260,000								260,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	42,494								42,494
Local Match	5,506								5,506
LSSRP Bond									
Local AC									
Total	48,000								48,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1331	State STP (BR)	PE	42,494								42,494
	Local Match		5,506								5,506
Match Rate:	88.53%									Total:	48,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Marin

Funds shown in “Beyond” are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	187,684								187,684
Local Match	24,316								24,316
LSSRP Bond									
Local AC									
Total	212,000								212,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1331	State STP (BR)	CON	187,684								187,684
	Local Match		24,316								24,316
Match Rate:	88.53%									Total:	212,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Napa

BRIDGE NO. 21C0003, TRANCAS ST, OVER NAPA RIVER, 1.33 MI EAST OF S.H. 29. Construct scour countermeasure.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	189,000								189,000
R/W	13,000								13,000
CON								312,500	312,500
Total	202,000							312,500	514,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	178,831							276,656	455,487
Local Match	23,169							35,844	59,013
LSSRP Bond									
Local AC									
Total	202,000							312,500	514,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	167,322								167,322
Local Match	21,678								21,678
LSSRP Bond									
Local AC									
Total	189,000								189,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1880	HBP	PE	167,322								167,322
	Local Match		21,678								21,678
Match Rate:	88.53%									Total:	189,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	11,509								11,509
Local Match	1,491								1,491
LSSRP Bond									
Local AC									
Total	13,000								13,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1880	HBP	R/W	11,509								11,509
	Local Match		1,491								1,491
Match Rate:	88.53%									Total:	13,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								276,656	276,656
Local Match								35,844	35,844
LSSRP Bond									
Local AC									
Total								312,500	312,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1880	HBP	CON						276,656			276,656
	Local Match							35,844			35,844
Match Rate:	88.53%									Total:	312,500
1880	HBP	CON						-276,656		276,656	
	Local Match							-35,844		35,844	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Napa BRIDGE NO. 21C0092, SEMINARY ST, OVER NAPA CREEK, NORTH OF CENTER ST. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	75,000		63,500						138,500
R/W									
CON		419,700							419,700
Total	75,000	419,700	63,500						558,200

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	66,398	371,560	56,217						494,174
Local Match	8,603	48,140	7,283						64,026
LSSRP Bond									
Local AC									
Total	75,000	419,700	63,500						558,200

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	66,398		56,217						122,614
Local Match	8,603		7,283						15,886
LSSRP Bond									
Local AC									
Total	75,000		63,500						138,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1237	State STP (BR)	PE	66,398								66,398	
	Local Match		8,603								8,603	
Match Rate:	88.53%									Total:	75,000	
1237	State STP (BR)	PE			56,217						56,217	New!
	Local Match				7,283						7,283	
Match Rate:	88.53%	EJB 10/3/2007: PE cost increases justified due to context sensitive issues.								Total:	63,500	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		371,560							371,560
Local Match		48,140							48,140
LSSRP Bond									
Local AC									
Total		419,700							419,700

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1237	State STP (BR)	CON		189,454							189,454	
	Local Match			24,546							24,546	
Match Rate:	88.53%	10/24/2007 Eric Bost: Fund line failed to deliver.								Total:	214,000	
1237	State STP (BR)	CON		182,106							182,106	New!
	Local Match			23,594							23,594	
Match Rate:	88.53%	EJB 10/3/2007: Con increases due to unique rock work on new bridge railing. From D04: " Funds were not obligated in 06/07 but e-76 is in HQ awaiting authorization for 07/08."								Total:	205,700	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Napa — BRIDGE NO. 21C0095, FIRST ST, OVER NAPA RIVER, 0.1 MI W OF S.H. 121. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	1,420,000	400,000	10,000						1,830,000
R/W		160,000	360,000						520,000
CON			10,252,000						10,252,000
Total	1,420,000	560,000	10,622,000						12,602,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	1,136,000	461,648	9,402,804						11,000,452
Local Match	284,000	98,352	1,219,196						1,601,548
LSSRP Bond									
Local AC									
Total	1,420,000	560,000	10,622,000						12,602,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	1,136,000	320,000	8,000						1,464,000
Local Match	284,000	80,000	2,000						366,000
LSSRP Bond									
Local AC									
Total	1,420,000	400,000	10,000						1,830,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1753	HBP	PE	1,257,126								1,257,126	
	Local Match		162,874								162,874	
Match Rate:	88.53%									Total:	1,420,000	
1753	HBP	PE	1,136,000	320,000							1,456,000	New!
	Local Match		284,000	80,000							364,000	
Match Rate:	80.00%	12/13/2007 DLA-Admin: Correct prior year PE reimbursement rate. post programming adjustment due to cost increase.								Total:	1,820,000	
1753	HBP	PE			8,000						8,000	New!
	Local Match				2,000						2,000	
Match Rate:	80.00%	12/13/2007 Chien Wu: postprogramming adjustment due to cost increase								Total:	10,000	
1753	HBP	PE	-1,257,126								-1,257,126	New!
	Local Match		-162,874								-162,874	
Match Rate:	88.53%	12/13/2007 DLA-Admin: Deletes incorrect prior year PE reimbursement rate.								Total:	-1,420,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		141,648	318,708						460,356
Local Match		18,352	41,292						59,644
LSSRP Bond									
Local AC									
Total		160,000	360,000						520,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1753	HBP	R/W		141,648							141,648	
	Local Match			18,352							18,352	
Match Rate:	88.53%									Total:	160,000	
1753	HBP	R/W			318,708						318,708	New!
	Local Match				41,292						41,292	
Match Rate:	88.53%	12/13/2007 Chien Wu: postprogramming adjustment due to cost increase.								Total:	360,000	

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			9,076,096						9,076,096
Local Match			1,175,904						1,175,904
LSSRP Bond									
Local AC									
Total			10,252,000						10,252,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1753	HBP	CON		3,842,202							3,842,202	
	Local Match			497,798							497,798	
Match Rate:	88.53%	10/24/2007 Eric Bost: Still not authorized. PS&E @ 100%. Need R/W Cert. 10/24/2007 Eric Bost: Fund line failed to deliver.								Total:	4,340,000	
1753	HBP	CON		-3,842,202	9,076,096						5,233,894	New!
	Local Match			-497,798	1,175,904						678,106	
Match Rate:	88.53%	12/13/2007 Chien Wu: update to reflect the cost estimate as of Nov 2007. Department decided to keep project in FTIP. City is working on R/W Cert Level 2 and expected to clear R/W in the next 3 months.								Total:	5,912,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Napa County

BRIDGE NO. 21C0069, OAKVILLE CROSS RD, OVER NAPA RIVER, 0.5 MI N/E SR 29. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	545,000								545,000
R/W		350,000							350,000
CON								2,090,000	2,090,000
Total	545,000	350,000						2,090,000	2,985,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	482,489	309,855						1,850,277	2,642,621
Local Match	62,512	40,145						239,723	342,380
LSSRP Bond									
Local AC									
Total	545,000	350,000						2,090,000	2,985,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	482,489								482,489
Local Match	62,512								62,512
LSSRP Bond									
Local AC									
Total	545,000								545,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
817	HBP	PE	482,489								482,489
	Local Match		62,512								62,512
Match Rate:	88.53%									Total:	545,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Napa

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		309,855							309,855
Local Match		40,145							40,145
LSSRP Bond									
Local AC									
Total		350,000							350,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
817	HBP	R/W		309,855							309,855
	Local Match			40,145							40,145
Match Rate:	88.53%									Total:	350,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,850,277	1,850,277
Local Match								239,723	239,723
LSSRP Bond									
Local AC									
Total								2,090,000	2,090,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
817	HBP	CON						1,850,277			1,850,277
	Local Match							239,723			239,723
Match Rate:	88.53%									Total:	2,090,000
817	HBP	CON						-1,850,277		1,850,277	
	Local Match							-239,723		239,723	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board

BRIDGE NO. 34C0049, PAUL AVE, OVER CALTRAIN & UP RR, 0.1 MI W/O 3RD ST. Replace 3 lane bridge with 3 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	50,000			523,000					573,000
R/W									
CON								3,208,000	3,208,000
Total	50,000			523,000				3,208,000	3,781,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	40,000			418,400				2,840,042	3,298,442
Local Match	10,000			104,600				367,958	482,558
LSSRP Bond									
Local AC									
Total	50,000			523,000				3,208,000	3,781,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	40,000			418,400					458,400
Local Match	10,000			104,600					114,600
LSSRP Bond									
Local AC									
Total	50,000			523,000					573,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3177	HBP	PE	274,443								274,443	
	Local Match		35,557								35,557	
Match Rate:	88.53%									Total:	310,000	
3177	HBP	PE	-274,443								-274,443	New!
	Local Match		-35,557								-35,557	
Match Rate:	88.53%	12/7/2007 Shannon Mlcoch: remove prior PE at wrong rate								Total:	-310,000	
3177	HBP	PE	40,000			418,400					458,400	New!
	Local Match		10,000			104,600					114,600	
Match Rate:	80.00%	12/7/2007 Shannon Mlcoch: correction to fed fund rate								Total:	573,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,840,042	2,840,042
Local Match								367,958	367,958
LSSRP Bond									
Local AC									
Total								3,208,000	3,208,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3177	HBP	CON						1,536,881			1,536,881	
	Local Match							199,119			199,119	
Match Rate:	88.53%									Total:	1,736,000	
3177	HBP	CON						-1,536,881		2,840,042	1,303,162	New!
	Local Match							-199,119		367,958	168,838	
Match Rate:	88.53%	12/7/2007 Shannon Mlcoch: add funds and move to beyond until ready to authorize.								Total:	1,472,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board

BRIDGE NO. 34C0051, QUINT ST, OVER CALTRAIN & UP RR, BETW JERROLD/OAKDALE. LSSRP Seismic Retrofit (STP)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								1,560,000	1,560,000
Total								1,560,000	1,560,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,381,068	1,381,068
Local Match									
LSSRP Bond								178,932	178,932
Local AC									
Total								1,560,000	1,560,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,381,068	1,381,068
Local Match									
LSSRP Bond								178,932	178,932
Local AC									
Total								1,560,000	1,560,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2149	State STP (BR)	CON						1,381,068			1,381,068
	LSSRP Bond							178,932			178,932
Match Rate:	88.53%									Total:	1,560,000
2149	State STP (BR)	CON						-1,381,068		1,381,068	
	LSSRP Bond							-178,932		178,932	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board

BRIDGE NO. 34C0052, JERROLD AVE, OVER CALTRAIN & UP RR, BETW QUINT/SR 280. LSSRP Seismic Retrofit (STP)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								390,000	390,000
Total								390,000	390,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								345,267	345,267
Local Match									
LSSRP Bond								44,733	44,733
Local AC									
Total								390,000	390,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								345,267	345,267
Local Match									
LSSRP Bond								44,733	44,733
Local AC									
Total								390,000	390,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2150	State STP (BR)	CON						345,267			345,267
	LSSRP Bond							44,733			44,733
Match Rate:	88.53%									Total:	390,000
2150	State STP (BR)	CON						-345,267		345,267	
	LSSRP Bond							-44,733		44,733	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board

BRIDGE NO. 34C0072, 22ND ST, OVER CALTRAIN, A FEW BLOCKS WEST OF 3RD. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	50,000			642,000					692,000
R/W									
CON								3,875,000	3,875,000
Total	50,000			642,000				3,875,000	4,567,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	44,265			568,363				3,430,538	4,043,165
Local Match	5,735			73,637				444,463	523,835
LSSRP Bond									
Local AC									
Total	50,000			642,000				3,875,000	4,567,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	44,265			568,363					612,628
Local Match	5,735			73,637					79,372
LSSRP Bond									
Local AC									
Total	50,000			642,000					692,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3180	HBP	PE	365,629								365,629	
	Local Match		47,371								47,371	
Match Rate:	88.53%									Total:	413,000	
3180	HBP	PE	-321,364			568,363					246,999	New!
	Local Match		-41,636			73,637					32,001	
Match Rate:	88.53%	12/7/2007 Shannon Mlcoch: both a cost increase & correction to prior authorized funds								Total:	279,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								3,430,538	3,430,538
Local Match								444,463	444,463
LSSRP Bond									
Local AC									
Total								3,875,000	3,875,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3180	HBP	CON						2,046,814			2,046,814	
	Local Match							265,186			265,186	
Match Rate:	88.53%									Total:	2,312,000	
3180	HBP	CON						-2,046,814		3,430,538	1,383,724	New!
	Local Match							-265,186		444,463	179,276	
Match Rate:	88.53%	12/7/2007 Shannon Mlcoch: cost increase & move funds to beyond to allow for LSSRP								Total:	1,563,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board

BRIDGE NO. 34C0073, 23RD ST, OVER CALTRAIN & UP RR, 0.001 MI E PENSYLVNA AVE. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	50,000			646,000					696,000
R/W									
CON								3,897,000	3,897,000
Total	50,000			646,000				3,897,000	4,593,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	44,265			571,904				3,450,014	4,066,183
Local Match	5,735			74,096				446,986	526,817
LSSRP Bond									
Local AC									
Total	50,000			646,000				3,897,000	4,593,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	44,265			571,904					616,169
Local Match	5,735			74,096					79,831
LSSRP Bond									
Local AC									
Total	50,000			646,000					696,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3179	HBP	PE	365,629								365,629	
	Local Match		47,371								47,371	
Match Rate:	88.53%									Total:	413,000	
3179	HBP	PE	-321,364			571,904					250,540	New!
	Local Match		-41,636			74,096					32,460	
Match Rate:	88.53%	12/11/2007 Shannon Mlcoch: cost increase and correction to prior year amount								Total:	283,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								3,450,014	3,450,014
Local Match								446,986	446,986
LSSRP Bond									
Local AC									
Total								3,897,000	3,897,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3179	HBP	CON						2,046,814			2,046,814	
	Local Match							265,186			265,186	
Match Rate:	88.53%									Total:	2,312,000	
3179	HBP	CON						-2,046,814		3,450,014	1,403,201	New!
	Local Match							-265,186		446,986	181,800	
Match Rate:	88.53%	12/11/2007 Eric Bost: Cost increase and move to beyond until project is ready to advertise.								Total:	1,585,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Francisco

PM00011, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			1,767,850						1,767,850
R/W									
CON								5,303,550	5,303,550
Total			1,767,850					5,303,550	7,071,400

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			1,565,078					4,695,233	6,260,310
Local Match			202,772					608,317	811,090
LSSRP Bond									
Local AC									
Total			1,767,850					5,303,550	7,071,400

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			1,565,078						1,565,078
Local Match			202,772						202,772
LSSRP Bond									
Local AC									
Total			1,767,850						1,767,850

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3379	HBP	PE			1,565,078						1,565,078	New!
	Local Match				202,772						202,772	
Match Rate:	88.53%	12/5/2007 Eric Bost: Accepted BPMP into the HBP.								Total:	1,767,850	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Francisco

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								4,695,233	4,695,233
Local Match								608,317	608,317
LSSRP Bond									
Local AC									
Total								5,303,550	5,303,550

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3379	HBP	CON								4,695,233	4,695,233	New!
	Local Match									608,317	608,317	
Match Rate:	88.53%	12/5/2007 Eric Bost: Accepted BPMP into the HBP.								Total:	5,303,550	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board

BRIDGE NO. 35C0087, TILTON AVE, OVER CALTRAIN & UP RR, EAST OF RAILROAD AVE. LSSRP Seismic Retrofit (STP)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								983,200	983,200
Total								983,200	983,200

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								870,427	870,427
Local Match									
LSSRP Bond								112,773	112,773
Local AC									
Total								983,200	983,200

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								870,427	870,427
Local Match									
LSSRP Bond								112,773	112,773
Local AC									
Total								983,200	983,200

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3110	State STP (BR)	CON						870,427			870,427
	LSSRP Bond							112,773			112,773
Match Rate:	88.53%									Total:	983,200
3110	State STP (BR)	CON						-870,427		870,427	
	LSSRP Bond							-112,773		112,773	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board — BRIDGE NO. 35C0090, SANTA INEZ AVE, OVER CALTRAIN & UP RR, EAST OF RAMONA ST. LSSRP Seismic Retrofit (STP)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								813,600	813,600
Total								813,600	813,600

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								720,280	720,280
Local Match									
LSSRP Bond								93,320	93,320
Local AC									
Total								813,600	813,600

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								720,280	720,280
Local Match									
LSSRP Bond								93,320	93,320
Local AC									
Total								813,600	813,600

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2171	State STP (BR)	CON						720,280			720,280
	LSSRP Bond							93,320			93,320
Match Rate:	88.53%									Total:	813,600
2171	State STP (BR)	CON						-720,280		720,280	
	LSSRP Bond							-93,320		93,320	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board

BRIDGE NO. 35C0091, EAST POPLAR AVE, OVER CALTRAIN & UP RR, EAST RAMONA ST. LSSRP Seismic Retrofit (STP)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								813,600	813,600
Total								813,600	813,600

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								720,280	720,280
Local Match									
LSSRP Bond								93,320	93,320
Local AC									
Total								813,600	813,600

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								720,280	720,280
Local Match									
LSSRP Bond								93,320	93,320
Local AC									
Total								813,600	813,600

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2172	State STP (BR)	CON						720,280			720,280
	LSSRP Bond							93,320			93,320
Match Rate:	88.53%									Total:	813,600
2172	State STP (BR)	CON						-720,280		720,280	
	LSSRP Bond							-93,320		93,320	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Peninsula Joint Powers Board — BRIDGE NO. 35C0161, SPTCO, OVER MONTE DIABLO AVE. LSSRP Seismic Retrofit (STP)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								1,007,900	1,007,900
Total								1,007,900	1,007,900

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								892,294	892,294
Local Match									
LSSRP Bond								115,606	115,606
Local AC									
Total								1,007,900	1,007,900

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								892,294	892,294
Local Match									
LSSRP Bond								115,606	115,606
Local AC									
Total								1,007,900	1,007,900

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3111	State STP (BR)	CON						892,294			892,294
	LSSRP Bond							115,606			115,606
Match Rate:	88.53%									Total:	1,007,900
3111	State STP (BR)	CON						-892,294		892,294	
	LSSRP Bond							-115,606		115,606	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Redwood City

PM00029, Planning of the bridge preventive maintenance program by Redwood City. (PLANNING ONLY - for developing projects lists - NOT for project development.)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			100,000						100,000
R/W									
CON									
Total			100,000						100,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			88,530						88,530
Local Match			11,470						11,470
LSSRP Bond									
Local AC									
Total			100,000						100,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			88,530						88,530
Local Match			11,470						11,470
LSSRP Bond									
Local AC									
Total			100,000						100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3398	HBP	PE			88,530						88,530	New!
	Local Match				11,470						11,470	
										Total:	100,000	

Match Rate: 88.53% 12/10/2007 Eric Bost: Accepted into Program.....

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Francisco International Airport

BRIDGE NO. 35C0133, DEPARTING FLT TRFC, OVER ARRIVING FLIGHT TRAFFIC, EAST OF SH 101. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		365,000							365,000
R/W									
CON								3,364,500	3,364,500
Total		365,000						3,364,500	3,729,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		323,135						2,978,592	3,301,726
Local Match		41,866						385,908	427,774
LSSRP Bond									
Local AC									
Total		365,000						3,364,500	3,729,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		323,135							323,135
Local Match		41,866							41,866
LSSRP Bond									
Local AC									
Total		365,000							365,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
207	State STP (BR)	PE		323,135							323,135
	Local Match			41,866							41,866
Match Rate:	88.53%									Total:	365,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,978,592	2,978,592
Local Match								385,908	385,908
LSSRP Bond									
Local AC									
Total								3,364,500	3,364,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
207	State STP (BR)	CON					2,978,592				2,978,592
	Local Match						385,908				385,908
Match Rate:	88.53%									Total:	3,364,500
207	State STP (BR)	CON					-2,978,592			2,978,592	
	Local Match						-385,908			385,908	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2009/10 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Francisco International Airport — BRIDGE NO. 35C0133B, DEPARTING FLT TRFC, OVER ARRIVING FLIGHT TRAFFIC, EAST OF SH 101. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON					23,725,672				23,725,672
Total					23,725,672				23,725,672

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					21,004,337				21,004,337
Local Match									
LSSRP Bond					2,721,335				2,721,335
Local AC									
Total					23,725,672				23,725,672

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					21,004,337				21,004,337
Local Match									
LSSRP Bond					2,721,335				2,721,335
Local AC									
Total					23,725,672				23,725,672

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3174	HBP	CON					21,004,337				21,004,337	
	Local Match						2,721,335				2,721,335	
Match Rate:	88.53%									Total:	23,725,672	
3174	HBP	CON					-21,004,337				-21,004,337	New!
	Local Match						-2,721,335				-2,721,335	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. Project was split into two contract. First contract has local match.								Total:	-23,725,672	
3174	HBP	CON					21,004,337				21,004,337	New!
	LSSRP Bond						2,721,335				2,721,335	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. Project was split into two contract. First contract has local match.								Total:	23,725,672	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Mateo County

BRIDGE NO. 35C0043, SKYLINE BLVD, OVER CRYSTAL SPRINGS DAM/SM C, 0.2 MI S CRYSTAL SPRNG RD. Replace 2 lane bridge with new 2 lane bridge,

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	1,142,000		993,000						2,135,000
R/W									
CON								13,282,500	13,282,500
Total	1,142,000		993,000					13,282,500	15,417,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	913,600		794,400					11,758,997	13,466,997
Local Match	228,400		198,600					1,523,503	1,950,503
LSSRP Bond									
Local AC									
Total	1,142,000		993,000					13,282,500	15,417,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	913,600		794,400						1,708,000
Local Match	228,400		198,600						427,000
LSSRP Bond									
Local AC									
Total	1,142,000		993,000						2,135,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
299	HBP	PE	1,217,288								1,217,288	
	Local Match		157,713								157,713	
Match Rate:	88.53%									Total:	1,375,000	
299	HBP	PE	-1,217,288								-1,217,288	New!
	Local Match		-157,713								-157,713	
Match Rate:	88.53%	Backs out incorrect PE reimbursement rate.								Total:	-1,375,000	
299	HBP	PE	913,600		794,400						1,708,000	New!
	Local Match		228,400		198,600						427,000	
Match Rate:	80.00%	Puts PE funds back in at 80% and increases PE funds.								Total:	2,135,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: San Mateo

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								11,758,997	11,758,997
Local Match								1,523,503	1,523,503
LSSRP Bond									
Local AC									
Total								13,282,500	13,282,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
299	HBP	CON						2,230,956			2,230,956	
	Local Match							289,044			289,044	
Match Rate:	88.53%									Total:	2,520,000	
299	HBP	CON						-2,230,956		11,758,997	9,528,041	New!
	Local Match							-289,044		1,523,503	1,234,459	
Match Rate:	88.53%	Scope change to replacement with cost increases.								Total:	10,762,500	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Los Altos

BRIDGE NO. 37C0115, FREMONT AVENUE, OVER PERMANENTE CREEK, NEAR FOOTHILL EXPWY. Widen lanes & shoulders, upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	260,000	70,000							330,000
R/W			23,000	12,000					35,000
CON								1,250,000	1,250,000
Total	260,000	70,000	23,000	12,000				1,250,000	1,615,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	230,178	61,971	20,362	10,624				1,106,625	1,429,760
Local Match	29,822	8,029	2,638	1,376				143,375	185,241
LSSRP Bond									
Local AC									
Total	260,000	70,000	23,000	12,000				1,250,000	1,615,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	230,178	61,971							292,149
Local Match	29,822	8,029							37,851
LSSRP Bond									
Local AC									
Total	260,000	70,000							330,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1596	HBP	PE	230,178								230,178
	Local Match		29,822								29,822
Match Rate:	88.53%									Total:	260,000
1596	HBP	PE		61,971							61,971
	Local Match			8,029							8,029
Match Rate:	88.53%	post programming adjustment due to cost increase from change of project scope to bridge replacement								Total:	70,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			20,362	10,624					30,986
Local Match			2,638	1,376					4,015
LSSRP Bond									
Local AC									
Total			23,000	12,000					35,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1596	HBP	R/W			20,362						20,362
	Local Match				2,638						2,638
Match Rate:	88.53%									Total:	23,000
1596	HBP	R/W				10,624					10,624
	Local Match					1,376					1,376
Match Rate:	88.53%	cost increase due to project scope change. EB- Cost increase moved to 8/9. Use EPSP to fund.								Total:	12,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,106,625	1,106,625
Local Match								143,375	143,375
LSSRP Bond									
Local AC									
Total								1,250,000	1,250,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1596	HBP	CON						534,101			534,101
	Local Match							69,199			69,199
Match Rate:	88.53%									Total:	603,300
1596	HBP	CON						572,524			572,524
	Local Match							74,176			74,176
Match Rate:	88.53%	cost increase due to project scope change								Total:	646,700
1596	HBP	CON						-1,106,625		1,106,625	
	Local Match							-143,375		143,375	
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.								Total:	

