

APPENDIX A – 43

Project Delivery

**Regional Project Funding Delivery Policy Guidance
for FHWA-Administered Federal Funds
in the San Francisco Bay Area
MTC Resolution No. 3606**



Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C 07/23/08-C
01/22/14-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.

This resolution was revised on July 23, 2008 to advance the obligation and obligation request submittal deadlines in response to a change in Caltrans' release date for unused regional Obligation Authority (OA).

Attachment A to the resolution was revised on January 22, 2014 to advance the obligation and obligation request submittal deadlines to be more aligned with the summer construction season, shorten the award deadline to be consistent with CTC and Caltrans requirements, expand the policy to cover all FHWA-administered funds programmed in the TIP rather than just STP/CMAQ funds, establish local public agency project management expectations, require a single point of contact for all agencies delivering projects with FHWA-administered funds, apply the policy to MAP-21 and beyond, and modify attachment A to focus on specific Commission policies rather than general guidance which are to be promulgated by staff in consultation with partnering agencies.

Further discussion of this action is contained in the summary/ MTC Executive Director's Memorandums to the MTC Programming and Allocations Committee dated October 8, 2003, April 12, 2006, July 9, 2008, and January 8, 2014.

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

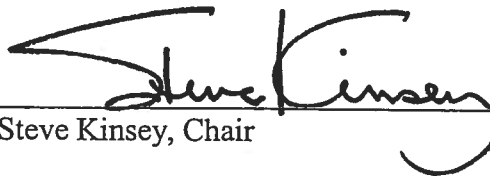
WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately \$100 million waiting for additional OA; and

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

A handwritten signature in black ink that reads "Steve Kinsey". The signature is written in a cursive style with a large, sweeping initial "S".

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

Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C 07/23/08-C
01/22/14-C

Attachment A
MTC Resolution No. 3606
Page 1 of 5

**Regional Project Funding Delivery Principles for
FHWA-Administered Federal Funds
in the San Francisco Bay Area**

Background

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for various fund sources (referred collectively as 'Regional Discretionary Funding').

As a result of the responsibility to administer these funding programs, the region has established various principles for the delivery of regional discretionary funds in various programs, including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP), to ensure timely project delivery against state and federal funding deadlines. The regional project funding delivery principles establish a standard policy and guidance for implementing project funding deadlines for these and other federal funds administered by the Federal Highway Administration (FHWA) during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Regional Project Funding Delivery Policy Intent

The intent of this regional project funding delivery policy is to ensure implementing agencies do not lose transportation 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 (OA), 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 county Congestion Management Agencies (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.

The policy applies to all FHWA-administered funds programmed in the federal TIP, with additional principles applied to regional discretionary funding as noted. Implementing agencies should pay close attention to additional state and federal deadlines and requirements imposed on their funding so as not to miss any other applicable funding deadlines, such as those required by the California Transportation Commission (CTC).

This regional project funding delivery policy was developed by the San Francisco Bay Area Partnership, through the working groups of the Bay Area Partnership's Technical Advisory Committee (PTAC) consisting of representatives of Caltrans, CMAs, transit operators, counties, cities and MTC staff.

Benefits of the Regional Project-Funding Delivery Policy and Principles:

The following are key benefits of the policy and principles:

- Strengthens the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and Obligation Authority (OA) levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporate Caltrans and FHWA post-obligation requirements, thus minimizing risk of losing federal transportation funding.
- Supports subsequent requests for additional federal funding for the region by demonstrating success in delivery of regional transportation projects.
- Establishes standard guidance to be applied for all regional discretionary funds and programming cycles and all FHWA-administered funds included in the TIP. A standardized policy makes it easier for project sponsors to implement project delivery strategies consistently among the programmed projects.
- Keeps the region ahead of other regions in the state, that in recent years have been improving their own delivery rates.