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Los Altos

BRIDGE NO. 37C0358, PORTLAND AVE, OVER PERMANENTE CREEK, JUST W MIRAMONTE AVE. Replace deck, railings, widen lanes & shoulders, new sidewalks.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	240,000		54,000						294,000
R/W									
CON								305,500	305,500
Total	240,000		54,000					305,500	599,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	212,472		47,806					270,459	530,737
Local Match	27,528		6,194					35,041	68,763
LSSRP Bond									
Local AC									
Total	240,000		54,000					305,500	599,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	212,472		47,806						260,278
Local Match	27,528		6,194						33,722
LSSRP Bond									
Local AC									
Total	240,000		54,000						294,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1603	HBP	PE	212,472								212,472	
	Local Match		27,528								27,528	
Match Rate:	88.53%									Total:	240,000	
1603	HBP	PE			47,806						47,806	New!
	Local Match				6,194						6,194	
Match Rate:	88.53%	post programming adjustment for cost increase from rehabilitation to replacement.								Total:	54,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								270,459	270,459
Local Match								35,041	35,041
LSSRP Bond									
Local AC									
Total								305,500	305,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1603	HBP	CON						270,459			270,459
	Local Match							35,041			35,041
Match Rate:	88.53%									Total:	305,500
1603	HBP	CON						-270,459		270,459	
	Local Match							-35,041		35,041	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Mountain View — BRIDGE NO. 37C0120, SAN ANTONIO ROAD, OVER CALTRAIN, UP RR, CENTRAL, AT ALMA ST. Rehabilitate bridge

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON								624,000	624,000
Total								624,000	624,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								552,427	552,427
Local Match								71,573	71,573
LSSRP Bond									
Local AC									
Total								624,000	624,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								552,427	552,427
Local Match								71,573	71,573
LSSRP Bond									
Local AC									
Total								624,000	624,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3242	HBP	CON		552,427							552,427
	Local Match			71,573							71,573
Match Rate:	88.53%	10/24/2007 Eric Bost: Fund line failed to deliver.								Total:	624,000
3242	HBP	CON		-552,427						552,427	
	Local Match			-71,573						71,573	
Match Rate:	88.53%	12/13/2007 DLA-Admin: CON funds moved from FFY 2006/7 to Beyond do to delivery failure.								Total:	

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Jose

BRIDGE NO. 37C0033, SANTA CLARA ST, OVER COYOTE CREEK, 0.8 MI W OF SH 101. Replace existing 4 lane bridge with new 4 lane bridge

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE			790,000						790,000
R/W									
CON								4,424,000	4,424,000
Total			790,000					4,424,000	5,214,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			699,387					3,916,567	4,615,954
Local Match			90,613					507,433	598,046
LSSRP Bond									
Local AC									
Total			790,000					4,424,000	5,214,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			699,387						699,387
Local Match			90,613						90,613
LSSRP Bond									
Local AC									
Total			790,000						790,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3330	HBP	PE			699,387						699,387	New!
	Local Match				90,613						90,613	
Match Rate:	88.53%	new project								Total:	790,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								3,916,567	3,916,567
Local Match								507,433	507,433
LSSRP Bond									
Local AC									
Total								4,424,000	4,424,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3330	HBP	CON								3,916,567	3,916,567	**New!**
	Local Match									507,433	507,433	
Match Rate:	88.53%	new project								Total:	4,424,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Jose — BRIDGE NO. 37C0052L, SOUTHWEST EXPWY, OVER MERIDIAN AVENUE, S/O SR 280 INTCHNG. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	100,000	133,000							233,000
R/W									
CON							313,000		313,000
Total	100,000	133,000					313,000		546,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	88,530	117,745					277,099		483,374
Local Match	11,470	15,255							26,725
LSSRP Bond							35,901		35,901
Local AC									
Total	100,000	133,000					313,000		546,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	88,530	117,745							206,275
Local Match	11,470	15,255							26,725
LSSRP Bond									
Local AC									
Total	100,000	133,000							233,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2211	HBP	PE		88,530							88,530	
	Local Match			11,470							11,470	
Match Rate:	88.53%									Total:	100,000	
2211	HBP	PE	88,530	29,215							117,745	New!
	Local Match		11,470	3,785							15,255	
Match Rate:	88.53%	post programming cost increase. $100,000 of PE funds were obligated in FFY05/06.								Total:	133,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							277,099		277,099
Local Match									
LSSRP Bond							35,901		35,901
Local AC									
Total							313,000		313,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2211	HBP	CON						109,777			109,777	New!
	LSSRP Bond							14,223			14,223	
Match Rate:	88.53%	7/25/2007 Eric Bost: Fund Line NOT suppressed. 7/10/2007 Eric Bost: Fund Line suppressed to produce interim program list.								Total:	124,000	
2211	HBP	CON						167,322			167,322	
	LSSRP Bond							21,678			21,678	
Match Rate:	88.53%									Total:	189,000	
2211	HBP	CON						-277,099	277,099			New!
	LSSRP Bond							-35,901	35,901			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Jose — BRIDGE NO. 37C0701, E. JULIAN STREET, OVER COYOTE CREEK, 0.5 MI W OF SH 101. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		100,000	188,000						288,000
R/W									
CON								581,200	581,200
Total		100,000	188,000					581,200	869,200

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		88,530	166,436					514,536	769,503
Local Match		11,470	21,564						33,034
LSSRP Bond						-0		66,664	66,664
Local AC									
Total		100,000	188,000					581,200	869,200

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		88,530	166,436						254,966
Local Match		11,470	21,564						33,034
LSSRP Bond									
Local AC									
Total		100,000	188,000						288,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2267	HBP	PE		88,530							88,530	
	Local Match			11,470							11,470	
Match Rate:	88.53%									Total:	100,000	
2267	HBP	PE			166,436						166,436	New!
	Local Match				21,564						21,564	
Match Rate:	88.53%	12/7/2007 Reza Fereshtehnejad: Going to design.								Total:	188,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								514,536	514,536
Local Match									
LSSRP Bond						-0		66,664	66,664
Local AC									
Total								581,200	581,200

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2267	HBP	CON						237,836			237,836	
	LSSRP Bond							30,814			30,814	
Match Rate:	88.53%									Total:	268,650	
2267	HBP	CON						276,701			276,701	New!
	LSSRP Bond							35,849			35,849	
Match Rate:	88.53%	12/7/2007 Reza Fereshtehnejad: updated construction cost. will need to review.								Total:	312,550	
2267	HBP	CON						-514,536	514,536			New!
	LSSRP Bond							-66,664	66,664			
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2267	HBP	CON							-514,536	514,536		New!
	LSSRP Bond								-66,664	66,664		
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH).								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

San Jose — BRIDGE NO. 37C0732, E WILLIAM ST, OVER COYOTE CREEK, BTWN E 17TH & E 18TH ST. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		100,000	183,000						283,000
R/W									
CON					306,400				306,400
Total		100,000	183,000		306,400				589,400

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		88,530	162,010		271,256				521,796
Local Match		11,470	20,990						32,460
LSSRP Bond					35,144				35,144
Local AC									
Total		100,000	183,000		306,400				589,400

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		88,530	162,010						250,540
Local Match		11,470	20,990						32,460
LSSRP Bond									
Local AC									
Total		100,000	183,000						283,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2269	HBP	PE		88,530							88,530	
	Local Match			11,470							11,470	
Match Rate:	88.53%									Total:	100,000	
2269	HBP	PE			162,010						162,010	New!
	Local Match				20,990						20,990	
Match Rate:	88.53%	12/7/2007 Reza Fereshtehnejad: Project has gone to design phase.								Total:	183,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					271,256				271,256
Local Match									
LSSRP Bond					35,144				35,144
Local AC									
Total					306,400				306,400

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2269	HBP	CON					173,297				173,297	
	LSSRP Bond						22,453				22,453	
Match Rate:	88.53%									Total:	195,750	
2269	HBP	CON					97,958				97,958	New!
	LSSRP Bond						12,692				12,692	
Match Rate:	88.53%	12/7/2007 Reza Fereshtehnejad: Updated construction cost.								Total:	110,650	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0094, UVAS RD, OVER UVAS CREEK, 0.6 MI S/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		470,000							470,000
R/W									
CON								2,650,000	2,650,000
Total		470,000						2,650,000	3,120,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		416,091						2,346,045	2,762,136
Local Match		53,909						303,955	357,864
LSSRP Bond									
Local AC									
Total		470,000						2,650,000	3,120,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		416,091							416,091
Local Match		53,909							53,909
LSSRP Bond									
Local AC									
Total		470,000							470,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1710	HBP	PE		416,091							416,091
	Local Match			53,909							53,909
Match Rate:	88.53%									Total:	470,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,346,045	2,346,045
Local Match								303,955	303,955
LSSRP Bond									
Local AC									
Total								2,650,000	2,650,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1710	HBP	CON						2,346,045			2,346,045
	Local Match							303,955			303,955
Match Rate:	88.53%									Total:	2,650,000
1710	HBP	CON						-2,346,045		2,346,045	
	Local Match							-303,955		303,955	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0095, UVAS RD, OVER LITTLE UVAS CREEK, 0.2 MI N/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		470,000							470,000
R/W									
CON								2,650,000	2,650,000
Total		470,000						2,650,000	3,120,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		416,091						2,346,045	2,762,136
Local Match		53,909						303,955	357,864
LSSRP Bond									
Local AC									
Total		470,000						2,650,000	3,120,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		416,091							416,091
Local Match		53,909							53,909
LSSRP Bond									
Local AC									
Total		470,000							470,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1711	HBP	PE		416,091							416,091
	Local Match			53,909							53,909
Match Rate:	88.53%									Total:	470,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,346,045	2,346,045
Local Match								303,955	303,955
LSSRP Bond									
Local AC									
Total								2,650,000	2,650,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1711	HBP	CON						2,346,045			2,346,045
	Local Match							303,955			303,955
Match Rate:	88.53%									Total:	2,650,000
1711	HBP	CON						-2,346,045		2,346,045	
	Local Match							-303,955		303,955	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0096, UVAS RD, OVER LLAGAS CREEK, 1.0 MI N/O OAK GLEN AV. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		470,000							470,000
R/W			30,000						30,000
CON								2,482,620	2,482,620
Total		470,000	30,000					2,482,620	2,982,620

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		416,091	26,559					2,197,863	2,640,513
Local Match		53,909	3,441					284,757	342,107
LSSRP Bond									
Local AC									
Total		470,000	30,000					2,482,620	2,982,620

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		416,091							416,091
Local Match		53,909							53,909
LSSRP Bond									
Local AC									
Total		470,000							470,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1709	HBP	PE		416,091							416,091
	Local Match			53,909							53,909
Match Rate:	88.53%									Total:	470,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			26,559						26,559
Local Match			3,441						3,441
LSSRP Bond									
Local AC									
Total			30,000						30,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1709	HBP	R/W			26,559						26,559
	Local Match				3,441						3,441
Match Rate:	88.53%									Total:	30,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,197,863	2,197,863
Local Match								284,757	284,757
LSSRP Bond									
Local AC									
Total								2,482,620	2,482,620

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1709	HBP	CON						2,197,863			2,197,863
	Local Match							284,757			284,757
Match Rate:	88.53%									Total:	2,482,620
1709	HBP	CON						-2,197,863		2,197,863	
	Local Match							-284,757		284,757	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0103, BLOOMFIELD ROAD, OVER CARNADERO CREEK, BOLSA RD. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								120,000	120,000
Total		26,500						120,000	146,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						106,236	129,696
Local Match		3,040						13,764	16,804
LSSRP Bond									
Local AC									
Total		26,500						120,000	146,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3202	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								106,236	106,236
Local Match								13,764	13,764
LSSRP Bond									
Local AC									
Total								120,000	120,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3202	HBP	CON						106,236			106,236
	Local Match							13,764			13,764
Match Rate:	88.53%									Total:	120,000
3202	HBP	CON						-106,236		106,236	
	Local Match							-13,764		13,764	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0121, SHORELINE BLVD, OVER BAILEY/CENTRAL SOH(SPTCO, AT CENTRAL EXPWY. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON			1,100,000						1,100,000
Total			1,100,000						1,100,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			973,830						973,830
Local Match									
LSSRP Bond			126,170						126,170
Local AC									
Total			1,100,000						1,100,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			973,830						973,830
Local Match									
LSSRP Bond			126,170						126,170
Local AC									
Total			1,100,000						1,100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3128	HBP	CON			973,830						973,830
	LSSRP Bond				126,170						126,170
Match Rate:	88.53%									Total:	1,100,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0159, ALAMITOS RD, OVER ALAMITOS CREEK, 0.8 MI S OF ALMADEN. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	100,000		650,000						750,000
R/W			60,000						60,000
CON					6,160,000				6,160,000
Total	100,000		710,000		6,160,000				6,970,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	80,000		573,118		5,453,448				6,106,566
Local Match	20,000		136,882		395,600				552,482
LSSRP Bond					310,952				310,952
Local AC									
Total	100,000		710,000		6,160,000				6,970,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	80,000		520,000						600,000
Local Match	20,000		130,000						150,000
LSSRP Bond									
Local AC									
Total	100,000		650,000						750,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1221	HBP	PE		663,975							663,975	
	Local Match			86,025							86,025	
Match Rate:	88.53%									Total:	750,000	
1221	HBP	PE	80,000		520,000						600,000	New!
	Local Match		20,000		130,000						150,000	
Match Rate:	80.00%									Total:	750,000	
1221	HBP	PE		-663,975							-663,975	New!
	Local Match			-86,025							-86,025	
Match Rate:	88.53%									Total:	-750,000	

11/29/2007 Eric Bost: Corrects reimbursement rate and shows prior year programming. Prior year local match is actually SHA funds.
11/20/2007 Chien Wu: To reflect PE funds obligated in FFY07/08. PE funds originally programmed in FFY 06/07.

11/29/2007 Eric Bost: Delete federal/match funds with wrong reimbursement rate.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			53,118						53,118
Local Match			6,882						6,882
LSSRP Bond									
Local AC									
Total			60,000						60,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1221	HBP	R/W			53,118						53,118
	Local Match				6,882						6,882
Match Rate:	88.53%									Total:	60,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					5,453,448				5,453,448
Local Match					395,600				395,600
LSSRP Bond					310,952				310,952
Local AC									
Total					6,160,000				6,160,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1221	HBP	CON					3,053,400				3,053,400
	Local Match						395,600				395,600
Match Rate:	88.53%									Total:	3,449,000
3103	HBP	CON					2,400,048				2,400,048
	LSSRP Bond						310,952				310,952
Match Rate:	88.53%									Total:	2,711,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0170, MASTEN ROAD, OVER LLAGAS CREEK, 0.5 MI E/O SH 101. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								135,750	135,750
Total		26,500						135,750	162,250

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						120,179	143,640
Local Match		3,040						15,571	18,610
LSSRP Bond									
Local AC									
Total		26,500						135,750	162,250

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3205	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								120,179	120,179
Local Match								15,571	15,571
LSSRP Bond									
Local AC									
Total								135,750	135,750

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3205	HBP	CON						120,179			120,179
	Local Match							15,571			15,571
Match Rate:	88.53%									Total:	135,750
3205	HBP	CON						-120,179		120,179	
	Local Match							-15,571		15,571	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0172, NEW AVE, OVER RED FOX CREEK, 1.6 MI N LEAVESLY ROAD. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	24,000	250,000							274,000
R/W									
CON								1,150,000	1,150,000
Total	24,000	250,000						1,150,000	1,424,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	21,247	221,325						1,018,095	1,260,667
Local Match	2,753	28,675						131,905	163,333
LSSRP Bond									
Local AC									
Total	24,000	250,000						1,150,000	1,424,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	21,247	221,325							242,572
Local Match	2,753	28,675							31,428
LSSRP Bond									
Local AC									
Total	24,000	250,000							274,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
189	State STP (BR)	PE	21,247	221,325							242,572
	Local Match		2,753	28,675							31,428
Match Rate:	88.53%									Total:	274,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,018,095	1,018,095
Local Match								131,905	131,905
LSSRP Bond									
Local AC									
Total								1,150,000	1,150,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
189	State STP (BR)	CON						1,018,095			1,018,095
	Local Match							131,905			131,905
Match Rate:	88.53%									Total:	1,150,000
189	State STP (BR)	CON						-1,018,095		1,018,095	
	Local Match							-131,905		131,905	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0173, ALDERCROFT HTS RD, OVER LOS GATOS CREEK, 0.4 MI E/O OLD SC HWY. Seismic Retrofit & Bridge rail replacement

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	80,000	738,700							818,700
R/W									
CON					1,430,000				1,430,000
Total	80,000	738,700			1,430,000				2,248,700

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	70,824	653,971			1,265,979				1,990,774
Local Match	9,176	84,729			59,185				153,090
LSSRP Bond					104,836				104,836
Local AC									
Total	80,000	738,700			1,430,000				2,248,700

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	70,824	653,971							724,795
Local Match	9,176	84,729							93,905
LSSRP Bond									
Local AC									
Total	80,000	738,700							818,700

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1332	State STP (BR)	PE	70,824	91,806							162,630
	Local Match		9,176	11,894							21,070
Match Rate:	88.53%									Total:	183,700
2240	HBP	PE		562,166							562,166
	Local Match			72,835							72,835
Match Rate:	88.53%									Total:	635,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					1,265,979				1,265,979
Local Match					59,185				59,185
LSSRP Bond					104,836				104,836
Local AC									
Total					1,430,000				1,430,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1332	State STP (BR)	CON			456,815						456,815	
	Local Match				59,185						59,185	
Match Rate:	88.53%									Total:	516,000	
1332	State STP (BR)	CON			-456,815	456,815						New!
	Local Match				-59,185	59,185						
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
1332	State STP (BR)	CON				-456,815	456,815					New!
	Local Match					-59,185	59,185					
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2240	HBP	CON			809,164						809,164	
	LSSRP Bond				104,836						104,836	
Match Rate:	88.53%									Total:	914,000	
2240	HBP	CON			-809,164	809,164						New!
	LSSRP Bond				-104,836	104,836						
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2240	HBP	CON				-809,164	809,164					New!
	LSSRP Bond					-104,836	104,836					
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0183, CENTRAL EXPWY, OVER CENTRAL EXPRESSWAY, LAWRENCE EXPWY. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON			1,100,000						1,100,000
Total			1,100,000						1,100,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			973,830						973,830
Local Match									
LSSRP Bond			126,170						126,170
Local AC									
Total			1,100,000						1,100,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			973,830						973,830
Local Match									
LSSRP Bond			126,170						126,170
Local AC									
Total			1,100,000						1,100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
3129	HBP	CON			973,830						973,830	
	Local Match				126,170						126,170	
Match Rate:	88.53%									Total:	1,100,000	
3129	HBP	CON			-973,830						-973,830	New!
	Local Match				-126,170						-126,170	
Match Rate:	88.53%									Total:	-1,100,000	

10/5/2007 Eric Bost: Fund Line NOT suppressed.
7/19/2007 Reza Fereshtehnejad: Bond Funds approved.
7/19/2007 Reza Fereshtehnejad: Fund Line suppressed to produce interim program list.
LSSRP bond match was inputted under local match.

3129	HBP	CON			973,830						973,830	New!
	LSSRP Bond				126,170						126,170	
Match Rate:	88.53%									Total:	1,100,000	

10/5/2007 Eric Bost: Fund Line NOT suppressed.
7/19/2007 Reza Fereshtehnejad: Bond Funds approved.
LSSRP bond match was inputted under local match.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0501, ALAMITOS RD, OVER HERBERT CREEK, 0.7 MI W OF HICKS RD. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								95,000	95,000
Total		26,500						95,000	121,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						84,104	107,564
Local Match		3,040						10,897	13,936
LSSRP Bond									
Local AC									
Total		26,500						95,000	121,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3206	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								84,104	84,104
Local Match								10,897	10,897
LSSRP Bond									
Local AC									
Total								95,000	95,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3206	HBP	CON						84,104			84,104
	Local Match							10,897			10,897
Match Rate:	88.53%									Total:	95,000
3206	HBP	CON						-84,104		84,104	
	Local Match							-10,897		10,897	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0513, ARASTRADERO ROAD, OVER LOS TRANCOS CREEK, 0.03 MI E/O ALPINE RD. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	27,000	250,000							277,000
R/W									
CON								1,150,000	1,150,000
Total	27,000	250,000						1,150,000	1,427,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	23,903	221,325						1,018,095	1,263,323
Local Match	3,097	28,675						131,905	163,677
LSSRP Bond									
Local AC									
Total	27,000	250,000						1,150,000	1,427,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	23,903	221,325							245,228
Local Match	3,097	28,675							31,772
LSSRP Bond									
Local AC									
Total	27,000	250,000							277,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
185	State STP (BR)	PE	23,903	221,325							245,228
	Local Match		3,097	28,675							31,772
Match Rate:	88.53%									Total:	277,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,018,095	1,018,095
Local Match								131,905	131,905
LSSRP Bond									
Local AC									
Total								1,150,000	1,150,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
185	State STP (BR)	CON						1,018,095			1,018,095
	Local Match							131,905			131,905
Match Rate:	88.53%									Total:	1,150,000
185	State STP (BR)	CON						-1,018,095		1,018,095	
	Local Match							-131,905		131,905	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0518, BOWDEN CT, OVER LLAGAS CREEK, 0.1 MI N WATSONVILLE RD. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								95,000	95,000
Total		26,500						95,000	121,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						84,104	107,564
Local Match		3,040						10,897	13,936
LSSRP Bond									
Local AC									
Total		26,500						95,000	121,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3207	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								84,104	84,104
Local Match								10,897	10,897
LSSRP Bond									
Local AC									
Total								95,000	95,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3207	HBP	CON						84,104			84,104
	Local Match							10,897			10,897
Match Rate:	88.53%									Total:	95,000
3207	HBP	CON						-84,104		84,104	
	Local Match							-10,897		10,897	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0523, CENTER AVE, OVER LITTLE LLAGAS CREEK, 0.3 MI SOUTH OF CHURCH ST. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	130,000	160,000							290,000
R/W									
CON								950,000	950,000
Total	130,000	160,000						950,000	1,240,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	115,089	141,648						841,035	1,097,772
Local Match	14,911	18,352						108,965	142,228
LSSRP Bond									
Local AC									
Total	130,000	160,000						950,000	1,240,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	115,089	141,648							256,737
Local Match	14,911	18,352							33,263
LSSRP Bond									
Local AC									
Total	130,000	160,000							290,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
190	HBP	PE	115,089	141,648							256,737
	Local Match		14,911	18,352							33,263
Match Rate:	88.53%									Total:	290,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								841,035	841,035
Local Match								108,965	108,965
LSSRP Bond									
Local AC									
Total								950,000	950,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
190	HBP	CON						841,035			841,035
	Local Match							108,965			108,965
Match Rate:	88.53%									Total:	950,000
190	HBP	CON						-841,035		841,035	
	Local Match							-108,965		108,965	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0530, DEL PUERTO RD, OVER BEAUREGUARD CREEK, 2.0 M E OF SAN ANTONIO RD. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								101,250	101,250
Total		26,500						101,250	127,750

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						89,637	113,097
Local Match		3,040						11,613	14,653
LSSRP Bond									
Local AC									
Total		26,500						101,250	127,750

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3208	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								89,637	89,637
Local Match								11,613	11,613
LSSRP Bond									
Local AC									
Total								101,250	101,250

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3208	HBP	CON						89,637			89,637
	Local Match							11,613			11,613
Match Rate:	88.53%									Total:	101,250
3208	HBP	CON						-89,637		89,637	
	Local Match							-11,613		11,613	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0534, FRAZIER LAKE RD, OVER FURLONG CREEK, BLOOMFIELD AVE. Sour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								95,000	95,000
Total		26,500						95,000	121,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						84,104	107,564
Local Match		3,040						10,897	13,936
LSSRP Bond									
Local AC									
Total		26,500						95,000	121,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3209	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								84,104	84,104
Local Match								10,897	10,897
LSSRP Bond									
Local AC									
Total								95,000	95,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3209	HBP	CON						84,104			84,104
	Local Match							10,897			10,897
Match Rate:	88.53%									Total:	95,000
3209	HBP	CON						-84,104		84,104	
	Local Match							-10,897		10,897	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0538, GILROY HOT SPRG RD, OVER HUNTING HOLLOW CREEK, 0.7 MI N CANADA RD. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								95,000	95,000
Total		26,500						95,000	121,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						84,104	107,564
Local Match		3,040						10,897	13,936
LSSRP Bond									
Local AC									
Total		26,500						95,000	121,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3210	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								84,104	84,104
Local Match								10,897	10,897
LSSRP Bond									
Local AC									
Total								95,000	95,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3210	HBP	CON						84,104			84,104
	Local Match							10,897			10,897
Match Rate:	88.53%									Total:	95,000
3210	HBP	CON						-84,104		84,104	
	Local Match							-10,897		10,897	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0541, HELLYER AVE, OVER COYOTE CREEK, 0.01 MI E PALISADE DR. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								113,750	113,750
Total		26,500						113,750	140,250

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						100,703	124,163
Local Match		3,040						13,047	16,087
LSSRP Bond									
Local AC									
Total		26,500						113,750	140,250

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3211	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								100,703	100,703
Local Match								13,047	13,047
LSSRP Bond									
Local AC									
Total								113,750	113,750

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3211	HBP	CON						100,703			100,703
	Local Match							13,047			13,047
Match Rate:	88.53%									Total:	113,750
3211	HBP	CON						-100,703		100,703	
	Local Match							-13,047		13,047	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0550, LLAGAS AVE, OVER LLAGAS CREEK, 0.6 MI N SAN MARTIN AVE. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								123,500	123,500
Total		26,500						123,500	150,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						109,335	132,795
Local Match		3,040						14,165	17,205
LSSRP Bond									
Local AC									
Total		26,500						123,500	150,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3212	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								109,335	109,335
Local Match								14,165	14,165
LSSRP Bond									
Local AC									
Total								123,500	123,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3212	HBP	CON						109,335			109,335
	Local Match							14,165			14,165
Match Rate:	88.53%									Total:	123,500
3212	HBP	CON						-109,335		109,335	
	Local Match							-14,165		14,165	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0571, STEVENS CYN RD, OVER STEVENS CREEK, 0.5 MI SW/O MT EDEN RD. Scour countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								107,500	107,500
Total		26,500						107,500	134,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						95,170	118,630
Local Match		3,040						12,330	15,370
LSSRP Bond									
Local AC									
Total		26,500						107,500	134,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3213	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								95,170	95,170
Local Match								12,330	12,330
LSSRP Bond									
Local AC									
Total								107,500	107,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3213	HBP	CON						95,170			95,170
	Local Match							12,330			12,330
Match Rate:	88.53%									Total:	107,500
3213	HBP	CON						-95,170		95,170	
	Local Match							-12,330		12,330	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0573, STEVENS CYN RD, OVER STEVENS CREEK, 1.0 MI SW/O MT EDEN RD. Bridge rehabilitation (HBRR)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	40,000	210,000							250,000
R/W									
CON								1,140,000	1,140,000
Total	40,000	210,000						1,140,000	1,390,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	35,412	185,913						1,009,242	1,230,567
Local Match	4,588	24,087						130,758	159,433
LSSRP Bond									
Local AC									
Total	40,000	210,000						1,140,000	1,390,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	35,412	185,913							221,325
Local Match	4,588	24,087							28,675
LSSRP Bond									
Local AC									
Total	40,000	210,000							250,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1334	HBP	PE	35,412	185,913							221,325
	Local Match		4,588	24,087							28,675
Match Rate:	88.53%									Total:	250,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,009,242	1,009,242
Local Match								130,758	130,758
LSSRP Bond									
Local AC									
Total								1,140,000	1,140,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1334	HBP	CON						1,009,242			1,009,242
	Local Match							130,758			130,758
Match Rate:	88.53%									Total:	1,140,000
1334	HBP	CON						-1,009,242		1,009,242	
	Local Match							-130,758		130,758	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0574, STEVENS CYN RD, OVER STEVENS CREEK, 2.5 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		310,000	30,000						340,000
R/W			47,000						47,000
CON								1,750,000	1,750,000
Total		310,000	77,000					1,750,000	2,137,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		274,443	68,168					1,549,275	1,891,886
Local Match		35,557	8,832					200,725	245,114
LSSRP Bond									
Local AC									
Total		310,000	77,000					1,750,000	2,137,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		274,443	26,559						301,002
Local Match		35,557	3,441						38,998
LSSRP Bond									
Local AC									
Total		310,000	30,000						340,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1378	HBP	PE		274,443							274,443	
	Local Match			35,557							35,557	
Match Rate:	88.53%									Total:	310,000	
1378	HBP	PE			26,559						26,559	New!
	Local Match				3,441						3,441	
Match Rate:	88.53%									Total:	30,000	

E Bost 10/19/2007: Cost increase will be obligated in 7/8.
Updated construction and PE cost submitted by agency following field review.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			41,609						41,609
Local Match			5,391						5,391
LSSRP Bond									
Local AC									
Total			47,000						47,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1378	HBP	R/W			41,609						41,609
	Local Match				5,391						5,391
Match Rate:	88.53%									Total:	47,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,549,275	1,549,275
Local Match								200,725	200,725
LSSRP Bond									
Local AC									
Total								1,750,000	1,750,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1378	HBP	CON						1,549,275			1,549,275
	Local Match							200,725			200,725
Match Rate:	88.53%									Total:	1,750,000
1378	HBP	CON						-1,549,275		1,549,275	
	Local Match							-200,725		200,725	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0575, STEVENS CYN RD, OVER STEVENS CREEK, 2.7 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		340,000							340,000
R/W			47,000						47,000
CON								1,750,000	1,750,000
Total		340,000	47,000					1,750,000	2,137,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		301,002	41,609					1,549,275	1,891,886
Local Match		38,998	5,391					200,725	245,114
LSSRP Bond									
Local AC									
Total		340,000	47,000					1,750,000	2,137,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		301,002							301,002
Local Match		38,998							38,998
LSSRP Bond									
Local AC									
Total		340,000							340,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1377	HBP	PE		274,443							274,443	
	Local Match			35,557							35,557	
Match Rate:	88.53%									Total:	310,000	
1377	HBP	PE		26,559							26,559	New!
	Local Match			3,441							3,441	
Match Rate:	88.53%	Updated construction and PE cost submitted by agency after field review.								Total:	30,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			41,609						41,609
Local Match			5,391						5,391
LSSRP Bond									
Local AC									
Total			47,000						47,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1377	HBP	R/W			41,609						41,609
	Local Match				5,391						5,391
Match Rate:	88.53%									Total:	47,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,549,275	1,549,275
Local Match								200,725	200,725
LSSRP Bond									
Local AC									
Total								1,750,000	1,750,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1377	HBP	CON						1,549,275			1,549,275
	Local Match							200,725			200,725
Match Rate:	88.53%									Total:	1,750,000
1377	HBP	CON						-1,549,275		1,549,275	
	Local Match							-200,725		200,725	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0579, TILTON AVE, OVER FISHER CREEK, 0.1 MI E HALE AVE. Rehabilitate 2 lane bridge, add shoulders, upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	120,000	150,000							270,000
R/W									
CON								804,000	804,000
Total	120,000	150,000						804,000	1,074,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	106,236	132,795						711,781	950,812
Local Match	13,764	17,205						92,219	123,188
LSSRP Bond									
Local AC									
Total	120,000	150,000						804,000	1,074,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	106,236	132,795							239,031
Local Match	13,764	17,205							30,969
LSSRP Bond									
Local AC									
Total	120,000	150,000							270,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1333	HBP	PE	106,236	132,795							239,031
	Local Match		13,764	17,205							30,969
Match Rate:	88.53%									Total:	270,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								711,781	711,781
Local Match								92,219	92,219
LSSRP Bond									
Local AC									
Total								804,000	804,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1333	HBP	CON						711,781			711,781
	Local Match							92,219			92,219
Match Rate:	88.53%									Total:	804,000
1333	HBP	CON						-711,781		711,781	
	Local Match							-92,219		92,219	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0581, WALNUT AVE, OVER PACHECO CREEK, NEAR SH 101. Scour Countermeasure

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		26,500							26,500
R/W									
CON								123,750	123,750
Total		26,500						123,750	150,250

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460						109,556	133,016
Local Match		3,040						14,194	17,234
LSSRP Bond									
Local AC									
Total		26,500						123,750	150,250

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		23,460							23,460
Local Match		3,040							3,040
LSSRP Bond									
Local AC									
Total		26,500							26,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3214	HBP	PE		23,460							23,460
	Local Match			3,040							3,040
Match Rate:	88.53%									Total:	26,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								109,556	109,556
Local Match								14,194	14,194
LSSRP Bond									
Local AC									
Total								123,750	123,750

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3214	HBP	CON						109,556			109,556
	Local Match							14,194			14,194
Match Rate:	88.53%									Total:	123,750
3214	HBP	CON						-109,556		109,556	
	Local Match							-14,194		14,194	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

Federally mandated Inspection Program. Santa Clara County inspection of local agency owned bridges in Santa Clara County (state pays match)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		361,900		400,000					761,900
R/W									
CON									
Total		361,900		400,000					761,900

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		320,390		354,120					674,510
Local Match		41,510		45,880					87,390
LSSRP Bond									
Local AC									
Total		361,900		400,000					761,900

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		320,390		354,120					674,510
Local Match		41,510		45,880					87,390
LSSRP Bond									
Local AC									
Total		361,900		400,000					761,900

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3155	HBP	PE		320,390		354,120					674,510
	Local Match			41,510		45,880					87,390
Match Rate:	88.53%									Total:	761,900

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0093, UVAS RD, OVER UVAS CREEK, 0.7 MI N/O WATSONVILLE RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	685,000								685,000
R/W	25,000								25,000
CON		4,360,000							4,360,000
Total	710,000	4,360,000							5,070,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	628,563	3,859,908							4,488,471
Local Match	81,437	500,092							581,529
LSSRP Bond									
Local AC									
Total	710,000	4,360,000							5,070,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	606,431								606,431
Local Match	78,570								78,570
LSSRP Bond									
Local AC									
Total	685,000								685,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
832	HBP	PE	606,431								606,431
	Local Match		78,570								78,570
Match Rate:	88.53%									Total:	685,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	22,133								22,133
Local Match	2,868								2,868
LSSRP Bond									
Local AC									
Total	25,000								25,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
832	HBP	R/W	22,133								22,133
	Local Match		2,868								2,868
Match Rate:	88.53%									Total:	25,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		3,859,908							3,859,908
Local Match		500,092							500,092
LSSRP Bond									
Local AC									
Total		4,360,000							4,360,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
832	HBP	CON		3,859,908							3,859,908
	Local Match			500,092							500,092
Match Rate:	88.53%									Total:	4,360,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0576, STEVENS CYN RD, OVER STEVENS CREEK, 2.9 MI S/O MT EDEN RD.

(see 37C0577) Replace existing bridge with PC PS T-beam bridge, MBGR, approach work. --- Bing

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	251,000	315,000							566,000
R/W	30,000								30,000
CON								1,824,900	1,824,900
Total	281,000	315,000						1,824,900	2,420,900

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	248,769	278,870						1,615,584	2,143,223
Local Match	32,231	36,131						209,316	277,677
LSSRP Bond									
Local AC									
Total	281,000	315,000						1,824,900	2,420,900

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	222,210	278,870							501,080
Local Match	28,790	36,131							64,920
LSSRP Bond									
Local AC									
Total	251,000	315,000							566,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
830	HBP	PE	222,210	278,870							501,080
	Local Match		28,790	36,131							64,920
Match Rate:	88.53%									Total:	566,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	26,559								26,559
Local Match	3,441								3,441
LSSRP Bond									
Local AC									
Total	30,000								30,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
830	HBP	R/W	26,559								26,559
	Local Match		3,441								3,441
Match Rate:	88.53%									Total:	30,000

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,615,584	1,615,584
Local Match								209,316	209,316
LSSRP Bond									
Local AC									
Total								1,824,900	1,824,900

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
830	HBP	CON						1,615,584			1,615,584
	Local Match							209,316			209,316
Match Rate:	88.53%									Total:	1,824,900
830	HBP	CON						-1,615,584		1,615,584	
	Local Match							-209,316		209,316	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Santa Clara County

BRIDGE NO. 37C0577, STEVENS CYN RD, OVER STEVENS CREEK, 3.2 MI S/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	221,000	315,000							536,000
R/W	30,000								30,000
CON								1,824,900	1,824,900
Total	251,000	315,000						1,824,900	2,390,900

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	222,210	278,870						1,615,584	2,116,664
Local Match	28,790	36,131						209,316	274,236
LSSRP Bond									
Local AC									
Total	251,000	315,000						1,824,900	2,390,900

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	195,651	278,870							474,521
Local Match	25,349	36,131							61,479
LSSRP Bond									
Local AC									
Total	221,000	315,000							536,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
831	HBP	PE	195,651	278,870							474,521
	Local Match		25,349	36,131							61,479
Match Rate:	88.53%									Total:	536,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	26,559								26,559
Local Match	3,441								3,441
LSSRP Bond									
Local AC									
Total	30,000								30,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
831	HBP	R/W	26,559								26,559
	Local Match		3,441								3,441
Match Rate:	88.53%									Total:	30,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,615,584	1,615,584
Local Match								209,316	209,316
LSSRP Bond									
Local AC									
Total								1,824,900	1,824,900

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
831	HBP	CON						1,615,584			1,615,584
	Local Match							209,316			209,316
Match Rate:	88.53%									Total:	1,824,900
831	HBP	CON						-1,615,584		1,615,584	
	Local Match							-209,316		209,316	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Saratoga

BRIDGE NO. 37C0114 & 37C0113, QUITO RD, OVER SAN TOMAS CREEK, NORTH AND SOUTH OF OLD ADOBE RD. Replace 2 lane bridges with new 2 lane bridges.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	627,000								627,000
R/W				200,000					200,000
CON								1,745,001	1,745,001
Total	627,000			200,000				1,745,001	2,572,001

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	555,083			177,060				1,544,849	2,276,992
Local Match	71,917			22,940				200,152	295,009
LSSRP Bond									
Local AC									
Total	627,000			200,000				1,745,001	2,572,001

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	555,083								555,083
Local Match	71,917								71,917
LSSRP Bond									
Local AC									
Total	627,000								627,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
932	HBP	PE	555,083								555,083
	Local Match		71,917								71,917
Match Rate:	88.53%									Total:	627,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				177,060					177,060
Local Match				22,940					22,940
LSSRP Bond									
Local AC									
Total				200,000					200,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
932	HBP	R/W				177,060					177,060
	Local Match					22,940					22,940
Match Rate:	88.53%									Total:	200,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,544,849	1,544,849
Local Match								200,152	200,152
LSSRP Bond									
Local AC									
Total								1,745,001	1,745,001

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
932	HBP	CON						1,544,849			1,544,849	
	Local Match							200,152			200,152	
Match Rate:	88.53%									Total:	1,745,000	
932	HBP	CON						-1,544,849		1,544,849		New!
	Local Match							-200,152		200,152		
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.								Total:		
933	HBP	CON						1			1	
	Local Match							0			0	
Match Rate:	88.53%									Total:	1	
933	HBP	CON						-1		1		New!
	Local Match							-0		0		
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Saratoga

BRIDGE NO. 37C0294, 4TH ST, OVER SARATOGA CREEK, NEAR BASIN WAY. Replace deck, railings, widen lanes & shoulders, new sidewalks.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	105,000								105,000
R/W				10,000					10,000
CON								435,000	435,000
Total	105,000			10,000				435,000	550,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	92,957			8,853				385,106	486,915
Local Match	12,044			1,147				49,895	63,085
LSSRP Bond									
Local AC									
Total	105,000			10,000				435,000	550,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	92,957								92,957
Local Match	12,044								12,044
LSSRP Bond									
Local AC									
Total	105,000								105,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1793	HBP	PE	92,957								92,957
	Local Match		12,044								12,044
Match Rate:	88.53%									Total:	105,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				8,853					8,853
Local Match				1,147					1,147
LSSRP Bond									
Local AC									
Total				10,000					10,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1793	HBP	R/W				8,853					8,853
	Local Match					1,147					1,147
Match Rate:	88.53%									Total:	10,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								385,106	385,106
Local Match								49,895	49,895
LSSRP Bond									
Local AC									
Total								435,000	435,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1793	HBP	CON						385,106			385,106
	Local Match							49,895			49,895
Match Rate:	88.53%									Total:	435,000
1793	HBP	CON						-385,106		385,106	
	Local Match							-49,895		49,895	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sunnyvale — BRIDGE NO. 37C0254, MTN VIEW-ALVISO RD, OVER CALABAZAS CREEK, NEAR HWY 237. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE						550,000			550,000
R/W									
CON								2,906,000	2,906,000
Total						550,000		2,906,000	3,456,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						486,915		2,572,682	3,059,597
Local Match						63,085		333,318	396,403
LSSRP Bond									
Local AC									
Total						550,000		2,906,000	3,456,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						486,915			486,915
Local Match						63,085			63,085
LSSRP Bond									
Local AC									
Total						550,000			550,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3215	HBP	PE		486,915							486,915
	Local Match			63,085							63,085
Match Rate:	88.53%									Total:	550,000
3215	HBP	PE		-486,915				486,915			
	Local Match			-63,085				63,085			
Match Rate:	88.53%	Update project schedule as of July 9, 07.								Total:	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Santa Clara

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								2,572,682	2,572,682
Local Match								333,318	333,318
LSSRP Bond									
Local AC									
Total								2,906,000	2,906,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3215	HBP	CON						2,572,682			2,572,682
	Local Match							333,318			333,318
Match Rate:	88.53%									Total:	2,906,000
3215	HBP	CON						-2,572,682	2,572,682		
	Local Match							-333,318	333,318		
Match Rate:	88.53%	Update project schedule as of July 9, 07.								Total:	
3215	HBP	CON							-2,572,682	2,572,682	
	Local Match								-333,318	333,318	
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.								Total:	

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Solano County

BRIDGE NO. 23C0037, CORDELIA RD, OVER SUISUN CREEK, 0.8 MI W HALE RANCH RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	300,000								300,000
R/W	118,000								118,000
CON		2,190,000							2,190,000
Total	418,000	2,190,000							2,608,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	370,055	1,938,807							2,308,862
Local Match	47,945	251,193							299,138
LSSRP Bond									
Local AC									
Total	418,000	2,190,000							2,608,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	265,590								265,590
Local Match	34,410								34,410
LSSRP Bond									
Local AC									
Total	300,000								300,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1275	HBP	PE	265,590								265,590
	Local Match		34,410								34,410
Match Rate:	88.53%									Total:	300,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	104,465								104,465
Local Match	13,535								13,535
LSSRP Bond									
Local AC									
Total	118,000								118,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1275	HBP	R/W	104,465								104,465
	Local Match		13,535								13,535
Match Rate:	88.53%									Total:	118,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		1,938,807							1,938,807
Local Match		251,193							251,193
LSSRP Bond									
Local AC									
Total		2,190,000							2,190,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1275	HBP	CON		1,938,807							1,938,807
	Local Match			251,193							251,193
Match Rate:	88.53%									Total:	2,190,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Solano County

BRIDGE NO. 23C0092, STEVENSON BR RD, OVER PUTAH CREEK, SOL/YOL CO LINE.

Bridge rehabilitation.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	500,000								500,000
R/W							100,000		100,000
CON								5,000,000	5,000,000
Total	500,000						100,000	5,000,000	5,600,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	442,650						88,530	4,426,500	4,957,680
Local Match	57,350						11,470	573,500	642,320
LSSRP Bond									
Local AC									
Total	500,000						100,000	5,000,000	5,600,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	442,650								442,650
Local Match	57,350								57,350
LSSRP Bond									
Local AC									
Total	500,000								500,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1498	HBP	PE	442,650								442,650
	Local Match		57,350								57,350
Match Rate:	88.53%									Total:	500,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							88,530		88,530
Local Match							11,470		11,470
LSSRP Bond									
Local AC									
Total							100,000		100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1498	HBP	R/W							88,530		88,530
	Local Match								11,470		11,470
Match Rate:	88.53%									Total:	100,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								4,426,500	4,426,500
Local Match								573,500	573,500
LSSRP Bond									
Local AC									
Total								5,000,000	5,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1498	HBP	CON							4,426,500		4,426,500
	Local Match								573,500		573,500
Match Rate:	88.53%									Total:	5,000,000
1498	HBP	CON							-4,426,500	4,426,500	
	Local Match								-573,500	573,500	
Match Rate:	88.53%									Total:	

New!