Regional Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal 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 FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of

the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

- **Funds not used in a timely manner are subject to rescission.** For regional discretionary funds subject to a federal rescission, the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated. This ensures future funding commitments are not impacted due to delivery failures of earlier-funded projects.
- **Local Agencies delivering federal-aid projects are to assign a single point of contact.** Every Local Public Agency (LPA) with FHWA-administered funds programmed in the federal TIP must identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. This will improve communication and coordination of delivering federal-aid projects.
- **Local Public Agencies should be qualified in the federal-aid process.** By requesting the programming of federal funds in the federal TIP, the agency is self-certifying they are qualified to deliver federal-funding transportation projects. This regional qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the federal-aid project.
- **LPAs should engage in good project management practices.** Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans. This will ensure sponsors are actively monitoring the status of their projects to ensure federal funds are not lost.
- **LPAs should be in good standing.** 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 FHWA federal-aid projects will have future programming and OA restricted for additional projects until the troubled projects are brought back on schedule, and the agency demonstrates it can deliver new projects within the funding deadlines and can meet federal-aid project requirements.
- **Guidance on these delivery principles shall be promulgated by MTC staff.** Commission policies and principles for the management and implementation of FHWA-administered funds programmed in the federal TIP shall be promulgated by staff through the development of regional guidance in consultation with partner agencies.

Consequences of Non-compliance

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 project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones 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 will work with the agency 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, or are out of compliance with federal-aid requirements and 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 Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver 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.

APPENDIX A – 44

Project Delivery

Regional Project Delivery Policy Guidance



**Metropolitan Transportation Commission (MTC)
Regional Project Funding Delivery Policy Guidance for
FHWA-Administered Federal Funds
In the San Francisco Bay Area
MTC Resolution 3606
January 22, 2014**

Regional Project Funding Delivery Policy Intent

The intent of the 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 (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-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 guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). 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, such as those imposed by the CTC on funds it administers and allocates.

This regional project delivery policy guidance was developed by the San Francisco Bay Area's Partnership, through the working groups of the Bay Area Partnership Technical Advisory Committee's (PTAC) consisting of representatives of Caltrans, county Congestion Management Agencies (CMAs), transit operators, counties, cities, interested stakeholders, and MTC staff.

General Policy Guidance

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding');

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the

regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

FHWA-administered federal funds are to be programmed in the federal 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).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, 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 FHWA 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 deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups 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 regional discretionary fund programming. These changes, or revisions 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 MTC Commission. Regional discretionary 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. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

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 regional 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 for the funds it manages.

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 January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed on the advancement of funds for

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (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 by May 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 also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. The use of 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. When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.

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 – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

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 funding 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 or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be 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 are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, 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 (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

For federal regional discretionary funds managed by MTC, any funding reductions or unused funds realized after the obligation deadline return to MTC. Any Regional Discretionary Funding such as STP/CMAQ funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to the Commission for reprogramming. However, for funding administered by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.

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.

Important Tip: If a project is canceled and does not proceed to construction or right of way acquisition within 10 years, the agency may be required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission,

the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code Section 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 from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal 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 review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-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.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. 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 federal fiscal 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 continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate

issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified' for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects.

Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive Regional Discretionary 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 and are required to develop major milestone delivery schedules for each of their federal-aid projects.

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

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve 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, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

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 (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form and attachments to Caltrans for all projects, 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.

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive Regional Discretionary funding must demonstrate the ability to obligate programmed funds by the established deadlines. 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 funding 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 for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program 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 November 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/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, 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 programs, the Commission has discretion to redirect funds from delayed or failed projects.

MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an

obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline.

In Summary:

- Request For Authorization (RFA) Submittal Deadline: November 1 of the fiscal year the funds are programmed in the federal TIP. The Implementing Agency is required to submit a complete Request for Authorization (RFA)/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). For projects with federal funds administered by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline of federal funds.
- Obligation /Authorization Deadline: January 31 of the fiscal year the funds are programmed in the TIP, including funds administered by the CTC, such as STIP and state-TAP. No extensions will be granted to the obligation deadline for regional discretionary funds.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the regional discretionary funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) once additional OA is made available by Caltrans. Projects with federal funds administered by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

November 1 - Regional Request for Authorization (RFA) submittal deadline. Complete and accurate Request for Authorization package submittals, and ACA conversion requests for projects in the annual obligation plan received by November 1 of the fiscal year the funds are programmed in the TIP receive priority for obligations against available OA. The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.