12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Solano County

BRIDGE NO. 23C0182, GORDON VALLEY RD, OVER GORDON CREEK #2, 2.02 MI N MANKAS CORNR RD. replace 2 lane bridge with new 2 lane bridge

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE				230,000					230,000
R/W							80,000		80,000
CON								1,170,000	1,170,000
Total				230,000			80,000	1,170,000	1,480,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				203,619			70,824	1,035,801	1,310,244
Local Match				26,381			9,176	134,199	169,756
LSSRP Bond									
Local AC									
Total				230,000			80,000	1,170,000	1,480,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				203,619					203,619
Local Match				26,381					26,381
LSSRP Bond									
Local AC									
Total				230,000					230,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3306	HBP	PE				203,619					203,619
	Local Match					26,381					26,381
Match Rate:	88.53%									Total:	230,000

revised project schedule per county's request in email of 6/29/07. Revised again into 8/9 due to FTIP capacity problems in 7/8. PE funds may be EPSP'd in 7/8.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							70,824		70,824
Local Match							9,176		9,176
LSSRP Bond									
Local AC									
Total							80,000		80,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3306	HBP	R/W							70,824		70,824
	Local Match								9,176		9,176
Match Rate:	88.53%	revised project schedule per county's request in email of 6/29/07.								Total:	80,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								1,035,801	1,035,801
Local Match								134,199	134,199
LSSRP Bond									
Local AC									
Total								1,170,000	1,170,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3306	HBP	CON								1,035,801	1,035,801
	Local Match									134,199	134,199
Match Rate:	88.53%	revised project schedule per county's request in email of 6/29/07.								Total:	1,170,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Solano County

BRIDGE NO. 23C0183, ABERNATHY ROAD, OVER LEDGEWOOD CREEK, 0.15 MI S MANKAS CORNR RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	179,000								179,000
R/W									
CON		1,004,340							1,004,340
Total	179,000	1,004,340							1,183,340

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	158,469	889,142							1,047,611
Local Match	20,531	115,198							135,729
LSSRP Bond									
Local AC									
Total	179,000	1,004,340							1,183,340

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	158,469								158,469
Local Match	20,531								20,531
LSSRP Bond									
Local AC									
Total	179,000								179,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1813	HBP	PE	158,469								158,469
	Local Match		20,531								20,531
Match Rate:	88.53%									Total:	179,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $									
Local Match									
LSSRP Bond									
Local AC									
Total									

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1813	HBP	R/W									
	Local Match										
Match Rate:	88.53%									Total:	

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		889,142							889,142
Local Match		115,198							115,198
LSSRP Bond									
Local AC									
Total		1,004,340							1,004,340

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1813	HBP	CON		889,142							889,142
	Local Match			115,198							115,198
Match Rate:	88.53%									Total:	1,004,340

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Solano County

BRIDGE NO. 23C0184, GRIZZLY ISLAND RD, OVER HILL SLOUGH, 1.3 MI S RTE 12. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	195,000	405,000							600,000
R/W			80,000						80,000
CON								5,000,000	5,000,000
Total	195,000	405,000	80,000					5,000,000	5,680,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	172,634	358,547	70,824					4,426,500	5,028,504
Local Match	22,367	46,454	9,176					573,500	651,496
LSSRP Bond									
Local AC									
Total	195,000	405,000	80,000					5,000,000	5,680,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	172,634	358,547							531,180
Local Match	22,367	46,454							68,820
LSSRP Bond									
Local AC									
Total	195,000	405,000							600,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
688	HBP	PE	172,634	265,590							438,224	
	Local Match		22,367	34,410							56,777	
Match Rate:	88.53%									Total:	495,000	
688	HBP	PE		92,957							92,957	New!
	Local Match			12,044							12,044	
Match Rate:	88.53%	post programming adjustment due to cost increase.								Total:	105,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			70,824						70,824
Local Match			9,176						9,176
LSSRP Bond									
Local AC									
Total			80,000						80,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
688	HBP	R/W			70,824						70,824
	Local Match				9,176						9,176
Match Rate:	88.53%									Total:	80,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								4,426,500	4,426,500
Local Match								573,500	573,500
LSSRP Bond									
Local AC									
Total								5,000,000	5,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
688	HBP	CON						4,426,500			4,426,500
	Local Match							573,500			573,500
Match Rate:	88.53%									Total:	5,000,000
688	HBP	CON						-4,426,500		4,426,500	
	Local Match							-573,500		573,500	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Solano County

BRIDGE NO. 23C0185, ROBINSON ROAD, OVER THE BIG DITCH, 2.0 MI NW FLANNERY RD. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	139,000								139,000
R/W				60,000					60,000
CON								777,000	777,000
Total	139,000			60,000				777,000	976,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	123,057			53,118				687,878	864,053
Local Match	15,943			6,882				89,122	111,947
LSSRP Bond									
Local AC									
Total	139,000			60,000				777,000	976,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	123,057								123,057
Local Match	15,943								15,943
LSSRP Bond									
Local AC									
Total	139,000								139,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3176	HBP	PE	123,057								123,057
	Local Match		15,943								15,943
Match Rate:	88.53%									Total:	139,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				53,118					53,118
Local Match				6,882					6,882
LSSRP Bond									
Local AC									
Total				60,000					60,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3176	HBP	R/W				53,118					53,118
	Local Match					6,882					6,882
Match Rate:	88.53%									Total:	60,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								687,878	687,878
Local Match								89,122	89,122
LSSRP Bond									
Local AC									
Total								777,000	777,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3176	HBP	CON						687,878			687,878
	Local Match							89,122			89,122
Match Rate:	88.53%									Total:	777,000
3176	HBP	CON						-687,878		687,878	
	Local Match							-89,122		89,122	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Solano County

BRIDGE NO. 23C0243, WINTERS ROAD, OVER PUTAH CREEK, JUST SOUTH OF S.H. 128.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	770,000		250,000						1,020,000
R/W					200,000				200,000
CON								4,158,000	4,158,000
Total	770,000		250,000		200,000			4,158,000	5,378,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	681,681		221,325		177,060			3,681,077	4,761,143
Local Match	88,319		28,675		22,940			476,923	616,857
LSSRP Bond									
Local AC									
Total	770,000		250,000		200,000			4,158,000	5,378,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	681,681		221,325						903,006
Local Match	88,319		28,675						116,994
LSSRP Bond									
Local AC									
Total	770,000		250,000						1,020,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1558	HBP	PE	681,681		221,325						903,006
	Local Match		88,319		28,675						116,994
Match Rate:	88.53%									Total:	1,020,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					177,060				177,060
Local Match					22,940				22,940
LSSRP Bond									
Local AC									
Total					200,000				200,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1558	HBP	R/W					177,060				177,060
	Local Match						22,940				22,940
Match Rate:	88.53%									Total:	200,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								3,681,077	3,681,077
Local Match								476,923	476,923
LSSRP Bond									
Local AC									
Total								4,158,000	4,158,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1558	HBP	CON						3,681,077			3,681,077
	Local Match							476,923			476,923
Match Rate:	88.53%									Total:	4,158,000
1558	HBP	CON						-3,681,077		3,681,077	
	Local Match							-476,923		476,923	
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Vacaville

BRIDGE NO. 23C0146, E MONTE VISTA AVE, OVER ULATIS CREEK, 0.05 MI E OF DOBBINS RD. Rehabilitate & widen 4 lane bridge. No new additional lanes on bridge. Line item project due to RSTP funds on the project.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	250,000	50,000							300,000
R/W		80,000							80,000
CON		1,627,500							1,627,500
Total	250,000	1,757,500							2,007,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	221,325	1,555,915							1,777,240
Local Match	28,675	201,585							230,260
LSSRP Bond									
Local AC									
Total	250,000	1,757,500							2,007,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	221,325	44,265							265,590
Local Match	28,675	5,735							34,410
LSSRP Bond									
Local AC									
Total	250,000	50,000							300,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3148	HBP	PE	221,325								221,325
	Local Match		28,675								28,675
Match Rate:	88.53%									Total:	250,000
3148	HBP	PE		44,265							44,265
	Local Match			5,735							5,735
Match Rate:	88.53%	Post programming adjustment due to cost increase								Total:	50,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		70,824							70,824
Local Match		9,176							9,176
LSSRP Bond									
Local AC									
Total		80,000							80,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3148	HBP	R/W		44,265							44,265
	Local Match			5,735							5,735
Match Rate:	88.53%									Total:	50,000
3148	HBP	R/W		26,559							26,559
	Local Match			3,441							3,441
Match Rate:	88.53%	Post programming adjustment due to cost increase								Total:	30,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		1,440,826							1,440,826
Local Match		186,674							186,674
LSSRP Bond									
Local AC									
Total		1,627,500							1,627,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
3148	HBP	CON		1,440,826							1,440,826
	Local Match			186,674							186,674
Match Rate:	88.53%									Total:	1,627,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Solano

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Vallejo — BRIDGE NO. 23C0152, SACRAMENTO ST, OVER US NAVY RR, BTWN ILLINOIS FARRAGUT ST. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE									
R/W									
CON							108,000		108,000
Total							108,000		108,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							95,612		95,612
Local Match									
LSSRP Bond							12,388		12,388
Local AC									
Total							108,000		108,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $							95,612		95,612
Local Match									
LSSRP Bond							12,388		12,388
Local AC									
Total							108,000		108,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2041	HBP	CON						95,612			95,612
	LSSRP Bond							12,388			12,388
Match Rate:	88.53%									Total:	108,000
2041	HBP	CON						-95,612	95,612		
	LSSRP Bond							-12,388	12,388		
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Healdsburg

BRIDGE NO. 20C0065, HEALDSBURG AVE, OVER RUSSIAN RIVER, 35.2 MI N MARIN CO LINE. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		400,000							400,000
R/W									
CON					2,130,000				2,130,000
Total		400,000			2,130,000				2,530,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		354,120			1,885,689				2,239,809
Local Match		45,880							45,880
LSSRP Bond					244,311				244,311
Local AC									
Total		400,000			2,130,000				2,530,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		354,120							354,120
Local Match		45,880							45,880
LSSRP Bond									
Local AC									
Total		400,000							400,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2005	HBP	PE		354,120							354,120
	Local Match			45,880							45,880
Match Rate:	88.53%									Total:	400,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					1,885,689				1,885,689
Local Match									
LSSRP Bond					244,311				244,311
Local AC									
Total					2,130,000				2,130,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2005	HBP	CON					1,885,689				1,885,689
	LSSRP Bond						244,311				244,311
Match Rate:	88.53%									Total:	2,130,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Petaluma

BRIDGE NO. 20C0048, D STREET, OVER PETALUMA RIVER, NEAR DOWNTOWN PETALUMA. Deck treatment, bearing replacement, and painting.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	443,000								443,000
R/W									
CON			2,925,000						2,925,000
Total	443,000		2,925,000						3,368,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	392,188		2,589,503						2,981,690
Local Match	50,812		335,498						386,310
LSSRP Bond									
Local AC									
Total	443,000		2,925,000						3,368,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	392,188								392,188
Local Match	50,812								50,812
LSSRP Bond									
Local AC									
Total	443,000								443,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1861	HBP	PE	392,188								392,188
	Local Match		50,812								50,812
Match Rate:	88.53%									Total:	443,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in “Beyond” are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			2,589,503						2,589,503
Local Match			335,498						335,498
LSSRP Bond									
Local AC									
Total			2,925,000						2,925,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1861	HBP	CON			2,589,503						2,589,503
	Local Match				335,498						335,498
Match Rate:	88.53%									Total:	2,925,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0005, GEYSERS RD, OVER BIG SULPHUR CREEK, 18.6 MI N OF SH 128. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		500,000							500,000
R/W			50,000						50,000
CON					5,000,000				5,000,000
Total		500,000	50,000		5,000,000				5,550,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		442,650	44,265		4,426,500				4,913,415
Local Match		57,350							57,350
LSSRP Bond			5,735		573,500				579,235
Local AC									
Total		500,000	50,000		5,000,000				5,550,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		442,650							442,650
Local Match		57,350							57,350
LSSRP Bond									
Local AC									
Total		500,000							500,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1993	HBP	PE		442,650							442,650
	Local Match			57,350							57,350
Match Rate:	88.53%									Total:	500,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			44,265						44,265
Local Match									
LSSRP Bond			5,735						5,735
Local AC									
Total			50,000						50,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1993	HBP	R/W			44,265						44,265
	LSSRP Bond				5,735						5,735
Match Rate:	88.53%									Total:	50,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					4,426,500				4,426,500
Local Match									
LSSRP Bond					573,500				573,500
Local AC									
Total					5,000,000				5,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1993	HBP	CON					4,426,500				4,426,500
	LSSRP Bond						573,500				573,500
Match Rate:	88.53%									Total:	5,000,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0017, WATMAUGH ROAD, OVER SONOMA CREEK, 0.3 MI W HWY 12. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	261,000	500,000							761,000
R/W			50,000						50,000
CON						4,999,999			4,999,999
Total	261,000	500,000	50,000			4,999,999			5,810,999

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	231,063	442,650	44,265			4,426,499			5,144,477
Local Match	29,937	57,350	5,735			522,971			615,993
LSSRP Bond						50,529			50,529
Local AC									
Total	261,000	500,000	50,000			4,999,999			5,810,999

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	231,063	442,650							673,713
Local Match	29,937	57,350							87,287
LSSRP Bond									
Local AC									
Total	261,000	500,000							761,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1160	HBP	PE	231,063	442,650							673,713
	Local Match		29,937	57,350							87,287
Match Rate:	88.53%									Total:	761,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			44,265						44,265
Local Match			5,735						5,735
LSSRP Bond									
Local AC									
Total			50,000						50,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1160	HBP	R/W			44,265						44,265
	Local Match				5,735						5,735
Match Rate:	88.53%									Total:	50,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						4,426,499			4,426,499
Local Match						522,971			522,971
LSSRP Bond						50,529			50,529
Local AC									
Total						4,999,999			4,999,999

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1160	HBP	CON						4,036,499			4,036,499
	Local Match							522,971			522,971
Match Rate:	88.53%									Total:	4,559,470
1998	HBP	CON						390,000			390,000
	LSSRP Bond							50,529			50,529
Match Rate:	88.53%									Total:	440,529

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0018, BOHEMIAN HWY, OVER RUSSIAN RIVER, AT MONTE RIO. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		1,000,000							1,000,000
R/W				500,000					500,000
CON						30,000,000			30,000,000
Total		1,000,000		500,000		30,000,000			31,500,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		885,300		442,650		26,559,000			27,886,950
Local Match		114,700							114,700
LSSRP Bond				57,350		3,441,000			3,498,350
Local AC									
Total		1,000,000		500,000		30,000,000			31,500,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		885,300							885,300
Local Match		114,700							114,700
LSSRP Bond									
Local AC									
Total		1,000,000							1,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1999	HBP	PE		885,300							885,300
	Local Match			114,700							114,700
Match Rate:	88.53%									Total:	1,000,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $				442,650					442,650
Local Match									
LSSRP Bond				57,350					57,350
Local AC									
Total				500,000					500,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
1999	HBP	R/W				442,650					442,650	
	Local Match					57,350					57,350	
Match Rate:	88.53%									Total:	500,000	
1999	HBP	R/W				-442,650					-442,650	New!
	Local Match					-57,350					-57,350	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match.								Total:	-500,000	
1999	HBP	R/W				442,650					442,650	New!
	LSSRP Bond					57,350					57,350	
Match Rate:	88.53%	10/5/2007 Eric Bost: Fund Line NOT suppressed. LSSRP bond match was inputted under local match.								Total:	500,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in “Beyond” are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $						26,559,000			26,559,000
Local Match									
LSSRP Bond						3,441,000			3,441,000
Local AC									
Total						30,000,000			30,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1999	HBP	CON						26,559,000			26,559,000
	LSSRP Bond							3,441,000			3,441,000
Match Rate:	88.53%									Total:	30,000,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0112, PORTER CREEK ROAD, OVER PORTER CREEK, 22.6 MI BEGING RTE 186. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	493,741								493,741
R/W		200,000							200,000
CON								5,000,000	5,000,000
Total	493,741	200,000						5,000,000	5,693,741

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	437,109	177,060						4,426,500	5,040,669
Local Match	56,632	22,940						573,500	653,072
LSSRP Bond									
Local AC									
Total	493,741	200,000						5,000,000	5,693,741

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	437,109								437,109
Local Match	56,632								56,632
LSSRP Bond									
Local AC									
Total	493,741								493,741

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
236	HBP	PE	437,109								437,109
	Local Match		56,632								56,632
Match Rate:	88.53%									Total:	493,741

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		177,060							177,060
Local Match		22,940							22,940
LSSRP Bond									
Local AC									
Total		200,000							200,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
236	HBP	R/W		177,060							177,060
	Local Match			22,940							22,940
Match Rate:	88.53%									Total:	200,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								4,426,500	4,426,500
Local Match								573,500	573,500
LSSRP Bond									
Local AC									
Total								5,000,000	5,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
236	HBP	CON						4,426,500			4,426,500
	Local Match							573,500			573,500
Match Rate:	88.53%									Total:	5,000,000
236	HBP	CON						-4,426,500		4,426,500	
	Local Match							-573,500		573,500	
Match Rate:	88.53%									Total:	

New!

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUSH). HBP project is not ready to advertise.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0113, VALLEY FORD RD, OVER STEMPLE CREEK, 7.5 MI INTERSECTION SR 1. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		14,455							14,455
R/W		1,000							1,000
CON								65,100	65,100
Total		15,455						65,100	80,555

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		13,682						57,633	71,315
Local Match		1,773						7,467	9,240
LSSRP Bond									
Local AC									
Total		15,455						65,100	80,555

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		12,797							12,797
Local Match		1,658							1,658
LSSRP Bond									
Local AC									
Total		14,455							14,455

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1336	State STP (BR)	PE		12,797							12,797
	Local Match			1,658							1,658
Match Rate:	88.53%									Total:	14,455

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		885							885
Local Match		115							115
LSSRP Bond									
Local AC									
Total		1,000							1,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1336	State STP (BR)	R/W		885							885
	Local Match			115							115
Match Rate:	88.53%									Total:	1,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								57,633	57,633
Local Match								7,467	7,467
LSSRP Bond									
Local AC									
Total								65,100	65,100

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1336	State STP (BR)	CON						57,633			57,633
	Local Match							7,467			7,467
Match Rate:	88.53%									Total:	65,100
1336	State STP (BR)	CON						-57,633		57,633	
	Local Match							-7,467		7,467	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0132, BODEGA HWY, OVER NOLAN CREEK, 1.2 MI FROM INT W/ SR 1. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		11,625							11,625
R/W		2,000							2,000
CON								85,250	85,250
Total		13,625						85,250	98,875

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		12,062						75,472	87,534
Local Match		1,563						9,778	11,341
LSSRP Bond									
Local AC									
Total		13,625						85,250	98,875

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		10,292							10,292
Local Match		1,333							1,333
LSSRP Bond									
Local AC									
Total		11,625							11,625

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1335	State STP (BR)	PE		10,292							10,292
	Local Match			1,333							1,333
Match Rate:	88.53%									Total:	11,625

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		1,771							1,771
Local Match		229							229
LSSRP Bond									
Local AC									
Total		2,000							2,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1335	State STP (BR)	R/W		1,771							1,771
	Local Match			229							229
Match Rate:	88.53%									Total:	2,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								75,472	75,472
Local Match								9,778	9,778
LSSRP Bond									
Local AC									
Total								85,250	85,250

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1335	State STP (BR)	CON						75,472			75,472
	Local Match							9,778			9,778
Match Rate:	88.53%									Total:	85,250
1335	State STP (BR)	CON						-75,472		75,472	
	Local Match							-9,778		9,778	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0139, WOHLER RD, OVER MARK WEST CREEK, NEAR RIVER RD. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	160,000	150,000							310,000
R/W		200,000							200,000
CON					4,000,000				4,000,000
Total	160,000	350,000			4,000,000				4,510,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	141,648	309,855			3,541,200				3,992,703
Local Match	18,352	17,205							35,557
LSSRP Bond		22,940			458,800				481,740
Local AC									
Total	160,000	350,000			4,000,000				4,510,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	141,648	132,795							274,443
Local Match	18,352	17,205							35,557
LSSRP Bond									
Local AC									
Total	160,000	150,000							310,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2007	HBP	PE	141,648	132,795							274,443
	Local Match		18,352	17,205							35,557
Match Rate:	88.53%									Total:	310,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		177,060							177,060
Local Match									
LSSRP Bond		22,940							22,940
Local AC									
Total		200,000							200,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2007	HBP	R/W		177,060							177,060
	LSSRP Bond			22,940							22,940
Match Rate:	88.53%									Total:	200,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					3,541,200				3,541,200
Local Match									
LSSRP Bond					458,800				458,800
Local AC									
Total					4,000,000				4,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2007	HBP	CON					3,541,200				3,541,200
	LSSRP Bond						458,800				458,800
Match Rate:	88.53%									Total:	4,000,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0141, ANNAPOLIS RD, OVER GUALALA RIV (CLARK XING), INTRX STWRT PT-SKGSSP RD. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	137,400								137,400
R/W	84,000								84,000
CON		585,000							585,000
Total	221,400	585,000							806,400

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	196,005	517,901							713,906
Local Match	25,395								25,395
LSSRP Bond		67,100							67,100
Local AC									
Total	221,400	585,000							806,400

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	121,640								121,640
Local Match	15,760								15,760
LSSRP Bond									
Local AC									
Total	137,400								137,400

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2008	HBP	PE	121,640								121,640
	Local Match		15,760								15,760
Match Rate:	88.53%									Total:	137,400

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	74,365								74,365
Local Match	9,635								9,635
LSSRP Bond									
Local AC									
Total	84,000								84,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2008	HBP	R/W	74,365								74,365
	Local Match		9,635								9,635
Match Rate:	88.53%									Total:	84,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		517,901							517,901
Local Match									
LSSRP Bond		67,100							67,100
Local AC									
Total		585,000							585,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2008	HBP	CON		517,901							517,901
	LSSRP Bond			67,100							67,100
Match Rate:	88.53%	10/24/2007 Eric Bost: Fund line failed to deliver.								Total:	585,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0155, WOHLER RD, OVER RUSSIAN RIVER, 1.5 MI FROM RIVER RD. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		440,000							440,000
R/W									
CON					4,000,000				4,000,000
Total		440,000			4,000,000				4,440,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		389,532			3,541,200				3,930,732
Local Match		50,468							50,468
LSSRP Bond					458,800				458,800
Local AC									
Total		440,000			4,000,000				4,440,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		389,532							389,532
Local Match		50,468							50,468
LSSRP Bond									
Local AC									
Total		440,000							440,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2011	HBP	PE		354,120							354,120	
	Local Match			45,880							45,880	
Match Rate:	88.53%									Total:	400,000	
2011	HBP	PE		35,412							35,412	
	LSSRP Bond			4,588							4,588	
Match Rate:	88.53%									Total:	40,000	
2011	HBP	PE		-35,412							-35,412	New!
	LSSRP Bond			-4,588							-4,588	
Match Rate:	88.53%	12/11/2007 Eric Bost: Removes Bond match from PE phase as requested by DLA managment.								Total:	-40,000	
2011	HBP	PE		35,412							35,412	New!
	Local Match			4,588							4,588	
Match Rate:	88.53%	12/11/2007 Eric Bost: Adds local match back into PE.								Total:	40,000	

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					3,541,200				3,541,200
Local Match									
LSSRP Bond					458,800				458,800
Local AC									
Total					4,000,000				4,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total	
2011	HBP	CON			3,541,200						3,541,200	
	LSSRP Bond				458,800						458,800	
Match Rate:	88.53%									Total:	4,000,000	
2011	HBP	CON			-3,541,200	3,541,200						New!
	LSSRP Bond				-458,800	458,800						
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2007/8 to 2008/9. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
2011	HBP	CON				-3,541,200	3,541,200					New!
	LSSRP Bond					-458,800	458,800					
Match Rate:	88.53%	12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0242, CHALK HILL RD, OVER MAACAMA CREEK, 1 MI S OF ST HWY 128. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		250,000							250,000
R/W			200,000						200,000
CON					6,000,000				6,000,000
Total		250,000	200,000		6,000,000				6,450,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		221,325	177,060		5,311,800				5,710,185
Local Match		28,675							28,675
LSSRP Bond			22,940		688,200				711,140
Local AC									
Total		250,000	200,000		6,000,000				6,450,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		221,325							221,325
Local Match		28,675							28,675
LSSRP Bond									
Local AC									
Total		250,000							250,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2016	HBP	PE		221,325							221,325
	Local Match			28,675							28,675
Match Rate:	88.53%									Total:	250,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			177,060						177,060
Local Match									
LSSRP Bond			22,940						22,940
Local AC									
Total			200,000						200,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2016	HBP	R/W			177,060						177,060
	LSSRP Bond				22,940						22,940
Match Rate:	88.53%									Total:	200,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					5,311,800				5,311,800
Local Match									
LSSRP Bond					688,200				688,200
Local AC									
Total					6,000,000				6,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2016	HBP	CON					5,311,800				5,311,800
	LSSRP Bond						688,200				688,200
Match Rate:	88.53%									Total:	6,000,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0248, LAMBERT BRIDGE RD, OVER DRY CREEK, 0.4 MI W OF DRY CREEK RD. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		500,000							500,000
R/W			100,000						100,000
CON					5,000,000				5,000,000
Total		500,000	100,000		5,000,000				5,600,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		442,650	88,530		4,426,500				4,957,680
Local Match		57,350							57,350
LSSRP Bond			11,470		573,500				584,970
Local AC									
Total		500,000	100,000		5,000,000				5,600,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		442,650							442,650
Local Match		57,350							57,350
LSSRP Bond									
Local AC									
Total		500,000							500,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2017	HBP	PE		442,650							442,650
	Local Match			57,350							57,350
Match Rate:	88.53%									Total:	500,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			88,530						88,530
Local Match									
LSSRP Bond			11,470						11,470
Local AC									
Total			100,000						100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2017	HBP	R/W			88,530						88,530
	LSSRP Bond				11,470						11,470
Match Rate:	88.53%									Total:	100,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					4,426,500				4,426,500
Local Match									
LSSRP Bond					573,500				573,500
Local AC									
Total					5,000,000				5,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2017	HBP	CON				4,426,500					4,426,500
	LSSRP Bond					573,500					573,500
Match Rate:	88.53%									Total:	5,000,000
2017	HBP	CON				-4,426,500	4,426,500				
	LSSRP Bond					-573,500	573,500				
Match Rate:	88.53%									Total:	

12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0262, BOYES BLVD, OVER SONOMA CREEK, JUST EAST OF RIVERSIDE DR. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	348,625								348,625
R/W		300,000							300,000
CON					5,000,000				5,000,000
Total	348,625	300,000			5,000,000				5,648,625

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	308,638	265,590			4,426,500				5,000,728
Local Match	39,987	34,410			507,720				582,117
LSSRP Bond					65,780				65,780
Local AC									
Total	348,625	300,000			5,000,000				5,648,625

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	308,638								308,638
Local Match	39,987								39,987
LSSRP Bond									
Local AC									
Total	348,625								348,625

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1827	HBP	PE	308,638								308,638
	Local Match		39,987								39,987
Match Rate:	88.53%									Total:	348,625