November 1 – January 31 – Projects programmed in the current year of the TIP and submitted during this timeframe are subject to re-programming. If OA is still available, these projects may receive OA if obligated by January 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first-come first-served basis. Projects with funds to be advanced from future years should request the advance prior to January 31, in order to secure the funds within that federal fiscal year. This rule does not apply to federal funds administered by the CTC such as STIP or state-TAP funds.

January 31 - Regional Obligation/Authorization deadline. Regional Discretionary Funding not obligated (or transferred to FTA) by January 31 of the fiscal year the funds are programmed in the TIP are subject to reprogramming by MTC. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to January 31 in order to secure the funds within that federal fiscal year, though a project may be advanced from a later year any time after January 31. For funding administered by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they are subject to de-programming 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.

Important Tip: In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 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 or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federal funds unless the E-76 RFA package is also submitted.

Important Tip: There may be occasions when the schedule for a project funded by the CTC is not in sync with the standard summer construction season or with the January 31 regional obligation deadline. Considering that CTC-administered construction funds must be awarded within 6 months of the CTC allocation, the project sponsor may want to delay the CTC construction allocation until later in the season in order to comply with the CTC award deadline. This is allowed on a case-by-case basis for construction funds when the project sponsor has demonstrated a special project delivery time-schedule, and programming the funds in the following state fiscal year was not an option. Regardless of the regional obligation deadline, the end-of-state-fiscal-year CTC allocation deadline still applies, and CTC-administered funds must still receive a CTC allocation by June 30 of the year the funds are programmed in the STIP. This means the construction CTC allocation request/ RFA must be submitted to Caltrans local assistance no later than March 31 of the year the funds are programmed in the STIP/TIP in order to meet the June CTC allocation deadline.

- **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. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 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 de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, 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 complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures.—Agencies with projects that do not meet these award deadlines will have future

programming and OA restricted until their projects are brought into compliance (CTC-administered construction funds lapse if not awarded within 6 months).

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.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against 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, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

- **State Liquidation Deadline**

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 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. 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 (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction or right of way acquisition 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 or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required 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 right of way acquisition or 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.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

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 project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones 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 will work with the agency 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, or are out of compliance with federal-aid requirements and 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 Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver 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 Delivery Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal 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 FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.
- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

Regional Project Delivery Policy Guidance

MTC Resolution 3606

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency is committed to delivering project in the year programmed in the TIP	Region	Deprogramming of funds and redirection to other projects that can use the OA (MTC)
Field Review (If applicable)	Within 12 months of inclusion in TIP	Region	Restrictions on future programming, obligations and OA until deadline is met (MTC)
MTC Obligation Plan CA S&H Code § 182.6(f)	October 1 - Beginning of each federal fiscal year	Caltrans Region	Only projects identified in MTC's annual Obligation Plan receive priority for OA. Projects not in annual plan may need to wait until after May 1 to receive an obligation (MTC)
Request For Authorization (RFA) Submittal	November 1 of year funds programmed in TIP	Region	Project loses priority for OA. OA may be redirected to other projects (MTC)
Obligation / FTA Transfer E-76 / Authorization	January 31 of year programmed in TIP	Region	Reprogramming of funds and redirection to other projects that can use the OA (MTC)
Release of Unused OA	May 1	Caltrans	Unused OA becomes available for all regions to access on first-come first-served basis (Caltrans)
CTC-Allocation CA Gov Code § 14529.8	June 30 of the year CTC funds are programmed	CTC	CTC-programmed funds lapse (CTC) Requires CTC approval for extension
Last opportunity to submit Request For Authorization (RFA) for federal fiscal year	June 30	Caltrans	Requests submitted after June 30 may need to wait until following federal fiscal year to receive E-76 / Authorization (Caltrans)
End of Federal Fiscal Year - OA No Longer Available	August 30	Caltrans Federal	Federal system shut down. Unused OA at end of federal fiscal year is taken for other projects. No provision funds taken will be returned (FHWA)
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans Region	De-obligation of funds after 6 months (so project does not become inactive) (Caltrans) Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Advertisement	3 months after obligation	Region	Potential to miss award deadline. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Award	6 months after Allocation/ Obligation	CTC Region	CTC-allocated funds lapse. Requires CTC extension approval (CTC) Potential for project to become Inactive. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Invoicing & Reimbursement	Submit invoice and receive reimbursement at least once every 6 months following obligation of funds.	Federal Caltrans Region	Placed on pending inactive list after 6 months. Must submit invoice status reports (Caltrans) De-obligation of funds if project does not receive reimbursement within 12 months, with no guarantee funds will be returned (FHWA) Restrictions on future funding (MTC)
Expenditure CA Gov Code § 14529.8	2 years following the year of CTC allocation of funds	CTC	CTC-allocated funds lapse (CTC) Requires CTC approval for extension
Liquidation CA Gov Code § 16304.1	2 years following the year of allocation (state funds) 4 years following the year of allocation (Federal funds)	State of California Caltrans	Loss of State budget authority and de-obligation of funds (State of California). Requires CWA with Caltrans for extension (Caltrans)
Project Close-Out	6 months after final invoice	Caltrans Region	Must submit explanation in writing (Caltrans) Restrictions on future funding (MTC)

APPENDIX A – 45

Project Delivery

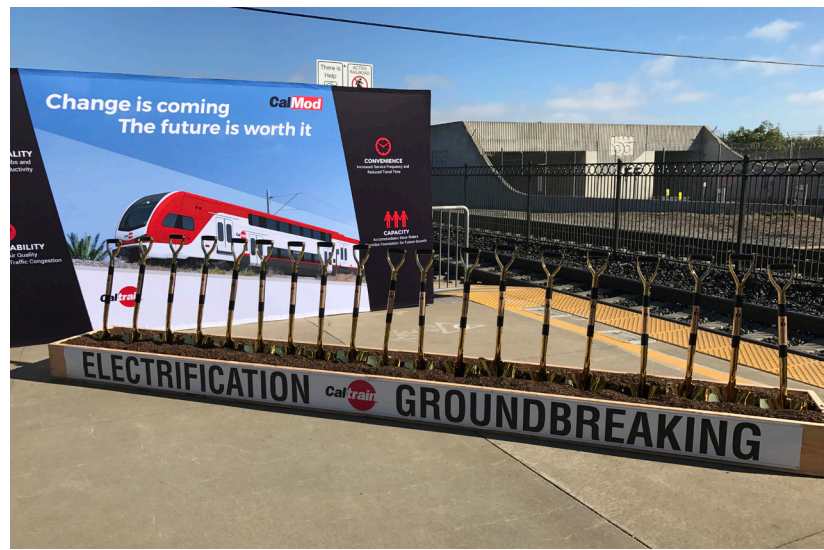
**Annual Listing of Federally Obligated Projects
for Federal Fiscal Year 2016-17**



ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Federal Fiscal Year 2017

(October 1, 2016- September 30, 2017)



METROPOLITAN TRANSPORTATION COMMISSION

(Cover photos: (top left) GGBHTD: Golden Gate Bridge Suicide Deterrent; (top right) SFMTA: SF Muni Third St LRT Phase 2 – New Central Subway; (bottom right) Caltrain: Caltrain Electrification)



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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December 27, 2017

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Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

TO: Federal Highway Administration, Federal Transit Administration, Caltrans, Interested Agencies, Organizations and Individuals

RE: Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2016-17

Title 23 CFR 450.334 requires the Metropolitan Transportation Commission to publish a listing of projects using federal funds obligated in the previous federal fiscal year. The Annual Listing of Federally Obligated Projects ("Annual Listing") provides a record of project delivery and promotes awareness of federal spending on transportation projects.

The Annual Listing includes explanatory text, as well as summary listings by categories such as mode, system, and fund source. Additionally, the Annual Listing includes a glossary of the commonly used abbreviations and acronyms to help the public better understand the listing.

The Fixing America's Surface Transportation (FAST) Act also encourages cooperation among the state department of transportation (Caltrans), public transit operators, and MTC to develop this Annual Listing. As a part of our development process, MTC distributed the draft Annual Listing to the Bay Area Partnership Working Groups and stakeholders for comment.