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		265,590							265,590
Local Match		34,410							34,410
LSSRP Bond									
Local AC									
Total		300,000							300,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1827	HBP	R/W		265,590							265,590
	Local Match			34,410							34,410
Match Rate:	88.53%									Total:	300,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					4,426,500				4,426,500
Local Match					507,720				507,720
LSSRP Bond					65,780				65,780
Local AC									
Total					5,000,000				5,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1827	HBP	CON					3,918,780				3,918,780
	Local Match						507,720				507,720
Match Rate:	88.53%									Total:	4,426,500
2018	HBP	CON					507,720				507,720
	LSSRP Bond						65,780				65,780
Match Rate:	88.53%									Total:	573,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0298, SKILLMAN LANE, OVER WILSON CREEK, EAST OF THOMPSON LANE. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		8,900							8,900
R/W		1,000							1,000
CON								52,900	52,900
Total		9,900						52,900	62,800

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		8,764						46,832	55,597
Local Match		1,136						6,068	7,203
LSSRP Bond									
Local AC									
Total		9,900						52,900	62,800

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		7,879							7,879
Local Match		1,021							1,021
LSSRP Bond									
Local AC									
Total		8,900							8,900

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1338	State STP (BR)	PE		7,879							7,879
	Local Match			1,021							1,021
Match Rate:	88.53%									Total:	8,900

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		885							885
Local Match		115							115
LSSRP Bond									
Local AC									
Total		1,000							1,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1338	State STP (BR)	R/W		885							885
	Local Match			115							115
Match Rate:	88.53%									Total:	1,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								46,832	46,832
Local Match								6,068	6,068
LSSRP Bond									
Local AC									
Total								52,900	52,900

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1338	State STP (BR)	CON						46,832			46,832
	Local Match							6,068			6,068
Match Rate:	88.53%									Total:	52,900
1338	State STP (BR)	CON						-46,832		46,832	
	Local Match							-6,068		6,068	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0330, CHALK HILL RD, OVER BROOKS CREEK, 4.5 MI S OF SH 128. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		12,000							12,000
R/W									
CON								44,000	44,000
Total		12,000						44,000	56,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		10,624						38,953	49,577
Local Match		1,376						5,047	6,423
LSSRP Bond									
Local AC									
Total		12,000						44,000	56,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		10,624							10,624
Local Match		1,376							1,376
LSSRP Bond									
Local AC									
Total		12,000							12,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1215	State STP (BR)	PE		10,624							10,624
	Local Match			1,376							1,376
Match Rate:	88.53%									Total:	12,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								38,953	38,953
Local Match								5,047	5,047
LSSRP Bond									
Local AC									
Total								44,000	44,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1215	State STP (BR)	CON						38,953			38,953
	Local Match							5,047			5,047
Match Rate:	88.53%									Total:	44,000
1215	State STP (BR)	CON						-38,953		38,953	
	Local Match							-5,047		5,047	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0364, ARMSTRONG WOODS RD, OVER REDWOOD CREEK, 0.05 MI N SWTWTR SPNGS RD. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		13,500							13,500
R/W									
CON								27,000	27,000
Total		13,500						27,000	40,500

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		11,952						23,903	35,855
Local Match		1,548						3,097	4,645
LSSRP Bond									
Local AC									
Total		13,500						27,000	40,500

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		11,952							11,952
Local Match		1,548							1,548
LSSRP Bond									
Local AC									
Total		13,500							13,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1213	State STP (BR)	PE		11,952							11,952
	Local Match			1,548							1,548
Match Rate:	88.53%									Total:	13,500

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								23,903	23,903
Local Match								3,097	3,097
LSSRP Bond									
Local AC									
Total								27,000	27,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1213	State STP (BR)	CON						23,903			23,903
	Local Match							3,097			3,097
Match Rate:	88.53%									Total:	27,000
1213	State STP (BR)	CON						-23,903		23,903	
	Local Match							-3,097		3,097	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0407, WEST DRY CREEK RD, OVER PENA CREEK, 0.7 MI NW YOAKIM BR RD. LSSRP Seismic Retrofit

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		400,000							400,000
R/W			250,000						250,000
CON					5,000,000				5,000,000
Total		400,000	250,000		5,000,000				5,650,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		354,120	221,325		4,426,500				5,001,945
Local Match		45,880							45,880
LSSRP Bond			28,675		573,500				602,175
Local AC									
Total		400,000	250,000		5,000,000				5,650,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		354,120							354,120
Local Match		45,880							45,880
LSSRP Bond									
Local AC									
Total		400,000							400,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2020	HBP	PE		354,120							354,120
	Local Match			45,880							45,880
Match Rate:	88.53%									Total:	400,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $			221,325						221,325
Local Match									
LSSRP Bond			28,675						28,675
Local AC									
Total			250,000						250,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2020	HBP	R/W			221,325						221,325
	LSSRP Bond				28,675						28,675
Match Rate:	88.53%									Total:	250,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $					4,426,500				4,426,500
Local Match									
LSSRP Bond					573,500				573,500
Local AC									
Total					5,000,000				5,000,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2020	HBP	CON				4,426,500					4,426,500
	LSSRP Bond					573,500					573,500
Match Rate:	88.53%									Total:	5,000,000
2020	HBP	CON				-4,426,500	4,426,500				
	LSSRP Bond					-573,500	573,500				
Match Rate:	88.53%									Total:	

New!

12/18/2007 DLA-Admin: CON funds moved from FFY 2008/9 to 2009/10. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0411, DUTCHER CREEK RD, OVER DUTCHER CREEK, 0.1 MI N DRY CREEK RD. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		17,000							17,000
R/W									
CON								181,000	181,000
Total		17,000						181,000	198,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		15,050						160,239	175,289
Local Match		1,950						20,761	22,711
LSSRP Bond									
Local AC									
Total		17,000						181,000	198,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		15,050							15,050
Local Match		1,950							1,950
LSSRP Bond									
Local AC									
Total		17,000							17,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
192	State STP (BR)	PE		15,050							15,050
	Local Match			1,950							1,950
Match Rate:	88.53%									Total:	17,000

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								160,239	160,239
Local Match								20,761	20,761
LSSRP Bond									
Local AC									
Total								181,000	181,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
192	State STP (BR)	CON						160,239			160,239
	Local Match							20,761			20,761
Match Rate:	88.53%									Total:	181,000
192	State STP (BR)	CON						-160,239		160,239	
	Local Match							-20,761		20,761	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

Sonoma County

BRIDGE NO. 20C0429, CAZADERO HWY, OVER ST ELMO CREEK, JUST N OF KRAMER RD. Upgrade bridge railings.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		8,533							8,533
R/W		1,000							1,000
CON								69,905	69,905
Total		9,533						69,905	79,438

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		8,440						61,887	70,326
Local Match		1,093						8,018	9,112
LSSRP Bond									
Local AC									
Total		9,533						69,905	79,438

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		7,554							7,554
Local Match		979							979
LSSRP Bond									
Local AC									
Total		8,533							8,533

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1337	State STP (BR)	PE		7,554							7,554
	Local Match			979							979
Match Rate:	88.53%									Total:	8,533

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $		885							885
Local Match		115							115
LSSRP Bond									
Local AC									
Total		1,000							1,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1337	State STP (BR)	R/W		885							885
	Local Match			115							115
Match Rate:	88.53%									Total:	1,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $								61,887	61,887
Local Match								8,018	8,018
LSSRP Bond									
Local AC									
Total								69,905	69,905

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1337	State STP (BR)	CON						61,887			61,887
	Local Match							8,018			8,018
Match Rate:	88.53%									Total:	69,905
1337	State STP (BR)	CON						-61,887		61,887	
	Local Match							-8,018		8,018	
Match Rate:	88.53%									Total:	

12/17/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (STP PUSH).

New!

2006/7-2011/12 Highway Bridge Program

District: 04 County: Sonoma

Funds shown in “Beyond” are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total

MPO Summary: Metropolitan Transportation Commission

Number of Projects: 129

Total Costs:

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed $	18,513,848	24,631,380	26,329,660	2,866,255	69,391,261	31,999,168	60,374,068	133,385,789	367,491,428
Local Match	2,954,614	3,059,927	3,879,054	361,528	1,300,560	631,936	2,433,934	16,120,407	30,741,960
LSSRP Bond		179,506	325,748	60,218	7,689,813	3,513,895	5,388,166	716,531	17,873,877
Local AC			3,431,635					-3,431,635	
Total for all Phases	21,468,462	27,870,812	33,966,097	3,288,000	78,381,635	36,144,999	68,196,168	146,791,092	416,107,265

Grouped Listing - High Risk Rural Roads (HR3) Program (TIP ID- REG070008)

2006/7-2008/9 High Risk Rural Roads (HR3) Program

MPO: Metropolitan Transportation Commission

Details of Projects

Agency	No.	Project Location	Description of Work	Funds	06/07	07/08	08/09
Alameda County	1	Patterson Pass Road at milepost 6.4 in unincorporated Alameda County	Widen or Improve Shoulder	Fed $			$818,100
				Local Match			$90,900
Contra Costa County	1	Alhambra Valley Road: 4700 to 6350 feet east of Castro Ranch Road	Widen or Improve Shoulder	Fed $			$900,000
				Local Match			$100,000
Contra Costa County	2	Dear Valley Road from Marsh Creek Road to Briones Valley Road in east Contra Costa County	Widen or Improve Shoulder	Fed $			$900,000
				Local Match			$100,000
Contra Costa County	3	Marsh Creek Road - west of Round Valley Park to Lydia Lane	Widen or Improve Shoulder	Fed $			$900,000
				Local Match			$100,000
Santa Clara County	1	Hicks Road from Shannon Road to Alamitos Road	Upgrade Guardrail (include new guardrail)	Fed $		$237,600	
				Local Match		$26,400	
Santa Clara County	2	Sierra Road from Felter Road to 4.3 miles southwest of Felter Road	Widen or Improve Shoulder	Fed $		$886,500	
				Local Match		$98,500	
Solano County	1	Gibson Canyon Road. 0.4 miles north of Pamela Lane to 0.65 miles north of Pamela Lane.	Realign Roadway	Fed $		$421,245	
				Local Match		$46,805	
				Total	**$0**	**$1,717,050**	**$3,909,000**

Grouped Listing Local - HES and SR2S
(TIP ID- VAR991010)

SRTS Projects for FTIP Amendments

No.	Proj_ID	Agency	Project Type*	Project Title	Project Description	Assembly District	Senate District	Caltrans District	SRTS $ Requested	MPO	PE Authorization date (I) or Project Init Date (NI)	Completion Date	FY
9	SRTSD04_0014	Belmont	I	Road Entrance improvements at Central School	The project will reconfigure the Central School road entrance to improve the visibility of pedestrians in the crosswalk to vehicles entering the school. Several instances have been reported of near misses between vehicles and pedestrians crossing the cros	19	08	04	$28,600	MTC	5/1/2007	04/01/2008	06/07
54	SRTSD04_0003	San Anselmo	I	SRTS Improvements for St. Anselm's School and Wade Thomas School	The project, identified as the highest priority need by the Ross Valley School Safe Routes to School program, would provide sidewalks, curb ramps, and high visibility school crosswalks along the key routes serving both schools. In addition, an irregularly	6	3	04	$342,375	MTC	6/1/2007	08/01/2008	06/07
11	SRTSD04_0049	Brisbane	I	City of Brisbane SRTS Improvements	This project will install traffic calming and traffic control devices at three locations within the public right of way in the vicinity of Brisbane Elementary School and Lipman Middle School.	19	8	04	$193,170	MTC	7/1/2007	02/28/2008	06/07
64	SRTSD04_0036	San Rafael	I	Happy Lane Pedestrian Improvements at Sun Valley Elementary School	Sun Valley Elementary School is an active participant in the Marin County Safe Routes to School Program (which is run by the Transportation Authority of Marin). The program has brought engineering, education and encouragement activities to Sun Valley. F	06	03	04	$362,179	MTC	7/1/2007	08/15/2008	06/07
43	SRTSD04_0035	Oakland	I	Safe Routes to School 2007	Construct sidewalk bulb-outs at intersections serving five elementary schools and one middle school.	16	09	04	$700,425	MTC	7/1/2007	09/01/2008	06/07
36	SRTSD04_0062	Menlo Park	I	Safe Route to School Improvements for Hillview Middle School along Santa Cruz Avenue in Menlo Park	Project will consist of installing in-pavement lighted crosswalks at three intersections on Santa Cruz Avenue in the vicinity of Hillview Middle School and installing a new striped crosswalk and providing landing/ramp for this new crosswalk.	21	11	04	$143,000	MTC	8/1/2007	08/30/2008	07/08
a11	SRTSD04_0070	Sunnyvale	I	Citywide School Pedestrian Safety Improvement Project	This project will install Pedestrian Countdown Signals, In Roadway Crosswalk Lights and Vehicle Speed Feedback Signs at locations throughout the City of Sunnyvale. These locations are located on walking routes to schools within the City. The project inclu	22	13	04	$295,600	MTC	8/1/2007	12/01/2008	07/08
18	SRTSD04_0050	Contra Costa County	I	Willow Lake Road Sidewalk Project	The purpose of this project is to provide pedestrian facilities along the south side of Willow Lake Road from Discovery Bay Boulevard to Discovery Bay Elementary School. Improvements for this project will include installation of a 5-foot wide concrete si	15	7	04	$186,000	MTC	8/1/2007	08/01/2009	07/08
17	SRTSD04_0001	Contra Costa County	I	Pacheco Boulevard Sidewalk Gap Closure	Project to close sidewalk gap between Camino Del Sol and Windhover Way on Pacheco Boulevard in the Vine Hill area of unincorporated Contra Costa County.	11	7	04	$311,000	MTC	8/1/2007	04/01/2010	07/08
78	SRTSD04_0061	Sebastopol	I	Huntley Street Sidewalk Gap Closure	Project consists of design and construction of approx 260 feet of new sidewalk to close a gap fronting the Sebastopol Union School District office located at 7601 Huntley Street. Project also includes installation of a new high-visibility crosswalk and si	01	02	04	$76,769	MTC	8/31/2007	04/01/2008	07/08

SRTS Projects for FTIP Amendments

No.	Proj_ID	Agency	Project Type*	Project Title	Project Description	Assembly District	Senate District	Caltrans District	SRTS $ Requested	MPO	PE Authorization date (I) or Project Init Date (NI)	Completion Date	FY
46	SRTSD04_0052	Pleasant Hill	I	Lisa Lane Sidewalk Project	The project consists of constructing 250 feet of 4 foot wide concrete sidewalk along the north side of Lisa Lane between Marcia Drive and Iron Horse Regional Trail, right in front of Fair Oaks Elementary School.	04	07	04	$344,150	MTC	9/1/2007	10/01/2008	07/08
50	SRTSD04_0006	Richmond	I	Richmond Student Street Safety Project (RSSSP)	The safety project will implement engineering changes to pedestrian routes at four elementary schools in the city of Richmond, increasing the safety of students walking to and from these schools. In a city that raked #1 among California cities in its size	14	09	04	$412,167	MTC	9/1/2007	10/30/2008	07/08
60	SRTSD04_0031	San Jose	I	School Crosswalk Warning Sign Upgrade	Citywide improvements of school crosswalk warning signs. Routinely, SJDOT receives many pedestrian safety concerns from residents and school staffs for the lack of warning signs at schools and school crossings. This project will finally address these con	20,22,23,24,28	10,11,13,15	04	$790,000	MTC	9/30/2007	05/31/2009	08/09
83	SRTSD04_0056	Tiburon	I	Del Mar Middle School Bicycle/Pedestrian Improvement Project	Proposal to increase safety and awareness for children commuting to Del Mar Middle School by upgrading/enhancing 18 crosswalks, installing approximately 22 ADA compliant sidewalks/ramps, installing 1 traffic control device in the form of a roadside actua	06	03	04	$352,165	MTC	10/1/2007	09/01/2008	08/09
58	SRTSD04_0064	San Francisco	I	Jefferson Elementary School Safe Routes to School	SMTP seeks to increase the number of students who walk or bike to school in the Inner Sunset District neighborhood by improving comfort level of students, parents and guardians with walking and biking in the neighborhood. This will be achieved through the	12	08	04	$608,200	MTC	10/1/2007	07/01/2009	08/09
2	SRTSD04_0021	Alameda County	I	Marshall Elementary School Safe Routes To School Project	Marshall Elementary Safe Routes To School Project will improve pedestrian safety for Marshall Elementary school-age children by installing 1) closing sidewalks gaps, 2) ADA pedestrian ramps at crosswalks and intersections, 3) high visibility crosswalks of	18	10	04	$499,596	MTC	10/1/2007	12/01/2009	08/09
1	SRTSD04_0020	Alameda County	I	Fairview Elementary School Safe Routes To School Project	The Fairview Elementary Safe Routes To School Project will improve children's access and safety to Fairview Elementary School by closing sidewalk gaps along Maud Avenue between D Street and Kelly Street, constructing bulbouts to reduce the crossing distan	18	10	04	$585,310	MTC	10/1/2007	12/01/2009	08/09
57	SRTSD04_0065	San Francisco	I	Chinatown Safe Routes to School	SMTP seeks to increase the number of students who walk or bike to school in Chinatown by improving the connectivity among three of its schools and to the larger neighborhood. This will be achieved with the installation of two Medlock crosswalks, a traffic	13	03	04	$830,390	MTC	10/1/2007	05/01/2010	08/09
22	SRTSD04_0008	Cupertino	I	Garden Gate Elementary School Sidewalk Installation and Traffic Signal Modifications	This project will construct 3,760 linear feet of sidewalks and 12 new ADA curb ramps establishing a continuous walking path along the suggested route to Garden Gate Elem. School. The project will further increase pedestrian and bicycle safety by installin	22 and 24	11	04	$393,788	MTC	3/31/2008	12/31/2010	08/09

SRTS Projects for FTIP Amendments

No.	Proj_ID	Agency	Project Type*	Project Title	Project Description	Assembly District	Senate District	Caltrans District	SRTS $ Requested	MPO	PE Authorization date (I) or Project Init Date (NI)	Completion Date	FY
34	SRTSD04_0026	Marin County	I	Marin Avenue Walkway Improvements	The project was identified as the highest priority need by the "Tamalpais Valley School Safe Routes to School Committee" and would provide badly needed sidewalk improvements along Marin Avenue, the primary walking route to and from school. The project wou	6	3	04	$715,390	MTC	6/1/2008	10/30/2010	08/09
21	SRTSD50_0036	Cotati-Rohnert Park Unified School District	NI	Let's Walk to School Today!	To hire experts to conduct one or two-day training seminars at each school site and to develop and coordinate age appropriate classroom curriculum. Periodic measurement of student participation will be recorded.	6	2	04	$83,084	MTC	7/1/2007	06/30/2008	06/07
71	SRTSD50_0034	Santa Clara County	NI	Safe Routes to School in Santa Clara County	Will provide selected pilot schools a foundation to create ongoing changes in walking/biking behaviors. A SRTS Coordinator will assist schools in conducting assessments. In addition, Traffic Safe Communities Network will provide at least one workshop for	20,21,22,23,24,27,28	10,11,13,15	04	$500,000	MTC	7/1/2007	06/30/2009	07/08
39	SRTSD50_0042	Napa County Office of Education	NI	Safe Routes to Schools: Napa County	Napa County will build on the success of California and Marin County's SRTS projects through a 3-year program of education, encouragement, enforcement and evaluation to create a significant, lasting change in the way children get to and from school in Nap	7	2	04	$498,719	MTC	7/1/2007	06/30/2010	07/08
38	SRTSD50_0028	Mountain View	NI	Mountain View Bicycle and Pedestrian Safety Awareness Program	The program will consist primarily of workshops for students. Over 200 workshops will be held over the 3-year period. Other project components will include School Traffic Safety Rodeos, School/Family Safety Rodeos and Safe Routes to School Passport.	22	13	04	$300,000	MTC	8/1/2007	08/01/2010	07/08
37	SRTSD50_0032	Milpitas	NI	Suggested Routes to School Program	The goal is to educate students about safety, increasing awareness and improve choices. A comprehensive traffic safety program will be created, including Suggested Routes to School and promoting events. The City will create and coordinate a computerized c	20	10	04	$375,000	MTC	8/1/2007	06/30/2011	07/08
76	SRTSD50_0041	Santa Rosa	NI	School Walking & Bicycling Pilot Education Program - Street Smarts	Develop a 2-year pilot SRTS program, which will utilize and build upon the techniques and successes of federally recognized SRTS program. Will include events such as walk and bike to school days. A task force will be established.	1,7	2,3	04	$250,000	MTC	9/1/2007	06/01/2009	07/08
59	SRTSD50_0050	San Francisco	NI	Safe Routes to School-San Francisco (SRTS-SF)	Implement an integrated set of services and supports at 15 target elementary schools across the San Francisco Unified School District (SFUSD). In addition to implementing the Education, Encouragement, Enforcement, Evaluation and Engineering (five Es), SR	12,13	3,8	04	$500,000	MTC	9/1/2007	08/30/2009	08/09
79	SRTSD50_0045	Sebastopol	NI	Sebastopol Safe Routes to Schools Program	Will establish a formal and ongoing SRTS Program for the 4 elementary schools in the Sebastopol Union School District, addressing the five E's. The program will be based on the national model program in neighboring Marin County.	1	2	04	$250,000	MTC	9/30/2007	07/31/2010	08/09

SRTS Projects for FTIP Amendments

No.	Proj_ID	Agency	Project Type*	Project Title	Project Description	Assembly District	Senate District	Caltrans District	SRTS $ Requested	MPO	PE Authorization date (I) or Project Init Date (NI)	Completion Date	FY
3	SRTSD50_0048	Alameda County	NI	Safe Routes to School - Alameda County Partnership	The Partnership is a countywide collaboration between Public Health Department, the Transportation and Land Coalition, Cycles of Change and many other partners. The Partnership will have 2 primary components: 1) Will lead comprehensive SRTS efforts in Oak	16	9	04	$498,001	MTC	11/15/2007	11/15/2010	08/09
26	SRTSD50_0063	Fairfield-Suisun Unified School District	NI	Crescent/Crystal Education and Encouragement Connection	1. Educate students and families; 2. Incorporate all aspects of safety; 3. Include components of "Street Smarts." 4. Brochures will be created; 5. Safety Assemblies will be held; 6. School Safe Traffic Zone City will be set up.	8	5	04	$150,000	MTC	1/1/2008	01/01/2009	08/09

2005/06 HES PROGRAM - SAFETY INDEX PROJECTS

Agency	Locode	Lcation of Work	Description of Work	Ori. Est.	Fed. Funds	Safety Index
SAFETY INDEX PROJECTS						
Contra Costa	5928	Balfour Rd From Bixler Rd to Byron Hwy	Widen and Improve Roadway Shoulders	247,000	222,300	389
WORK TYPE PROJECTS						
San Francisco County	5934	Intersection of Ingerson Ave. and Griffith St.	Construct new bus stop apron.	380,000	342,000	
Vallejo	5030	Intersection of Georgia St. and Alameda ST.	Upgrade traffic signal and pedestrian crossing equipment; Install turning lanes.	170,000	153,000	
Newark	5317	Intersection of Thornton Ave. and Cedar Blvd.	Grove Pavement	22,000	198,000	
Cupertino	5318	Stevens Creek Blvd at SR 85 NB On-Ramp	Install In-pavement crosswalk lights	75,000	67,500	
Oakland	5012	Tunnel Rd. From Hiller Dr. to Skyline Blvd.	Reconstruct Roadway; Adjust Grade; Imprve Drainage and replace valve cover.	414,000	360,000	
Santa Clara County	5937	Almaden Expw from Foxworthy Ave. to Ironw Wood Dr.	Upgrade Traffic Signals; Install pavement markings and delieation; Construct various pedestrian and Bicycle improvements.	370,000	333,000	
Sonoma County	5920	On Kinly Dr. From .23 miles South of Magnolia Dr. to Westside Rd.	Upgrade Metal Beam Guardrail	146,000	131,400	
Alameda County	5933	Intersection of Foothill Blvd (SR 238), Mattox Rd., Castro Valley Blvd., and I-580 Off-Ramp	Upgrade Traffic Signal; Reconstruct Median Island; Install Pavement Markers and Striping	413,000	360,000	
Concord	5135	Approx. 600'West of Oak Grove Rd. and Treat Blvd. Intersection at Entrance to Fire Station and Shopping Center	Install Traffic Signals	462,000	360,000	
Fairfax	5277	Intersection of Sir Francis Drake Blvd. And Marin Rd. and Oak Tree Lane.	Install Safety lighting, HighVisibility Crosswalk, Pedestrian Crossing Warning Beacon, Warking Signs and Pavement Markings.	147,000	132,300	
				2,846,000	2,659,500	