This report was developed using data sourced from both Caltrans and MTC. For the last federal fiscal year (October 1, 2016 through September 30, 2017), the region obligated approximately \$1,700 million in federal transportation funds. The Annual Listing has two sub-listings: road and highway projects, and transit projects. Information for the road and highway project listing includes obligation of funds such as the Surface Transportation Block Grant Program (STP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the Active Transportation Program (ATP), and miscellaneous earmarks. The sources of this information are Caltrans and MTC. The second table, for transit, includes obligation of fund sources such as Federal Transit Administration Sections 5307, 5337 and 5309, and the source is MTC.

The enclosed document is available through the Internet at the MTC website:

<http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>

Annual Listing of Federally Obligated Projects, FFY 2016-17
December 27, 2017
Page 2

If you have any questions regarding the Annual Listing, please contact Kenneth Kao of MTC's Programming and Allocations Section by phone at (415) 778-6768 or by e-mail at: kkao@bayareametro.gov.

Thank you for your interest in the FFY 2016-17 Annual Listing of Federally Obligated Projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ross McKeown".

Ross McKeown
Assistant Programming Director

RM:ma

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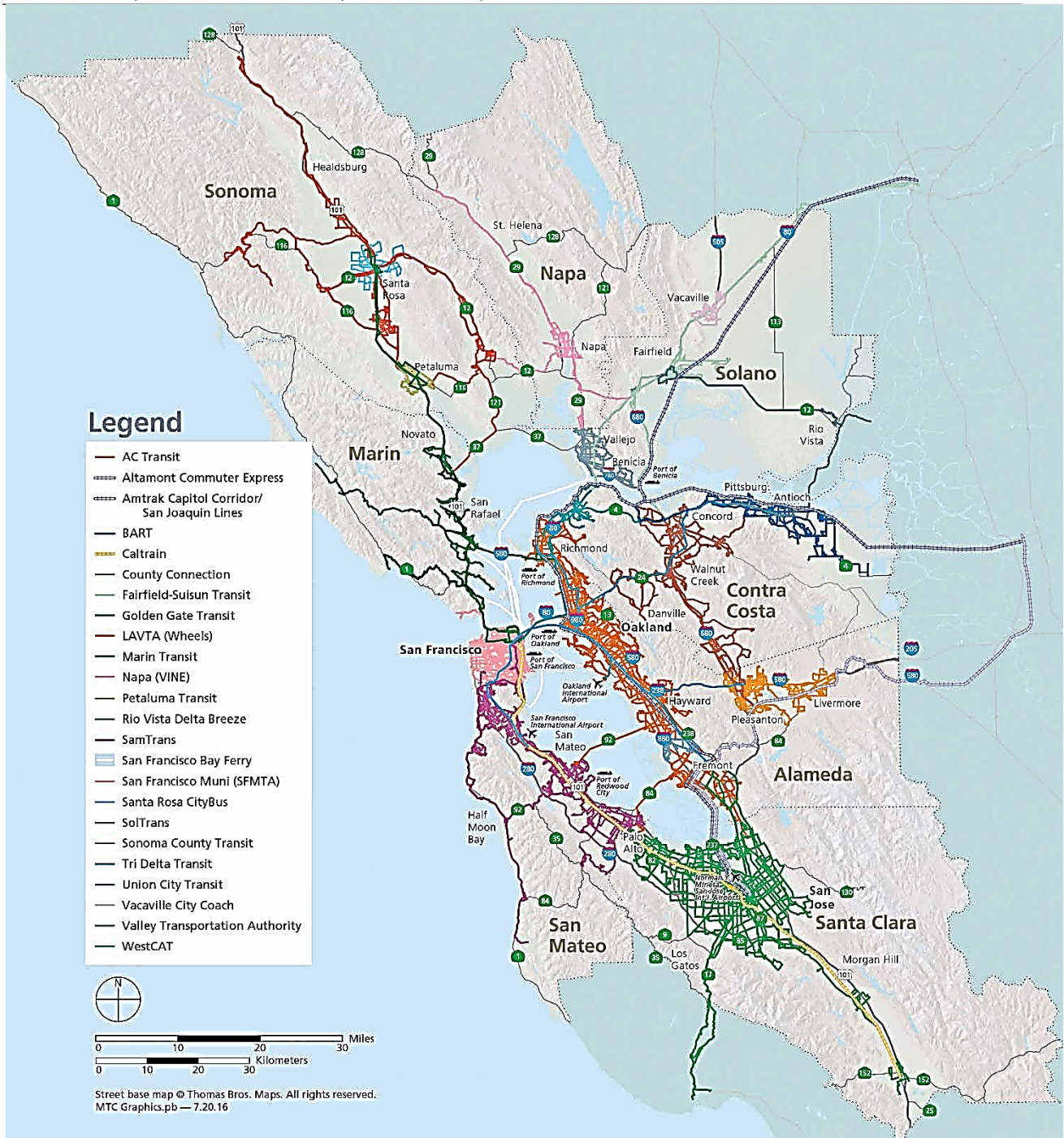
Attachment: FFY2016-17 Annual Listing of Federally Obligated Projects

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Nine-County San Francisco Bay Area Transportation Network



About this Document

The Metropolitan Transportation Commission, as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required by Title 23 CFR 450.334 to publish a listing of projects that obligated federal transportation funds in the previous year.

The purpose of this document is to provide a record of project delivery, increase public awareness of government spending on transportation projects, and demonstrate continued coordination between the various agencies responsible for implementing the projects programmed in the region's Transportation Improvement Program, or TIP – MTC, the California Department of Transportation (Caltrans), the nine Bay Area Congestion Management Agencies (CMAs), and the various regional public transportation operators.

Obligation

- The term obligation means that a project sponsor has received federal authorization to begin work on a phase of a project and a commitment from the federal government to reimburse the project sponsor for eligible expenses.
- A project that has obligated funds during the year was not necessarily completed or initiated during the year.
- The amount of funds obligated on a project in this federal fiscal year is not necessarily representative of the total funds programmed this federal fiscal year.

This document is available for download on the MTC website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

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 21-member policy board.

Federal Framework

Over the years, state and federal laws have given MTC an increasingly important role in financing Bay Area transportation improvements. At the federal level, MTC became the designated recipient of FTA Formula Funds in 1975 and with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Metropolitan Planning Organizations (MPOs) like MTC have been responsible for selecting the mix of transportation projects best suited to meet their region's needs.

- Fixing America's Surface Transportation (FAST) Act:
Congress reaffirmed MPOs' role in transportation financing in 2015 with the passage of the most recent federal transportation authorization, the Fixing America's Surface Transportation (FAST) Act. The FAST Act was effective October 1, 2015.

This annual obligation listing report covers the second year of the FAST Act through Federal Fiscal Year (FFY) 2016-17 (October 1, 2016 – September 30, 2017).

Regional Transportation Plan: Plan Bay Area

MTC is responsible for adopting the Bay Area's regional transportation plan and sustainable communities strategy (RTP/SCS). The current RTP/SCS, known as *Plan Bay Area 2040*, was adopted by the Commission on July 26, 2017.

The plan establishes the long-range goals for the region, and identifies a set of investments and strategies to implement them. 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 also help improve regional air quality. *Plan Bay Area 2040* can be found at the MTC website at <http://mtc.ca.gov/our-work/plans-projects/plan-bay-area-2040/plan-bay-area>.

Federal Funding in *Plan Bay Area 2040*

A variety of sources of funding are required to fund the set of investments included in the plan. Over the 24-year period of *Plan Bay Area 2040* (2017-2040), federal funds represent approximately \$29 billion, or 10% of the revenues for Bay Area's planned \$303 billion investment package.

As a reminder, this obligation report is limited to federal funds and does not include all revenues that have been expended on transportation in a given year.

Transportation Improvement Program

With the long-range plan in place, the Transportation Improvement Program, or TIP, serves as a short range programming document for the projects to be undertaken in the next few years. The TIP sets forth the region'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. Only projects consistent with the regional transportation plan's financially-constrained list may be placed in the TIP for federal funding. In addition, in order for a project to obligate federal funds, the project's funding must be included in the TIP.