Grouped Listing - Highway Safety Improvement Program (TIP ID- REG070009)

2008/2009 FTIP Back-Up List
For Highway Safety Improvement Program Projects
From the 2006/2007 Program Year

District	Agency	MPO	Location of Work	Description of Work	Total Project Cost	Local/Other Funds	Federal Funds	Obligated Federal Funds	Federal Funds Remaining	Program Year (FFY)
04	Campbell	MTC	INTERSECTION OF HAMILTON AVE AND PHOENIX DR.	INSTALL TRAFFIC SIGNAL WITH INTERCONNECT.	$380,000	$38,000	$342,000	$25,740	$316,260	08/09
04	Fremont	MTC	MOWRY AVE. EAST AND WEST OF OVERACKER AVE.	INSTALL MEDIAN BARRIER; INSTALL RAISED MEDIAN; IMPROVE DELINEATION.	$221,100	$22,110	$198,990	$35,100	$163,890	08/09
04	Lafayette	MTC	THE WARNER COURT CURVE.	INSTALL NEW CURB AND GUTTER AND REGRADE SIDE SLOPES.	$71,500	$7,160	$64,340	$7,290	$57,050	08/09
04	Marin County	MTC	POINT REYES PETALUMA RD. SOUTH OF PLATFORM BRIDGE, MP 11.92 - MP 12.03.	INSTALL APPROX. 200FT GUARDRAIL	$44,000	$4,400	$39,600	$0	$39,600	08/09
04	Mill Valley	MTC	BOLSA AVE (ABOVE 164 HILLSIDE AVE), CAMINO ALTO (950FT N/O AZALEA DR) , 522 CASCADE AVE, 312 EDGEWOOD AVE, 160 ROSE AVE, AND 580 EDGEWOOD AVE.	INSTALL GUARDRAIL AT VARIOUS LOCATIONS.	$389,300	$38,930	$350,370		$350,370	08/09
04	Moraga	MTC	INTERSECTION OF MORAGA RD AND ASCOT DR.	INSTALL TRAFFIC SIGNAL; CONSTRUCT RAISED MEDIAN; INSTALL PED/BIKE IMPROVEMENTS.	$668,300	$66,830	$601,470	$90,000	$511,470	08/09
04	Pittsburg	MTC	POWER AVE., APPROX. 700' WEST OF ANDREW AVE.	INSTALL PEDESTRIAN ACTIVATED FLASHING BEACONS.	$71,200	$7,120	$64,080	$0	$64,080	08/09
04	Pittsburg	MTC	STONEMAN AVE AT MEADOWBROOK CIRCLE.	INSTALL IN-PAVEMENT CROSSWALK LIGHTS AND ASSOCIATED IMPROVEMENTS.	$56,000	$11,200	$44,800	$0	$44,800	08/09
04	Pleasant Hill	MTC	CONTRA COSTA BLVD. BETWEEN TAYLOR BLVD. AND HARRIET DR.	CONSTRUCT SIDEWALK; INSTALL COUNT DOWN PEDESTRIAN HEADS.	$163,400	$16,340	$147,060		$147,060	08/09
04	San Leandro	MTC	INTERSECTION OF WASHINGTON AVE AND ESTABROOK ST.	INSTALL TRAFFIC SIGNALS WITH INTERCONNECT; REMOVE PORK CHOP ISLAND; RELOCATE UTILITY POLE; INSTALL CURB RAMPS.	$465,800	$46,580	$419,220	$70,090	$349,130	08/09
04	Santa Clara County	MTC	QUIMBY RD FROM DEEDHAM DR. TO MT. HAMILTON RD (SR130).	INSTALL AND UPGRADE METAL BEAM GUARDRAIL; UPGRADE SIGNING AND STRIPING.	$258,500	$25,850	$232,650	$36,000	$196,650	08/09
04	Santa Clara Cou	MTC	CAPITAL EXPRESSWAY FROM HWY 680 TO HWY 87.	UPGRADE TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS AND DELINEATION.	$308,000	$30,800	$277,200	$45,000	$232,200	08/09
04	Saratoga	MTC	SARATOGA-LOS GATOS RD (SR 9) BETWEEN BIG BASIN WAY IN SARATOGA AND LOS GATOS BLVD IN LOS GATOS	CONSTRUCT SIDEWALKS AND CURB RAMPS; RELOCATE UTILITY POLE; SIGNING AND STRIPING; CONSTRUCT PED/BIKE BRIDGE.	$1,020,000	$120,000	$900,000	$180,000	$720,000	08/09
				Total MTC		**$435,320**	**$3,681,780**	**$489,220**	**$3,192,560**	

Grouped Listing for New Freedom FY 2006 - Large UA

(TIP ID- REG070011)

NEW FREEDOM PROGRAM - FY 2005-06 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
TIP ID REG070011, Amendment 2007-21, Approved by MTC on 2/27/2008

No.	Subrecipient	Project		Total Project Cost	Federal New Freedom Share					
		Name	Description		Total	Antioch UA	Concord UA	SFO UA	San Jose UA	Santa Rosa UA
1	AC Transit	Paratransit Inventory	Conduct a detailed inventory of all available transit resources, including funding, equipment, and personnel, in Alameda and Western Contra Costa County to determine how best to structure a coordinated system. Also investigate institutional settings and financial implications of establishing a mobility manager.	$ 180,000	**$ 144,000**			*$ 144,000*		
2	Benicia, City of	Taxi Scrip Program Extension	Expand the Benicia Breeze Taxi Scrip Program to destinations in Concord, Martinez, Pleasant Hill, and Walnut Creek to provide access to social service, medical centers, shopping, recreation and other quality of life destinations in Central Contra Costa County for seniors, persons with disabilities, and Medicare card holders.	$ 30,000	**$ 15,000**		*$ 15,000*			
3	Berkeley, City of	Ed Roberts Campus/Ashby BART Station Enhancements	Support construction of a universally designed helical ramp, oversized accessible elevators, and an accessible elevator lobby for people who will visit the Ed Roberts Campus.	$ 1,106,568	**$ 669,405**	*$ 11,232*	*$ 14,929*	*$ 394,054*	*$ 177,243*	*$ 71,947*
4	Central Contra Costa Transit Authority	Community Connection Program Expansion	Provide a $5,000 per van annual subsidy for maintenance of up to 25 retired paratransit vans for use by community-based organizations to provide transportation services to seniors and people with disabilities, with at least 50 trips per month to ADA-eligible individuals.	$ 125,000	**$ 62,500**		*$ 62,500*			
5	Central Contra Costa Transit Authority	Comprehensive Mobility Options Inventory	Conduct a comprehensive inventory of all available mobility options for seniors and persons with disabilities to serve as a building block for later developing a mobility management function for majority of Contra Costa County and the Tri-Valley.	$ 43,750	**$ 35,000**		*$ 35,000*			
6	Contra Costa County Employment & Human Services Dept	Contra Costa Volunteer Driver Program Expansion	Expand existing volunteer driver programs for disabled, homebound seniors to areas in Contra Costa County that are low-income and/or have high populations of ethnic groups who do not speak English as their primary language.	$ 153,114	**$ 45,000**	*$ 45,000*				
7	San Mateo County Transit District	Peninsula Ride Connection	Provide mobility management services to seniors and people with disabilities in San Mateo County, including: assessing feasibility of countywide phone information and assistance service; coordinating corps of volunteer mobility ambassadors; updating the Senior Mobility Guide; coordinating and administering shared van program; promoting mobility in city planning processes; and developing business plan.	$ 184,200	**$ 147,200**			*$ 147,200*		
8	San Francisco Municipal Tranportation Agency	NextMuni Audible Arrival Time/Push-to-Talk (PTT)	Evaluate results of the pilot PTT installations, which translate bus arrival information and other messages to speech at bus shelters; and purchase and install PTT at an additional 270 shelter locations. Initial phase is the pilot program evaluation. Phases two, three, and four of the project would involve PTT installations at 147, 34, and then 89 locations.	$ 523,000	**$ 200,000**			*$ 200,000*		
9	Santa Clara Valley Transportation Agency	Mobility Options Travel Training Program	Provide travel training and fixed-route transit support information to persons with disabilities and seniors over a three-year period. Includes on-site and mobile presentations; specialized training for individuals with visual, cognitive, and developmental disabilities; group travel instruction; one-on-one travel instruction; and peer mode travel instruction.	$ 454,254	**$ 227,127**				*$ 227,127*	
			Total	$ 2,799,886	**$ 1,545,232**	*$ 56,232*	*$ 127,429*	*$ 885,254*	*$ 404,370*	*$ 71,947*

Grouped Listing: FTA Non-Urbanized Formula Program (TIP ID- VAR030002)

Federal Transit Administration
Section 5311 Nonurbanized Area Formula Program
Project Proposals - FY 2008-09

FY 2008-09 Funding Available:

Apportionments (Est.)	**$**	**1,349,626**
Prior Year Carryover:	**$**	**249,243**
Total Funding Avail.	**$**	**1,598,869**

FY 2008-09 Programming:

Applicant	Project Description	Project Type	Sect. 5311 Program	Sect. 5311 Request	Total Project Including Match
Dixon	Vehicle replacement	Cap	$ 120,000	$ 120,000	$ 150,000
Rio Vista	Operating Assistance	Oper	$ 76,949	$ 149,692	$ 299,384
Sonoma County Transit	Operating Assistance	Oper	$ 140,962	$ 140,962	$ 670,577
Sonoma County Transit	Vehicle replacement	Cap	$ 381,000	$ 381,000	$ 461,010
SamTrans	Coastside Operating Assistance	Oper	$ 134,323	$ 134,323	$ 268,647
Marin County Transit	Operating Assistance	Oper	$ 352,418	$ 437,975	$ 833,592
VTA	Preventive Maintenance	Cap	$ 95,972	$ 300,000	$ 920,729
Fairfield/Suisun	Operating Assistance	Oper	$ 105,158	$ 108,583	$ 196,247
Vallejo	Operating Assistance	Oper	$ 192,088	$ 199,548	$ 780,889
Total Programming			$ 1,598,869	$ 1,972,083	$ 4,581,075
Total Available			$ 1,598,869		
Available for Carryover			$ (0)		

5310 PROJECTS

AGENCY	COUNTY	FY 2007 AMOUNT
Bay Area Outreach & Recreation Program (BORP)	Alameda	$ 56,000
Coalition for Elders' Independence (DBA Center for Elders Independence)	Alameda	$ 287,500
Fred Finch Youth Center	Alameda	$ 100,000
Social Vocational Services, Inc. Emeryville	Alameda	$ 112,000
Las Trampas Inc.	Contra Costa	$ 200,000
Rehabilitation Services of Northern Ca (RSNC)	Contra Costa	$ 48,000
Aldersly Garden Retirement Community	Marin	$ 50,000
Marin Senior Coordinating Council, Inc.	Marin	$ 336,000
Edgewood Center for Children and Families	San Francisco	$ 86,000
Mobile Assistance Patrol (MAP)	San Francisco	$ 51,500
On Lok Senior Health Services	San Francisco	$ 200,000
St. Mary's Adult Day Health Care	San Francisco	$ 112,000
Achievekids	Santa Clara	$ 86,000
Hope Services, Santa Clara County	Santa Clara	$ 150,000
Outreach & Escort, Inc.	Santa Clara	$ 672,000
City of Benicia	Solano	$ 25,000
City of Rio Vista	Solano	$ 64,200
PACE Solano	Solano	$ 431,600
Becoming Independent	Sonoma	$ 115,000
		$3,182,800

APPENDIX A – 28

Air Quality Exempt Codes

Air Quality Exempt Codes

Exempt Code	Description of Exempt Code
0	Non-Exempt Project
1.01	Railroad/highway crossing
1.02	Hazard Elimination Program
1.03	Safer non-Federal-aid system roads
1.04	Shoulder Improvements
1.05	Increasing Sight Distance
1.06	Safety Improvement Program
1.07	Traffic control devices and operating assistance other than signalization projects
1.08	Railroad/highway crossing warning devices
1.09	Guardrails, median barriers, crash cushions
1.10	Pavement resurfacing and/or rehabilitation
1.11	Pavement marking demonstration
1.12	Emergency Relief (23 U.S.C. 125)
1.13	Fencing
1.14	Skid treatments
1.15	Safety roadside rest areas
1.16	Adding medians
1.17	Truck climbing lanes outside the urbanized area
1.18	Lighting improvements
1.19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
1.20	Emergency truck pullovers
2.01	Operating assistance to transit agencies
2.02	Purchase of support vehicles
2.03	Rehabilitation of transit vehicles
2.04	Purchase of office, shop, and operating equipment for existing facilities
2.05	Purchase of operating equipment for vehicles (e.g. radios, Fareboxes, lifts, etc.)
2.06	Construction or renovation of power, signal, and communications systems
2.07	Construction of small passenger shelters and information kiosks
2.08	Reconstruction or renovation of transit buildings and structures
2.09	Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way
2.10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2.11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
3.01	Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02	Bicycle and pedestrian facilities
4.01	Specific activities which do not involve or lead directly to construction
4.02	Grants for training and research
4.03	Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Air Quality Exempt Codes (cont.)

Exempt Code	Description of Exempt Code
4.04	Federal Aid systems revisions
4.05	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
4.06	Noise attenuation
4.07	Emergency or hardship advance land acquisitions (23 CFR 712.204(d))
4.08	Acquisition of scenic easements
4.09	Plantings, landscaping, etc.
4.10	Sign removal
4.11	Directional and informational signs
4.12	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities
4.13	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity
5.01	Intersection Channelization projects
5.02	Intersection signalization projects and individual intersections
5.03	Changes in vertical and horizontal alignment
5.04	Interchange reconfiguration projects
5.05	Truck size and weight inspection stations
5.06	Bus terminals and transfer points
5.07	Traffic signal synchronization projects
90.00	TCM2 Related (Non-exempt project)

APPENDIX A – 29

MTC Public Participation Plan for the San Francisco Bay Area

MTC Resolution No. 3821

Date: September 26, 2007
W.I.: 1112
Referred by: Legislation

ABSTRACT

Resolution No. 3821

This resolution adopts the MTC Public Participation Plan.

Date: September 26, 2007
W.I.: 1112
Referred by: Legislation

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 3821

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq*. and is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC is committed to involving interested Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with the Safe, Accountable Transportation Equity Act: A Legacy for Users (SAFETEA, PL 109-59) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC in March 2006, MTC, as part of adopting principles on Environmental Justice, committed to "Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them"; and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after numerous conversations, meetings, surveys, focus groups and a public hearing with a wide array of interests; now, therefore, be it

RESOLVED, that MTC adopts the Public Involvement Procedures attached hereto and incorporated herein as Attachment A; and, be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on September 26, 2007.

METROPOLITAN TRANSPORTATION COMMISSION

PUBLIC PARTICIPATION PLAN

for the SAN FRANCISCO BAY AREA

FINAL

DRAFT: May 4, 2007
REVISED DRAFT: July 20, 2007
FINAL: September 26, 2007

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607
Phone: 510.817.5700
TTY/TDD: 510.817.5769
Fax: 510.817.5848
Web: www.mtc.ca.gov

The full report of the

MTC Public Participation Plan for the San Francisco Bay Area,
September 26, 2007

can be viewed on MTC's website at

http://www.mtc.ca.gov/get_involved/participation_plan.htm

APPENDIX A – 30

Response to Public Comments on Draft 2009 TIP

METROPOLITAN TRANSPORTATION COMMISSION
2009 Transportation Improvement Program (TIP)
Response to Public Comments
Made at Public Hearing on April 9, 2008

The following are responses to public testimony made on the Draft 2009 TIP at the public hearing on April 9, 2008. There were no comments regarding the Air Quality Conformity Analysis for the 2009 TIP Document.

Comment: (Jerry Grace, Member of the Public). Commission should say yes. We need to get around in cars but better to get around on buses, BART, trains, bikes, walking or any way we can. It would be very helpful for everybody to stop having more and more cars on the freeway with too many accidents and too many people killed. We need to have more safety on the freeways and be careful what you like to do on the freeways. Caltrans works on the freeway. But the main part of it, I want to have more safety for everyone.

Response: The TIP is an extension of the Regional Transportation Plan. The RTP proposes detailed investments and strategies to maintain, manage and improve the surface transportation network. The Transportation Improvement Program (TIP) carries out these strategies by committing funding to specific project improvements that support the implementation of the Plan. The funding priorities, as committed in the TIP, are established during development, review and comment of the Regional Transportation Plan.

METROPOLITAN TRANSPORTATION COMMISSION
2009 Transportation Improvement Program (TIP)
Response to Written Public Comments

The following are responses to written public comments received during the Draft 2009 TIP public comment period, commencing March 28, 2008 and ending May 1, 2008. There were no Comments regarding the Air Quality Conformity Analysis for the 2009 TIP.

Comment: (Mark Miletich, Member of the Public). There appears to be several listings in the Draft 2009 TIP for the TransLink® project. One project listing in the 2009 TIP, MTC99002A, notes in the Project Description: "San Francisco Bay Area: Regionwide; Design, build, operate and maintain the TransLink fare collection system (*See MTC990002 for more project data)*" After extensive searching, I found that there is no project MTC990002 in the 2009 TIP.

Response: The TransLink® project has various elements and sponsors, with several different listings in the TIP. To obtain a broader perspective for the project as it is programmed in the TIP, a search may be performed in MTC's Fund Management System (FMS) by entering 'translink' into the project title or project description. That way all active elements of the project may be retrieved. MTC990002 is an element of this multi-jurisdictional project that was previously funded.

To show a more complete perspective of the project, 'MTC990002' has been added back into the TIP for illustrative purposes. However, there are no funds in the current 4-year TIP within this TIP Listing, as that element has been implemented.

Comment: (Various Project Sponsors). A few projects appear not to have been updated to reflect current funding years and total project costs. Request these projects be updated.

Response: The 2009 TIP Update provides project sponsors and the public the opportunity to update and review project listings for surface transportation projects in the San Francisco bay area over the next four-year period. Minor adjustments to projects have been made during the public comment period to reflect updated total project costs and year of funding, as long as the change did not affect the Air quality analysis, and did not negatively affect financial constraint. Changes to initiation dates of air quality non-exempt projects were not allowed. Changes in initiation dates for Air Quality non-exempt projects will be allowed during the TIP amendment to conform the 2009 TIP to the new Regional Transportation Plan T-20350 in the winter of 2009.

DRAFT 2009 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

AND AIR QUALITY CONFORMITY ANALYSIS

PUBLIC HEARING

CERTIFIED COPY

---oOo---

Taken before CYNTHIA T. WALLIS

Certified Shorthand Reporter

State of California

CSR No. 12369

April 9, 2008

Emerick & Finch 800-331-9029

1 A P P E A R A N C E S

2 Metropolitan Transportation Commissioners:

3 Tom Bates, Cities of Alameda County

4 Bob Blanchard, Sonoma County and Cities

5 Dean Cho, Cities of Santa Clara County

6 Dave Cortese, ABAG

7 Bill Dodd, Napa County and Cities

8 Dorene Giacopini, U.S. Department of Transportation

9 Federal Glover, Contra Costa County

10 Anne Halsted, SF Bay Conservation & Development Commn

11 Scott Haggerty, Alameda County

12 Steve Kinsey, Marin County and Cities

13 Sue Lempert, Cities of San Mateo County

14 Jon Rubin, San Francisco Mayor's Appointee

15 Amy Worth, Cities of Contra Costa County

16 Ken Yeager, Santa Clara County

17

18 Metropolitan Transportation Commission Staff:

19 Therese W. McMillan, Deputy Executive Director/Policy

20 Ann Flemer, Deputy Executive Director/Operations

21 Andrew B. Fremier, Deputy Executive Director/BATA

22 Steve Heminger, Executive Director

23 Francis Chin, General Counsel

24 Lila Toleafoa, Commission Secretary

25

1 (Proceedings started at 10:02 a.m.)

2

3 R E C O R D O F P R O C E E D I N G S

4

5 MR. GLOVER: Good morning. I'm Vice-Chair
6 Federal Glover of the Programming and Allocations
7 Committee for MTC. I would like to begin the public
8 hearing first acknowledging that we have a forum
9 this morning.
10 MS. TOLEAFOA: Yes, Mr. Chair.
11 MR. GLOVER: I would like to begin
12 the public hearing on Draft 2009 Transportation
13 Improvement Program, or the TIP, and the companion
14 draft Air Quality Conformity Analysis.
15 The purpose of this hearing is to receive
16 public comments on the Draft 2009 TIP and Draft Air
17 Quality Conformity Analysis, which was released for
18 the public review on March 28th. Written comments
19 will be accepted through the 1st of May. After
20 the comment period is closed, staff will review
21 the comments and respond appropriately.
22 No action will be taken during this
23 hearing. Formal adoption of the 2009 TIP and
24 the conformity analysis will be requested of
25 the Commission at its May 28th meeting.

1 If you wish to make comments, please fill
2 out the blue speaker cards and turn them into Lila,
3 our Programming and Allocations Committee Secretary.
4 We ask that each speaker be brief and
5 concise and keep your comments to no more than
6 three minutes, and I will ask MTC staff to present
7 the overview of the Draft TIP and Air Quality
8 Conformity Analysis.
9 MS. SRINIVASAN: Good morning,
10 Commissioners. My name is Sri Srinivasan, and I
11 am with MTC's Programming and Allocations section.
12 I would like to note that we have a court
13 reporter here to transcribe the proceedings.
14 The Transportation Improvement Program, or
15 TIP, is the region's spending plan for transportation
16 projects based on anticipated federal, state, regional
17 and local funding over the next four years.
18 It includes improvements for transit,
19 local roadway, state highway, bicycle and pedestrian
20 facilities, along with other regionally significant
21 and locally funded surface transportation projects.
22 It does not include: Improvements for Airports,
23 Seaports and Privately owned transportation facilities.
24 MTC has developed the Draft 2009 TIP in
25 cooperation with regional partner agencies and other

1 interested parties and in consultation with federal
2 agencies.
3 The draft TIP covers a four-year period
4 from fiscal year 2008-2009 through 2011-2012. It
5 contains approximately 1,066 projects totalling
6 about 12.8 billon dollars ($12.8 billion). The
7 TIP is also financially constrained, meaning that
8 the amount of funding programmed does not exceed
9 the amount of funding reasonably expected to be
10 available. To demonstrate this, the draft 2009
11 TIP contains a financial constraint analysis.
12 Should any action occur that significantly
13 affects the funding of the project, the TIP
14 will be amended
15 to reflect such actions.
16 All projects in the TIP are consistent
17 with the Transportation 2030 Plan for the San
18 Francisco Bay Area.
19 As to air quality conformity, MTC
20 is required to make an air quality conformity
21 determination for the TIP in accordance with
22 the Clean Air Act requirements and air quality
23 conformity regulations.
24 MTC has conducted a transportation air
25 quality conformity analysis of the 2009 TIP in

1 accordance with the EPA's transportation conformity
2 regulations and MTC's Bay Area Air Quality Conformity
3 Procedures and MTC Resolution No. 3075.
4 MTC has consulted on the preparation of this
5 conformity with the Bay Area's Air Quality Conformity
6 Task Force, which is the interagency consultation
7 group established pursuant to the region's adopted
8 transportation conformity procedures. The Task
9 Force is comprised of representatives from federal,
10 state, regional and local partner agencies. The Task
11 Force reviews the assumptions going into the analysis,
12 the results and consults on Transportation Control
13 Measure, or TCM, implementation issues.
14 The Bay Area has conformity requirements
15 for both federal ozone and carbon monoxide standards.
16 To make a positive conformity finding, MTC must
17 demonstrate that the calculated motor vehicle emissions
18 in the region are equal or less than the motor vehicle
19 emissions budgeted for volatile organic compounds,
20 nitrogen oxides and carbon monoxide as established
21 in the federal air quality plan, also referred to
22 as the State Implementation Plan.
23 As part of the conformity analysis, MTC
24 must demonstrate the TCMs are being implemented
25 on schedule. The implementation status of TCMs

1 are described in the air conformity analysis.

2 Based on the analysis, both of these

3 positive conformity findings have been made.

4 In closing, I would like to note for the

5 record that the Draft 2009 TIP and Draft Air Quality

6 Conformity Analysis were mailed to major public

7 libraries, and the public hearing was noticed in Bay

8 Area newspapers. This drafted TIP and Air Conformity

9 Finding and the public hearing notice are also posted

10 on MTC's website. Written comments on the TIP and

11 Air Quality Conformity Analysis will be accepted

12 through May 1st, 2008.

13 Thank you.

14 That concludes my presentation.

15 MR. GLOVER: Thank you, Sri, for your

16 presentation today.

17 This is the public hearing, so I will

18 open the public hearing to give the opportunity for

19 the public to address the Commission, and I do have

20 one speaker on this item, Jerry Grace.

21 MR. GRACE: Good morning. Better say, yes,

22 we need to have -- to get around in a car and better

23 get on buses or BART or train or bike, walking or

24 any way we can do that will be very helpful and help

25 everybody for that, to stop having more and more and

more car on the freeway and too many accidents, too many people get killed. We need to have more safely on the freeway and more safely on the freeway and be careful what you like to do on the freeway. Caltrain works on the freeway. And if people get ran over on that, and it causes a breakdown. And if AAA will come help out and move the cars out of the way, that would be more safely. That's right. When they have to work on something, they have a job to do. They have to do what they have to do. If they don't do it, they're in trouble. They go to jail. But the main part of it, I want to have this more safely for everyone. That's what I'm going to say.

Thank you.

MR. GLOVER: Thank you, Jerry.

And, excuse me, I did not offer opportunities for the Commission to make comments on the presentation. If there are any, we will take those at this time.

I don't have any other speakers on this item.

Francis, I guess, we would want to leave this public hearing open until the May 1st date?

MR. CHIN: Mr. Chairman, we need close the public hearing. We'll receive additional comments,

1 but the hearing needs to be closed.

2 MR. GLOVER: Okay.

3 So at this time, we'll take a motion to

4 close the public hearing.

5 Okay. Do we have a motion and second?

6 Okay. Any objections?

7 Hearing is closed.

8 (Proceedings concluded at 10:11 a.m.)

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE OF REPORTER

I, CYNTHIA T. WALLIS, hereby certify that said proceedings were taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and were thereafter transcribed by computer-aided transcription, and that the foregoing transcript constitutes a full, true and correct report of said proceedings which took place.

That I am a disinterested person in the said action.

IN WITNESS WHEREOF, I have hereunto set my hand on this date APRIL 17, 2008.

CYNTHIA T. WALLIS
CSR No. 12369

APPENDIX A – 31

TIP Revision Process and Procedures

Metropolitan Transportation Commission
2009 Transportation Improvement Program (TIP)
Revision Process and Procedures

The Transportation Improvement Program (TIP)

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation capital projects that receive federal funds or are subject to a federally required action or are regionally significant. The Metropolitan Transportation Commission (MTC), as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, prepares and adopts the TIP at least one every fours. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as "programmed") must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented. Adoption of the TIP must be accompanied by an evaluation and finding of air quality conformity. Federal regulations also require an opportunity for public comment prior to TIP approval.

Transportation investments, including public transit, rail, highway, local roadway, bicycle and pedestrian improvements are included in the TIP. Apart from improvements to the region's airports, seaports, and privately-owned bus terminals and rail facilities, all regionally significant public transportation projects in the region are included in the TIP. All projects in the MTC-prepared TIP must be derived from and/or consistent with the long-range transportation plan for the San Francisco Bay Area - MTC's Regional Transportation Plan (RTP).

The impact of the TIP on regional air quality must also be evaluated. In the San Francisco Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) air quality conformity regulations.

Changes to the TIP

From time to time circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval, and consistent with federal procedures for modifications to the Federal Statewide Transportation Improvement Program (FSTIP). These changes, or revisions, should not be considered routine. MTC will consider such amendments when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings of the TIP.

Proposed changes will be reviewed by MTC staff before any actions are considered. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol, and follow federal procedures for modifying the FSTIP. Changes must be consistent with the RTP, must not adversely affect the timely implementation of Transportation Control Measures (TCMs), must maintain the financial constraint of the TIP, must be consistent with federal Title VI requirements, and must not adversely affect the air quality conformity finding of the TIP. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program involved. For example, the process for amending State Transportation Improvement Program (STIP) funded projects involves

additional requirements as provided in the California Transportation Commission (CTC) STIP guidelines.

MTC often solicits funding applications for new projects during the TIP cycle. For example, during the 2007 TIP cycle, project applications were solicited for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Federal Transit Administration (FTA), and State Transportation Improvement Program (STIP) funding. Once new projects proposed for funding are identified, and the funding committed, staff initiates the process to amend the projects and project funding into the TIP. All rules for amending new projects into the TIP are followed (Public involvement process, Title VI requirements, RTP consistency, air quality conformity, financial constraint, implementation of TCMs etc.).

When MTC is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a TIP amendment. If MTC is aware of new funding (i.e. Federal earmarks, one-time state funding programs, etc), staff may alert sponsors of the funding commitment and request that an amendment be initiated that more fully documents the project scope and funding commitment. However, generally it is up to the project sponsor to initiate amendment requests to add new funding, or make necessary adjustments to project scope, cost and schedule, as conditions warrant.

All regionally significant transportation projects, and all surface transportation projects with federal funding or requiring a federal action, must be included in the TIP. These projects may be added to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development, modification and approval.

Title VI Compliance

Investments made in the TIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statues enacted pertaining to environmental justice, are critical to regional planning and programming decisions. The fundamental principles of environmental justice include:

Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

The decision process by which new projects are selected for inclusion in the TIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Types of TIP Revisions

Federal and State policies distinguish between two types of TIP revisions: Administrative Modifications and Amendments. These types of amendments differ based on the magnitude of the proposed change and the level of review required by various federal, state and local agencies. As a general rule, significant changes to the cost, scope and schedule of a project listing requires an Amendment, whereas minor changes in fund sources, project description, lead agency, or existing project phase amounts may be processed through administrative modifications. The MTC Commission, the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must approve Formal Amendments. Approval of Administrative Actions has been delegated to MTC's Executive Director and the Caltrans Office of Federal Programming.

Proposed amendments to the Federal TIP, other than Administrative Modifications, must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the federal agencies in accordance with 23 CFR 450.220. In general terms, these regulations state the TIP may be modified at any time consistent with the procedures agreed to by the cooperating parties for developing the TIP and all other federal requirements in 23 CFR part 450 concerning the development, public involvement, and federal agencies approval of the TIP.

Regardless of the type of change, all modifications must be consistent with the RTP, must maintain the financial constraint of the TIP, must be consistent with federal Title VI requirements, and must consider the affect on the air quality conformity finding of the TIP and timely implementation of Transportation Control Measures (TCMs). Administrative Modifications cannot affect the air quality determination for the TIP, cannot negatively affect the timely implementation of TCMs and cannot negatively impact the financial constraint of the TIP.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications and TIP Technical Corrections. Further explanation about TIP updates, and how the types of amendments are processed are shown in the table and narrative that follows.

MTC maintains a free, subscription-based e-mail distribution list of individuals, transportation officials and staff interested in being informed of TIP-related changes and actions. Pertinent information may be distributed to recipients as needed to alert the individuals of notices and information regarding the development and approval of a new TIP and updates, such as the notice of a TIP update, notice and approval of the TIP amendments, and other information as deemed appropriate. Known as TIP-INFO Notification, this is a tool to help facilitate public review and comment and coordination with transportation and other public agencies.

Due to occasional unforeseen technical difficulties, and the fact that delivery of e-mail cannot be

guaranteed, TIP-INFO is not considered a specific requirement for the public involvement process, but rather an optional enhanced service to provide added convenience for those interested in the TIP. Anyone may sign up for the service at MTC's Web site.

TIP Update

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

TIP Amendment

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

Proposed Amendments to the Federal TIP, other than Administrative Modifications, must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the federal agencies in accordance with 23 CFR 450.220. In general terms, these regulations state the TIP may be modified at any time consistent with the procedures agreed to by the cooperating parties for developing the TIP and all other federal requirements in 23 CFR part 450 concerning the development, public involvement, and federal agencies approval of the TIP.

The interagency consultation or coordination requirements of 23 CFR 450.216(c) and 23 CFR 450.22 will be followed for all Formal Amendments to the TIP. In some instances it may be necessary to convene the Air Quality Conformity Task Force to review and evaluate changes to air quality non-exempt projects, and resulting impacts to the timely implementation of TCMs, and air quality conformity finding of the TIP, prior to approval of an amendment, in accordance with the San Francisco Bay Area Transportation Air Quality Conformity Interagency Consultation process.

TIP Administrative Modification

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

Administrative Modifications are generally processed on a monthly basis, and take about 30 days to process. These actions need to be approved by MTC's Executive Director and Caltrans Office of Federal Transportation Programming.

Because Administrative Modifications do not add or delete projects, and do not affect the air quality conformity finding of the TIP and do not adversely affect the timely implementation of TCMs, new determinations of air quality conformity are not necessary.

TIP Technical Correction

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors and data entry errors. These technical corrections cannot impact the cost, scope, or schedule within the TIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Expedited Project Selection Process

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450.330 allow for the movement of projects within the period of the TIP and FSTIP subject to procedures agreed to by partnering agencies, including the State and transit operators within the region. MTC, as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region has a process in place, as outlined below, developed in consultation with the region's transportation partners that permits the movement of projects consistent with the Expedited Project Selection Process outlined in Code of Federal Regulations (CFR) 450.330. The projects listed within the TIP have all been selected based on the regulations in 23 CFR Part 450. Federal Regulation 23 CFR Part 450.330 allows for the movement of projects within the TIP/FSTIP subject to procedures agreed to by the partnering parties. This procedure is outlined as follows.

All movements must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding of the TIP.

For regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and other funds administered by the Federal Highways Administration (FHWA), MTC has developed a project funding delivery policy through extensive consultations with its regional transportation partners including the Bay Area transit operators, Congestion Management Agencies (CMA's), counties, FHWA, FTA and Caltrans. The *Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised April 26, 2006)* details how project-funding deadlines and fund management requirements are enforced and how projects may be moved within the time period of the adopted TIP. The policy satisfies the requirement of the expedited project selection procedures as stated in CFR 450.330. The project funding delivery policy is also embedded in the TIP amendment procedures, adopted along with the 2009 TIP. Although a TIP amendment is not required at the time a project is moved, an amendment may be processed following each federal fiscal year to reconcile the TIP for financial constraint purposes.

For projects within the State Transportation Improvement Program (STIP), MTC will move projects subject to amendment or allocation approval by the California Transportation

Commission (CTC). Caltrans may move projects in the State Highway Operation Protection Program (SHOPP) document within the TIP/FSTIP period without amending the TIP, with notification to MTC.

Caltrans Division of Local Assistance has implemented a project selection process for the Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), Safe Routes to School (SR2S) Program and other State-administered Local Assistance programs to produce the TIP listing of projects. This process was developed in cooperation with the implementing agencies, FHWA, the MPOs, and HBP Advisory Committee. Caltrans, MTC and the transit operators agree that the Caltrans Division of Local Assistance may move projects within the HBP, HSIP, SR2S and other State-administered Local Assistance programs within the TIP/FSTIP period without amending the TIP, with notification to MTC.

For FTA administered funds, projects may be moved within the period of the TIP/FSTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.

Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request Advance Construction Authorization (ACA) from Caltrans, or pre-award authority from FTA to proceed with the project using local funds until OA and apportionment becomes available. In accordance with the Regional Project Funding Delivery Policy (MTC Resolution No, 3606) projects using ACA or FTA Grant Award Authority for FHWA-administered funds have priority for federal obligations when the availability of Obligation Authority is limited.

Public Participation Process for TIP Amendments

The Transportation Improvement Program (TIP) implements the policy and investment priorities expressed by the public and adopted by MTC in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The TIP covers a four- or five-year timeframe, and all projects included in the TIP must be consistent with the RTP, which covers 25 years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal funds, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

Individual project listings may be viewed through MTC’s Web-based Fund Management System at www.mtc.ca.gov/funding/fms_intro.htm. As part of MTC’s commitment to public involvement, many projects in the TIP are mapped to present the online reader with a visual location of the project. Individuals without access to the Internet may view a printed copy of the project listings at the MTC Library at 101 Eighth Street, in Oakland.

Updating and Revising the Transportation Improvement Program (TIP)

TIP Update *[Procedures may not occur in order shown]*					
❶ Notify public via TIP-INFO Notification (e-mail) Notify public, including RTP participants, via U.S. mail; use appropriate lists within MTC's database	❷ Review by Bay Area Partnership	❸ Intergovernmental consultation, as appropriate 30-day public review and comment period Draft TIP in MTC Library and mailed to major libraries throughout the Bay Area Posted on MTC Web site	❹ Inform media, as appropriate MTC's response to significant comments compiled into an appendix in the final TIP Extend public review period by 5-days if final TIP differs significantly from draft TIP and raises new material issues	❺ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission	❻ Adoption by Commission at a public meeting Approval by Caltrans Approval by Federal Highway and Federal Transit administrations (FHWA/FTA)

TIP Amendment *[Procedures may not occur in order shown]*			
❶ Notify public via TIP-INFO Notification (e-mail)	❷ Review by Bay Area Partnership Posted in MTC Library Posted on MTC Web site	❸ Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: • 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and • Approval by the full Commission at a public meeting. Amendment deleting or adding a project that is not subject to an air quality conformity analysis (such as a roadway rehabilitation): • Review by an MTC standing committee at a public meeting; and • Approval by the full Commission at a public meeting. Amendment changing an existing project that is not subject to an air quality conformity analysis or changing an existing grouped project listing (such as the highway bridge program), or making a financial change to a project previously listed in the TIP, or bringing a previously listed project back into the TIP for financial purposes: Review and approval by an MTC standing committee or the full Commission at a public meeting.	❹ Approval by Caltrans Approval by FHWA/FTA

TIP Administrative Modification *[Procedures may not occur in order shown]*			
❶ No public review	❷ Approval by MTC Executive Director or designee, per Commission delegation Approval by Caltrans	❸ After approval, review by Bay Area Partnership	❹ After approval: • post in MTC Library • post on MTC Web site • notify public via TIP-INFO Notification

TIP Technical Correction *[Procedures may not occur in order shown]*		
❶ No public review	❷ Corrections by staff	❸ No approval required

MTC also sends e-mail announcements to interested parties using its TIPINFO notification service and the notices are posted on the MTC website. Proposed amendments are also publicly noticed as part of a MTC standing committee and/or a full Commission meeting. This process allows the public multiple opportunities to comment on the pending major amendment.
Any proposed Amendments or Administrative Modifications are available at the MTC/ABAG Library at 101 Eighth Street, Oakland, CA and are posted at the TIP Web page located at: http://www.mtc.ca.gov/funding/tip/

TIP Revision Request Submittal

To request a TIP revision, a project sponsor must log onto MTC's Fund Management System (FMS) - MTC's web based programming application tool, and call up the project that needs to be amended, and make the necessary changes and submit the proposal to MTC for review. Likewise, to propose a new project, the project sponsor would create a new project using FMS "universal application" and submit the project proposal to MTC.

MTC programming staff will review the submitted application or amendment proposal for compliance with federal regulations, statue statute and regional polices, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before approving the submitted application or amendment.

If the proposal is found not to conform to the funding program guidelines or is inconsistent with the financial constraint of the TIP or if the proposal violates the region's air quality conformity analysis, or adversely impact the timely implementation of TCMs the proposal may not be processed. Projects that impact air quality may need to be further reviewed by the Air Quality Conformity Task Force, as outlined in the San Francisco Bay Area Transportation Air Quality Conformity Interagency Consultation Procedures (MTC Resolution No. 3075). Generally, changes that require a new Air Quality conformity analysis, as determined through the Interagency Consultation process, will need to wait until the next TIP update.

Proposed additions or changes to projects contained in the TIP must also conform to the amendment rules of the funding program involved (e.g. if the project is funded with STIP funds, it must also conform to the MTC's STIP amendment guidelines and the CTC's STIP guidelines before it can be processed).

Project Funding-Delivery Policy

The region has established funding deadlines for certain FHWA-administered funding, including Surface Transportation Program (STP) and Congestion Mitigation and Air Quality improvement (CMAQ) funds, to ensure timely project delivery against state and federal funding deadlines. The Region's Project Funding-Delivery Policy (MTC Resolution No. 3606) establishes a standard policy for enforcing project funding deadlines and project substitutions for these, and other FHWA-administered funds during Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period. Projects selected to receive federal funds must have a demonstrated ability to use the funds within the established regional, state and federal funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

MTC staff actively monitor and report the obligation status of projects to the Bay Area Partnership. The Partnership working groups will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

Specific provisions of the Regional project Funding-Delivery Policy are contained within MTC Resolution No. 3606, which is included as Appendix A-19, to the TIP.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), or awarded in a FTA grant. This ensures proper management of federal Obligation Authority (OA) against program apportionment levels within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of MTC's regional project funding-delivery policy can be met (MTC Resolution No. 3606). It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to MTC, Caltrans and the appropriate county CMA within a timely manner.

TIP amendment requests will be reviewed for any potential project delivery and financial constraint issues prior to approval.

Project Advancement

Obligations for funds advanced from future years of the TIP will be allowed consistent with the Expedited Project Selections Procedures, and the Regional Project Delivery Policy (MTC Resolution 3606).
Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request Advance Construction (AC) authorization from Caltrans (or pre-award authority from FTA) to proceed with the project using local funds until OA becomes

available. The funds must be programmed in the TIP before authorization to proceed can be approved.

Project Cost Savings/Changes in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (such as Local Streets and Roads Rehabilitation) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, such as the Transportation for Livable Communities (TLC) program, or for regional operations projects such as 511, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans procedures and federal regulation. However, STP/CMAQ funding for the project is limited to the amount approved by MTC. Once funds are de-obligated there is no guarantee the funds will be available for the project.

Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for reprogramming.

Redirection of project savings may require an TIP Revision and the type of revision depends on the extent of the savings and resulting changes in project scope.

Contact

For questions on the TIP revision process contact: Srikalyani Srinivasan at (510) 817-5793 or at ssrinivasan@mtc.ca.gov. A copy of this document is available on the Internet at: http://www.mtc.ca.gov/funding/tip/

APPENDIX A – 32

2007 Congestion Management Process Update

2007 Congestion Management Process Update

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

July 13, 2007

I) Background

SAFETEA-LU Requirements for a CMP

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS). In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

The Partnership Approach

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy was to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, countywide, and local transportation planning processes in the Bay Area. Rather than create a new system, we built on this existing foundation and focused on improving our tool kit to manage the Bay Area's transportation system.

The Bay Area work plan for CMP began with a review of federal CMP requirements in relation to existing and developing regional, countywide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short-range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP. The matrix in Appendix A illustrates this framework.

Focus Tasks

The Partners' approach is based on focus tasks so as to direct our efforts to achievable results and address areas where our work can be strengthened. CMP focus tasks are projects and studies arising from diverse, established activities addressing congestion management and mobility in the regional framework illustrated in Appendix A. Several of the focus tasks rely on the efforts of multiple Partner agencies. This report reviews the focus tasks from previous years and identifies new focus tasks for 2007.

Restriction on Programming Federal Funds to Highway Projects

The CMP requirements specify that federal funds may not be programmed for any project that expands capacity for single occupancy vehicles in a carbon monoxide or ozone non-attainment area unless the project is based on an approved CMP. It should be noted that the U.S. Environmental Protection Agency (EPA) has transitioned from the national one-hour ozone standard to the more health protective 8-hour ozone standard. In April 2004, EPA designated regions for the national 8-hour ozone standard, the 8-hour standard took effect in June 2004 and the one-hour ozone standard was revoked on June 15, 2005. The Bay Area has been designated as a nonattainment area for the national 8-hour ozone standard and the region has been classified as "marginal" according to five classes of nonattainment areas for ozone, which range from marginal to extreme. The Bay Area must demonstrate attainment to the new national 8-hour ozone standard by June 15, 2007.

In April 1998, the Bay Area was redesignated to a "maintenance area" for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Regardless of the region's attainment status, it is MTC practice to document the planning context of all projects included in the financially constrained regional transportation plan in the Project Notebook produced with each long range plan update. Specifically, the Project Notebook documents the plans and studies from which the project evolved and the other alternatives considered. Thus the planning context of any project programmed by MTC can be reviewed by tracing that project back to the long-range plan. Appendix A of this document illustrates how various plans and studies fit into the regional CMP.

Periodic Update

In order to learn from our successes, as well as our failures, an update is prepared periodically to provide an overview of the CMP efforts, evaluate the previous focus tasks, and define new focus tasks for the year to come. This report represents the sixth update since the establishment of the Bay Area CMP. Section 2 summarizes accomplishments from focus tasks identified in CMP updates since 1994. Section 3 identifies focus tasks for 2007.

II) Status Report on Previous CMP Focus Tasks

The major accomplishments for the focus tasks in each of the previous CMP updates are listed below. The list of accomplishments for each of the past focus tasks has been updated to reflect developments since the last CMP update. For a full description of the past focus tasks, see the Congestion Management Process Update for that year.

1994-95 Focus Tasks

Focus Task (1994-95)	Accomplishments
1) Develop MIS implementation procedures	"Regional criteria for screening pipeline projects for MIS requirements." (Dec. 1994) "Regional MIS Process and Procedures." (May 1996)
2) Performance Measures: Explore user oriented performance indicators for evaluating projects and investment alternatives	David Jones study of regional performance indicators. (June 1995) Summary of Bay Area Performance Measures. (Nov. 1995) Continued in later years
3) Improve coordination of data documentation, integration, and travel demand models	"Regional Model Coordination Study." (Dec. 1995) "Data Integration Project Catalog."(Mar. 1996) "Data Integration Project Issues." (Aug. 1996) Ongoing meetings of the Bay Area Travel Model User Community (BATMUC) and associated WWW site: http://tech.groups.yahoo.com/group/batmuc/ (2005 to Present)
4) Metropolitan Transportation System (MTS) Management Strategy: Develop a Partnership approach toward corridor and operational strategies	Phase 1 of Management Strategy, including 8 corridor management workshops. (May 1995) Specific efforts addressed in later focus tasks.
5) Traveler Information: Improve transportation information services to users	Initiated efforts to get TOS freeway sensors working reliably to provide information to TravInfo®. TOS functionality continues to be limited. See items related to 511 and TOS in future focus tasks. Began with TRANSTAR databases in 1994-1995. Transitioned to web-based Take Transit Trip Planner. (2001-2002) Take Transit Trip Planner will include all Bay Area operators by summer 2003. Continued in later years
6) Evaluate the effectiveness of the Freeway Service Patrol	Final report issued (summer 1995)

1996-97 Focus Tasks

Focus Task (1996-97)	Accomplishments
1) Transportation System Performance Measures: Identify customer-oriented performance measures and appropriate uses for them at the regional level.	Developed performance measures. (Spring 2007) (Spring 1997) Developed a pilot project to field-test methods for collecting travel time. (Dec. 1997) Continued in later years.
2) Regional Arterial Program: Promote implementation of programs that improve operation of the region's arterial street network: 1) Regional Traffic Signalization and Operations Program (RTSOP) program provides funding to jurisdictions to implement capital programs, especially multi-jurisdictional & new technology projects; 2) Traffic Engineering Technical Assistance Program (TETAP) program provides technical assistance to local jurisdictions lacking expertise in operations improvements.	Over 92 RTSOP projects funded (1993-1997) and over 170 TETAP projects funded. Identified 14 arterial management strategies. (Fall 1997) RTSOP rolled into TETAP (1998). Implemented Concept of Operations Requirement for multi-jurisdictional signal projects. (Fall 1999) Developed prototype Arterial Inventory Database to track inventory of signal equipment. (Spring 2000 – summer 2002) Launched Regional Signal Timing Program (RSTP) to provide technical assistance to local jurisdictions for retiming traffic signals, including transit signal priority (2004). Retimed over 1,200 signals under RSTP (2006). Funded over 235 projects under TETAP (1993-2006). Continued development and expansion of smart corridors in Silicon Valley, East Bay, and San Francisco (2006).
3) Carquinez Bridge Reconstruction/Operations: Ensure that plans to reconstruct the westbound span and the subsequent operations plans are consistent with the region's commitment to transit and HOV operations as well as the larger framework for management of the I-80 corridor.	Final Environmental Impact Statement issued. (Jan. 1998) Construction of the new bridge, which will accommodate one HOV lane and three mixed-flow lanes westbound on I-80, began in January 2000. The new bridge opened to traffic in November 2003.