Projects in the TIP

The TIP is a comprehensive listing of all Bay Area transportation projects that receive federal funds, are regionally significant, or are subject to a federally-required action such as a review for impacts on air quality.

MTC's TIP for the San Francisco Bay Area can be found online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

By law, the TIP must be adopted at least once every four years, cover at least a four-year 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.

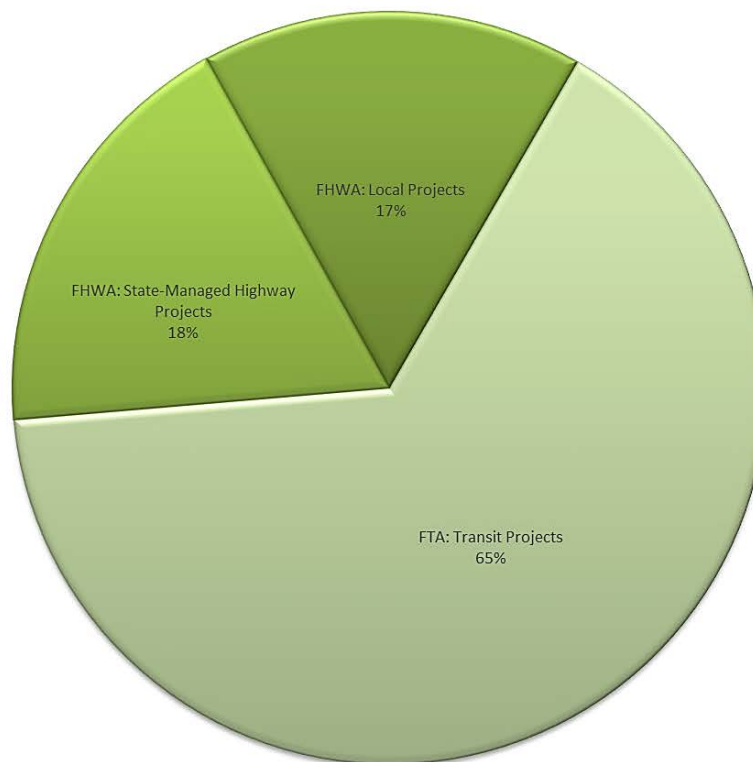
The 2017 TIP, which covers federal fiscal years 2016-17 through 2019-20, was approved by the Federal Highway Administration and Federal Transit Administration on December 16, 2016.

Annual Obligated Project Listing Summary

This annual listing shows that approximately \$1,700 million of federal funds were obligated in the MTC region in FFY 2016-17, more than the \$1,040 million obligated in FFY2015-16. Of the \$1,700 million obligated, over half, or \$1,111 million, was obligated by the Federal Transit Administration (FTA) for transit projects. The remaining portion of funds (35%) were obligated by the Federal Highway Administration (FHWA) for highway, local road, bicycle and pedestrian facilities, and air quality projects. Of the \$1,700 million obligated, the California State Department of Transportation (State-Managed) obligated 18% for state highway related projects and the Local agencies obligated another 16% for local projects on and off the state highway system.