Focus Task (1996-97)	Accomplishments
4) Electronic Toll Collection (ETC): Balance the ETC efficiency objectives with gateway functions of toll plazas and with the region's commitment to an HOV program.	HOV bypass included preserving travel time advantage over SOV. (Aug. 1997) ETC operational on all lanes on Carquinez Bridge. (1998) ETC operational in at least one lane of every toll bridge. (Dec. 2000) Installation completed in all toll lanes. (Oct. 2001) Increased number of ETC only lanes from 7 in 2001 to 14 in 2006 and ETC market share increased from 20% in 2001 to 42% in 2006. 7 more ETC only lanes will be added in 2007 and plaza lane configuration and signing will be modified to improve traffic flow to the ETC lanes.
5) HOV Plan and Support Programs: Meet MTC requirements to define a strategy for assessing, operating, improving, and expanding the regional HOV system.	HOV Master Plan Update adopted (Nov. 1997) I-580 HOV lanes converted to mixed flow per HOV Plan recommendation. (1999) 350 HOV lane miles in operation (Jan. 2003) up from 270 HOV lane miles in 1997. 2003 HOV Master Plan Update complete in 2003. MTC initiated the Regional High-Occupancy/Toll (HOT) Lane Network Feasibility Study in 2005. The HOT lane network is based on the existing and planned HOV system. See 2007 Focus Tasks.
6) Regional Strategy for Transportation Demand Management Programs (Regional Rideshare Program): Coordinate TDM/ridesharing activities and focus on the most effective programs.	MTC assumed responsibility for Regional Rideshare Program. (FY 1995-96) Entered into a 5-year contract for Regional Rideshare Program Services and increased advisory role of county congestion management agencies (CMAs) and the BAAQMD (2000) Launched new online ride matching system (Dec. 2002) Formed Technical Advisory Committee (CMAs, BAAQMD, and TDM practitioners), which assisted in developing 3-year Strategic Plan for the program. (Early 2003) Committed $16 million in CMAQ and BAAQMD funds for a contractor to operate the program plus an additional $2.2 million in CMAQ for three counties to provide rideshare services from FY 05-06 through FY 10-11

Focus Task (1996-97)	Accomplishments
7) Emergency Response Program: Develop a formal plan for coordinated regional response among transportation agencies following a major earthquake.	Developed Trans Response Plan defining responsibilities and procedures for implementing a comprehensive transportation response. (Fall 1997) Assisted Caltrans and transit operators in developing agency Emergency Operating Plans. (1998) Held regionwide functional exercises with Caltrans, transit operators, airports and county operational areas annually (1998-2006). Held regionwide functional and tabletop exercises for response to security incidents (such as weapons of mass destruction incident) in 2003 and 2004, and 2007 regionwide functional exercise will address terrorism.

1998 Focus Tasks

Focus Task (1998)	Accomplishments
1) Transportation System Performance Measures: explore methods for collecting travel time data	Conducted study of data collection methods. (March 1999) Continued in later focus tasks.
2) Support I-80 corridor operational analysis in relation to the opening of the HOV/express bus lane (MTS Management Strategy[1])	Completed 6-month report on HOV lane performance. (July 1998) Completed I-80 HOV Lane and Transit and Ridesharing Service and Monitoring Plan. (August 1998)
3) Support Alameda County I-880 corridor operational analysis (MTS Management Strategy[1])	Ramp meters along I- 880 in Alameda County turned on between 1996 and 1999. Analysis completed. (1999) Refer to 2005 Focus Tasks
4) Support San Mateo 101 corridor operational analysis (MTS Management Strategy[1])	Analysis completed. (March 1999)
5) Facilitate corridor management teams (MTS Management Strategy[1])	Partners completed 17 sketch level corridor management plans to identify potential projects for STP/CMAQ funding targeted toward system management. (Nov. 1998)
6) Evaluate effectiveness of operational investments (MTS Management Strategy[1])	Completed evaluation plan for Silicon Valley Smart Corridor project. (April 1998) Before-and-after study completed for El Camino signal interconnect. (July 1998) Continued in later focus tasks.
7) I-680 (Sunol Grade) Phase 2 MIS	Final report completed. (May 2001) Follow-up Value Pricing Study completed (2003) The I-680 High-Occupancy/Toll (HOT) Lane is scheduled to open in 2010, consistent with AB 2032.

[1] See 1994-95 Focus Tasks.

Focus Task (1998)	Accomplishments
8) Field integration work on traffic operations system (TOS) loop detector monitoring stations	TravInfo® installed non-intrusive surveillance units to demonstrate feasibility as alternative to loop detectors. (1999) Caltrans' Detector Fitness Program increased number of monitoring stations on-line to 600 in late 2000. Caltrans detector data integrated into statewide PeMS and 511 Drive Times in 2004.

1999 Focus Tasks

Focus Task (1998)	Accomplishments
1) Transportation System Performance Measures	Implementation on hold in 1999. See 2001-2002 focus tasks.
2) Traveler Information: design, operate and maintain TravInfo® system	See 511 Traveler information in 2001-02 focus tasks.
3) Develop Regional ITS Architecture: The architecture will help identify needs, ensure compatibility of ITS systems, and guide regional ITS investments	See 2001-2002 focus tasks.
4) Conduct Route 24/Caldecott Tunnel Corridor Study: Major investment study exploring alternatives to increase capacity for the reverse peak commute	Completed study. (2001) Caltrans began work on the EIR/EIS for fourth bore. (Nov. 2002) Caltrans to begin construction of fourth bore (2007)
5) Facilitate corridor management teams (MTS Management Strategy[2])	Supported efforts of 5 freeway-arterial Smart Corridor teams to secure funds, retain consultant assistance.
6) Support development of Concept of Operations Reports for arterial signal projects (MTS Management Strategy[2])	Using TETAP funds, prepared Concepts of Operations for 8 corridor management projects. (1999) Continued development of interim center-to-center communications system, including a Concept of Operations, to allow data and video exchange between smart corridors and the Caltrans traffic management center (2007).

[2] See 1994-95 Focus Tasks.

Focus Task (1998)	Accomplishments
7) Evaluate effectiveness of operational investments (MTS Management Strategy[2])	Silicon Valley SMART corridor Evaluation performed by FHWA. (2000) El Camino Interconnect final 'after study' schedule. (Spring 2001) Completed before and after evaluations of signal coordination conducted under Regional Signal Timing Program (2004, 2005) – see also 1996-1997, item 2, Regional Arterial Program. Completed before and after evaluations of I-880 ramp metering. (Fall 2000) and Ala-580 ramp metering (2004) Completed before and after evaluations of transit signal priority and bus rapid transit projects for San Pablo Avenue in East Bay (2005) and El Camino Real in Peninsula and South Bay (2006).

2001-2002 Focus Tasks

Focus Task (2001-2002)	Accomplishments
1) Transportation System Performance Measures: Develop performance monitoring program and use performance measurement in the RTP	Conducted system-level performance analysis for the 2001 RTP. (Aug. 2001) Develop first regional state of the system report with information on performance of the existing transportation system. (Dec. 2002) This report will be updated annually. See 2003 focus tasks.
2) Develop Regional ITS Architecture and Strategic Deployment/Integration Plan	Completed the Phase 1 "State of ITS in the Bay Area" (April 2003) Completed Phase 2 "Bay Area Regional ITS Architecture & Strategic Plan" (October 2004). Project complete.
3) Address near term staffing needs for the TOS/TMC (MTS Management Strategy[3])	Identified need for 20 additional positions in 2000. Attempts to secure funds through budget change order and state budget earmark unsuccessful in 2001 and 2002. Caltrans attempting to sustain past staffing levels for TOS/TMC despite budget crisis.
4) Freeway Management Concept of Operations (MTS Management Strategy[3])	MTC, CHP and Caltrans developed Concept of Operations. (October 2000 - July 2002) These agencies are implementing the Action Plan, and as of 2007, have completed 8 of the 17 near-term items in the action plan, and are currently working on 5 others.
5) Regional Express Bus Program	$40 Million allocated by CTC. All vehicles are in service. Performance is monitored through the Regional Measure 2 process. Buses on two routes may be redeployed as a result of changes in demand associated with regional economic trends.
6) San Francisco Bay Crossings Study	Final Report complete. (July 2002) Feasibility Study of reversible lane of San Mateo-Hayward Bridge initiated. (Fall 2002) Project under consideration for funding from toll increase proposed by State Senator Don Perata. See 2003 focus tasks.

[3] See 1994-95 Focus Tasks.

Focus Task (2001-2002)	Accomplishments
7) 511 Traveler Information	Launched 511 traveler information telephone system. (Fall 2002) Launched companion 511.org website. (Fall 2002) 511 Driving Times feature in operation March 2004. Coverage expanded in July 2004, with plans for further expansion in 2005 and 2006. See 2005 Focus Tasks.

2003 Focus Tasks

Focus Task (2003)	Accomplishments
1) System Management and Operations Blueprint (Builds on efforts featured as past focus tasks related to MTS Management Strategy[4])	"Regional Operations Strategy" (ROS), which provides a comprehensive summary of the region's current policies, programs and investments related to managing the transportation system, and outlines opportunities for future strategies were adopted with Transportation 2030 Plan.
2) Transportation Corridor Concept Reports (TCCRs) and Traffic Operations Strategies (TOPs) (Builds on efforts featured as past focus tasks related to Facilitate Corridor Management Teams – 1998 and 1998)	Caltrans developed 4-panel maps sets for 24 corridors and "Ideal Sequencing Schematics" for 5 corridors, which were shared with MTC and CMAs. (2003) Caltrans and CMAs used information developed to coordinate Transportation 2030 project submittals. (Fall 2003 and Spring 2004) In conjunction with this effort, Caltrans has participated in ABAG's Smart Growth Working Group and Corridor Planning Program, the East 14th Street/International Boulevard corridor team, and numerous regional studies. In 2004, Caltrans began a demo project for I-880 corridor to advance the partnership between planning and operations in comprehensive corridor planning. See 2005 Focus Tasks.
3) San Mateo Bridge Reversible Lanes Feasibility Study	Study found that reductions in westbound AM delay on the bridge would be offset by increased delay at the SR 92/US 101 interchange. (Fall 2003)

[4] See 1994-95 Focus Tasks.

Focus Task (2003)	Accomplishments
4) Regional Goods Movement Study	Phase 1 included identification of Federal reauthorization issues for goods movement; data on commodity flows and future trends; goods movement cluster and economic impact analysis; and land use and community impact analysis. (Fall 2003) Phase II completed in 2004 identified projects for Transportation 2030 Plan with goods movement benefits and identified legislative approaches to address goods movement issues. A study to evaluate the impact of land use decisions on goods movement is underway. This was one of the recommendations of the Regional Goods Movement Study. See 2007 Focus Tasks.
5) Air Quality Management Initiatives	Episodic reduced transit fares: LAVTA offered free rides on Spare the Air days in summer 2003. Free morning commutes were offered on BART and LAVTA in 2004. In 2005, the free morning commute program expanded to add about 20 Bay Area transit systems. In summer 2006, the program was modified to offer free transit, all-day, on 26 Bay Area transit systems. Transit station cars: Program on-hold due to uncertain status of state funding
6) System Performance Monitoring - State of the System Report	MTC and Caltrans released the first State of the System report in 2002. Since then, reports have been released annually through 2006. Count program completed in 2003 and 2004 (traffic counts and bicycle and pedestrian counts). This program was discontinued in 2005 due to the cost of compiling comprehensive data.
7) RTP Performance Measures	Commission adopted performance measures for Transportation 2030 project evaluation (June 2003). Staff evaluated more than 400 projects. Evaluation results approved by Planning and Operations Committee (April 2004) Transportation 2030 Project Performance Evaluation Report published (December 2004) MTC will undertake a performance analysis in conjunction with the 2009 RTP Update (Summer – Fall 2007)

Focus Task (2003)	Accomplishments
8) I-80/I-680/I-780 Major Investment and Corridor Study	Developed a long-range, multi-modal transportation plan for the I-80/I-680 and I-780 corridors in Solano County. The plan identifies highway, transit and park and ride improvements recommended for mid- and long- term implementation. Study completed in July 2004.

2005 Focus Tasks

Focus Task (2005)	Accomplishments
1. I-880 Corridor System Management Study	Document Review/Data Collection I-880 Simulation Model Draft Base Performance Assessment Draft Investment Scenarios/ Strategies Draft Corridor Management Plan
2. Interim Center-to-Center Program	The MOU was fully executed in January 2005. Contractor given Notice to Proceed with Initial Build of C2C software in February 2005, and implemented initial build for November 2005 ITS World Congress. Schedule calls for completion by November 2005. Fiber system constructed. Installation of communications equipment at Fremont and San Francisco planned for 2007-08.
3. I-580 FAIR Lanes Study	Study completed. Findings indicate a High-Occupancy/Toll (HOT) lane may be feasible and beneficial in the I-580 corridor. A modest program offering credits to low-income travelers would not adversely affect the HOT lane. A program offering credit to all travelers would jeopardize HOT lane operations. (August 2005).
4. Santa Clara County High Occupancy Toll (HOT) Lanes Feasibility Study	The initial feasibility assessment was completed in November 2004. In 2005, a more detailed operational assessment and financial assessment recommended development of HOT lanes on US 101 and SR 85. Santa Clara Valley Transportation Authority has begun project development and environmental studies on these two corridors, consistent with AB 2032 (Winter 2006).
5. Transit Oriented Development Study	The Study assessed the opportunities, benefits and barriers for increased levels of TOD in the San Francisco Bay Area, and helped define MTC's policies for conditioning regional discretionary funds for Resolution 3434 transit expansion projects on the demonstration of supportive land use policies by local governments. The final report and briefing book are complete and available on line.

Focus Task (2005)	Accomplishments
6. Bay Area Regional Rail Plan	The study identified alternative networks for improving and expanding the regional rail system and for including a high-speed train entry from the Bay Area to the Central Valley. In addition, the study will look at benefits and risks for changing institutional governance structures. The final study will be presented to MTC for adoption in fall 2007. Analysis and preliminary implementation plan for leveraging system assets
7. 511 Traveler Information System Enhancements	Installed 53 additional readers at sites throughout the region to collect traffic data and improve the quality of data provided to 511 users. Enhanced 511 phone and web dissemination systems in response to user feedback. Implemented and evaluate design changes to the 511 telephone system to support delivery of real-time transit information for five MUNI light rail routes.
8. 580/680/84 Triangle Analysis Study	Analysis narrowed down to two alternatives with phasing and implementation plan (2007). Planning level traffic analysis Benefit cost analysis to prioritize recommended improvements Phasing and implementation strategy for the I-580, I-680 and Rte 84
9. Peninsula Gateway 2020 Study	Public outreach strategy Operational Analysis Conceptual Definition of Alternatives

III) Development of the 2007 Focus Tasks

As in previous years, the new focus tasks are active elements of the Management Strategy. This strategy both highlights established Partnership activities that address mobility and minimizes duplicative efforts. The 2007 focus tasks are summarized in the following table.

2007 Focus Tasks

Focus Task	Committee Oversight	Project Goals	Near Term Products (in 2007)
1. Peninsula Gateway 2020 Study	C/CAG, San Mateo TA, VTA, Caltrans, MTC, East Palo Alto, Menlo Park, Palo Alto, Mountain View	• Identify short, medium and long-range options for addressing congestion problems relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. Optimize use of existing infrastructure and implement solutions to improve traffic flow in the study area and minimize its impact on local communities.	• Public Outreach Strategy • Operational Analysis • Conceptual Definition of Alternatives
2. Regional High-Occupancy/Toll (HOT) Lanes Network Feasibility Study	Caltrans, CHP, ACCMA, VTA and MTC	• Assess feasibility of a regional network of HOT lanes based on converting existing HOV lanes to HOT lanes and completing the HOV/HOT network. • Identify key policy considerations and provide a regional policy context for HOT Lane demonstration projects currently under development by ACCMA and VTA	• Discussions with regional stakeholders on HOT lane network governance • Preliminary financial assessment • Phased implementation plan
3. Regional Goods Movement Planning	Port of Oakland, Alameda CMA, San Joaquin Council of Governments, BAAQMD	• Identify priority goods movement projects for the Bay Area, and along with regional partners, for all of Northern California. • Analysis of the implications of local land use decisions on goods movement.	• A list of priority projects and potential funding strategies. • An assessment of those lands currently supporting goods movement and how future land use plans and decisions may result in a reduction of available space along key corridors. • A better understanding of the costs and benefits associated with such land use decisions.

Focus Task	Committee Oversight	Project Goals	Near Term Products (in 2007)
4. Open Road Tolling	BATA, Caltrans, BT&H	• Improve Electronic Toll Collection traffic flow at the Benicia toll plaza • Install next generation toll system equipment	• Modify toll plaza infrastructure to accommodate high speed ORT lanes • Install new lane equipment, improved violation enforcement system, and new toll system software • Start of operations in late Summer/early Autumn when new Benicia bridge opens to traffic
5. I-80 Interregional Smart Growth Study	MTC, STA, SaCOG and local cities	• Improve interregional coordination, planning and modeling for the I-80/Capitol Corridor from Solano north to Placer County.	• I-80 market demand study • I-80 goods movement analysis • Three new model runs for interregional corridor based on different land use assumptions
6. VII Test Bed	Caltrans, MTC, and several original equipment manufacturers (OEMs) from the automotive industry	• Develop VII testbed to understand the technical feasibility and institutional value of VII. • Assess real-world implementations of VII infrastructure, architecture and operations. • Inform National VII deployment decision.	• Deployment of 40 roadside VII units on US-101 and SR 82 in San Mateo and Santa Clara counties for testing. • Development of 5 VII applications by MTC, Caltrans and the OEM partners that showcase the value of VII. • Integration of our testbed with the National VII program.
7. Freeway Performance Initiative and Corridor System Management Plan	Caltrans, MTC, CMAs	• Development of a corridor-based, performance-driven transportation planning process and the use of tested system management strategies and principles to maximize the efficiency of the existing transportation infrastructure.	• A prioritized list of strategies and projects for major Bay Area corridors that will help guide near-term investments and become the initial proposals that will help frame the next Regional Transportation Plan.

Focus Task	Committee Oversight	Project Goals	Near Term Products (in 2007)
8. SFCTA Mobility, Access and Pricing Study	Policy working group, Technical advisory committee, Business advisory council, Stakeholder task force, SFCTA Citizens Advisory Committee	• Study analyses feasibility of congestion pricing as a tool to improve mobility and accessibility in San Francisco. • Recommend congestion pricing strategies and programs	• Baseline analysis for existing and future conditions • Preliminary alternatives for priced areas as well as alternatives for transportation improvements • Potential recommendations by summer of 2008

Appendix A

Partner Plans & Programs / CMP Components	Unifying Approach	Regional Transportation Plan (RTP) and the EIR - MTC -	Transportation System Monitoring Program - Partnership -	Short Range Transit Plan (SRTP) -Transit Operators -
System Definition	Regional transportation system (includes intermodal transfer points and non-motorized network)	Regional transportation system	Regional transportation system	Transit Systems
Performance Measures	Continue to explore and evaluate alternative performance measures through the Partnership	System level analysis (RTP EIR): average travel times, access to jobs, vehicle trips, VMT, vehicle emissions Project level analysis (Transportation 2030 EIR and Project level analysis: safety, reliability, access, clean air, livable communities) 2009 RTP Measure TBD	Indicators of mobility and accessibility, safety and state of repair. Emphasis is on presenting information in one place in an easy-to-understand format	Ridership, service miles, service hours, cost per hour, on time performance, dependability, load factors, safety, accessibility, customer service/ information
Data Collection & System Monitoring	Use of all sources as available and as documented by the Data Integration Project	Caltrans and CMA observed traffic counts and speeds, transit ridership, ridesharing, census data and MTC Bay Area Travel Survey	Use existing data collected by Caltrans, CHP, CMAs, transit operators, and MTC. Supplemental data collection to fill gaps.	National Transit Database (NTDB), State Controller's Report, MTC Reporting System, & performance audits
Identification of Proposed Strategies	Major Investment Studies, CMPs, SRTPs, GPs, Management Strategy	Occurs through other planning activities	Occurs through other planning activities	RTP goals and policies, capital replacement plan, transit operator goals/ interpretation coordination program
Evaluation of Proposed Strategies	RTP financial element, EIRs for RTP, CMPS, Public Review Processes	RTP EIR, Partnership and public review processes; performance assessment Corridor studies	Occurs through other planning activities	RTP EIR, Partnership and Public Review Processes Planning assessments of transit operators, multimodal fund programming process, project dvpt. & review, performance audits
Implementation of Proposed Strategies * Programming * Project delivery	RTIP/TIP Tip Monitoring Program	RTIP/TIP Tip Monitoring Program	Occurs through other planning activities	Transit operator capital & operating program, RTIP/TIP Monitoring, Productivity Improvement Program

Partner Plans & Programs / CMP Components	Unifying Approach	Regional Transportation Plan (RTP) and the EIR - MTC -	Transportation System Monitoring Program - Partnership -	Short Range Transit Plan (SRTP) - Transit Operators -
Evaluation of the Effectiveness of Implemented Strategies	Analysis of expected impacts in RTP/CMP/SRTP forecasting. Process to evaluate observed impacts to be developed	RTP EIR - travel time and volume measures, transit use, hwy. delay, ridesharing	Effectiveness of some improvements will be evident in future State of the System Reports	RTP EIR, Productivity Improvement Program, Transit Planning Assessment, NTDB, performance audits

SIP/ Bay Area Clean Air Plan - MTC/ BAAQMD -	County Congestion Management Programs (CMPs) and Countywide Transportation Plans - CMAs-	Corridor Studies/ Major Investment Studies - Affected Partners -	Regional Airport System Plan - Bay Area Airports, MTC & ABAG -	San Francisco Bay Area Seaport Plan -Bay Area Seaports MTC & BCDC -
Air basin of regulation	CMP systems (State Highways and major arterials)	Freeway, highway, and transit facilities and services in the corridor	All public use general aviation, air carrier and military aviation in the region	Public use and military seaports
Bay Area Air Quality Plan Standards: based on Federal and State Clear Air Acts including VMT, AVR, & emissions budgets	LOS as trigger to deficiencies for CMPs, multimodal measures must be used, proposing & evaluating projects. Performance measures in Countywide Plans	Developed based on regional and local transportation policies and needs	Peak hour, demand supply ratio, ground access	Tonnage and numbers of containers, berth requirements, measures of ground access (e.g. levels/ extent of congestion on major access routes)
Air quality monitoring, VMT, vehicle trips, speeds, occupancy rates, TCM status	CMP monitoring process, Caltrans Congestion Monitoring, CMA models, performance monitoring (optional)	Use of all available sources, including Caltrans, MCA, transit operators, and MTC data and modeling as available and applicable	MTC Air Passenger Survey, Caltrans Acoustic Counter, 5010 Inspections, Airport Manager's Report	Pacific Maritime Assoc. Annual Report, Port of Oakland statistics, Maritime Administration
Clean Air Plan	CIPs of each CMP and the Countywide Plans	Cooperative analysis of transportation conditions, problems and opportunities, roles and responsibilities for capital and operating improvements	Airport System Plan, Capital Improvement Program	Seaport Plan, Port Priority Use Areas and Marine Terminals Designation
RTP EIR, RTP conformity analysis, Clean Air Plan EIR	Countywide Plan modeling and evaluation, CMP-CIP & environ review processes, then through the RTP, and its EIR process Multimodal fund priority setting process, project dvpt. & review	Cooperative evaluation of proposed strategies Individual project dvpt. & review MIS guidelines	Airport Systems Plan Alternatives Evaluation	Military Base Evaluation process.
RTIP/TIP Transportation Control Measures	RTP/RTIP/TIP County sales tax programs	RTP/RTIP/TIP TIP Monitoring Program	Funding is through the FAA. ABAG monitors implementation through the Regional Clearinghouse	Seaport Plan, BCDC acts on permit applications. MTC monitors through CEQA documents
RTP/TIP conformity process for regional & corridor analysis, RTP EIR, & specific EIR & res. 2270 process for individual, major projects	Countywide and CMP modeling assesses impact of strategies on performance measures	RTP EIR - travel time and volume measures, transit use, hwy. delay,	RASP environmental study - includes aviation and ground access measures	SFBA Seaport Plan Environmental Assessment

This page intentionally left blank