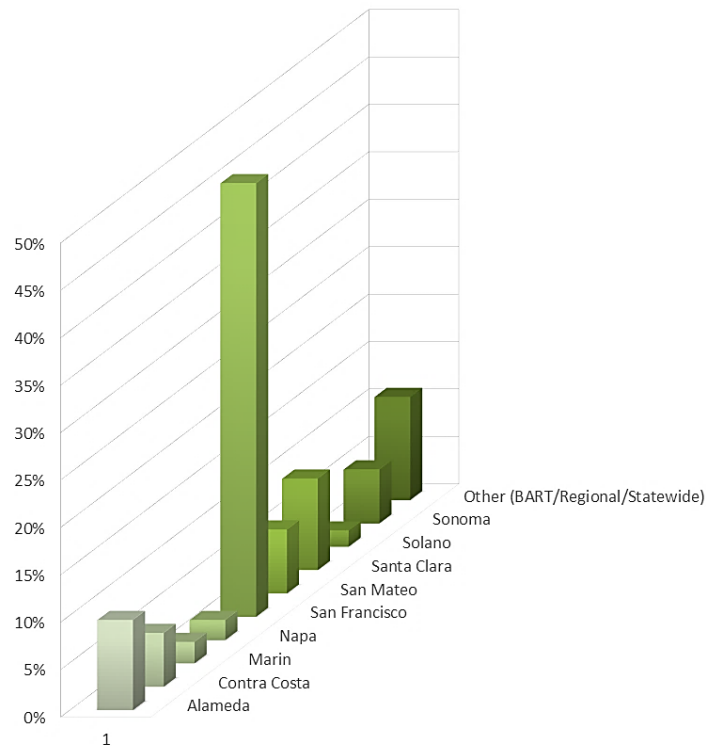
Chart A-1 illustrates the breakdown of obligations by obligating agency, rounded to the nearest million.

A-1: MTC-Region Federal Obligations, FFY 2016-17



Obligating Agency	Total Obligations*	Percent of Total*
Federal Transit Administration: Transit	\$1,111 million	65%
Federal Highway Administration: State-Managed	\$311 million	18%
Federal Highway Administration: Local Projects	\$279 million	16%
Total	\$1,700 million	100%

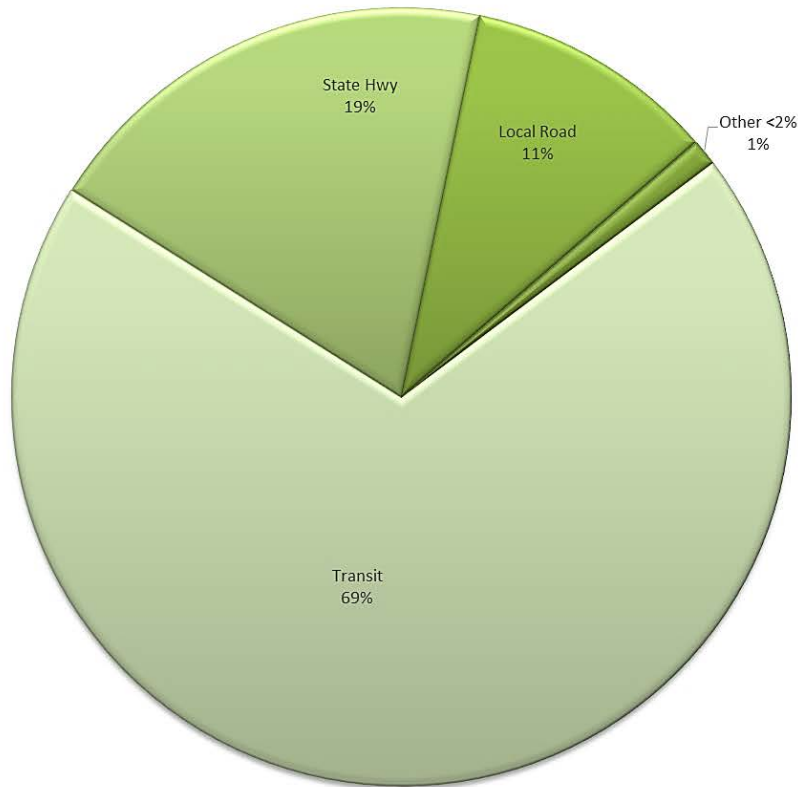
*Totals are approximate due to rounding

A-2: MTC-Region Federal Obligations by County, FFY 2016-17

County	Total Obligations*	Percent of Total*
Alameda	\$162 million	9%
Contra Costa	\$97 million	6%
Marin	\$39 million	2%
Napa	\$36 million	2%
San Francisco	\$777 million	46%
San Mateo	\$115 million	7%
Santa Clara	164 million	10%
Solano	\$29 million	2%
Sonoma	\$97 million	6%
Other (BART/ Regional/ Statewide)	\$185 million	11%
Total	\$1,700 million	100%

*Totals are approximate due to rounding

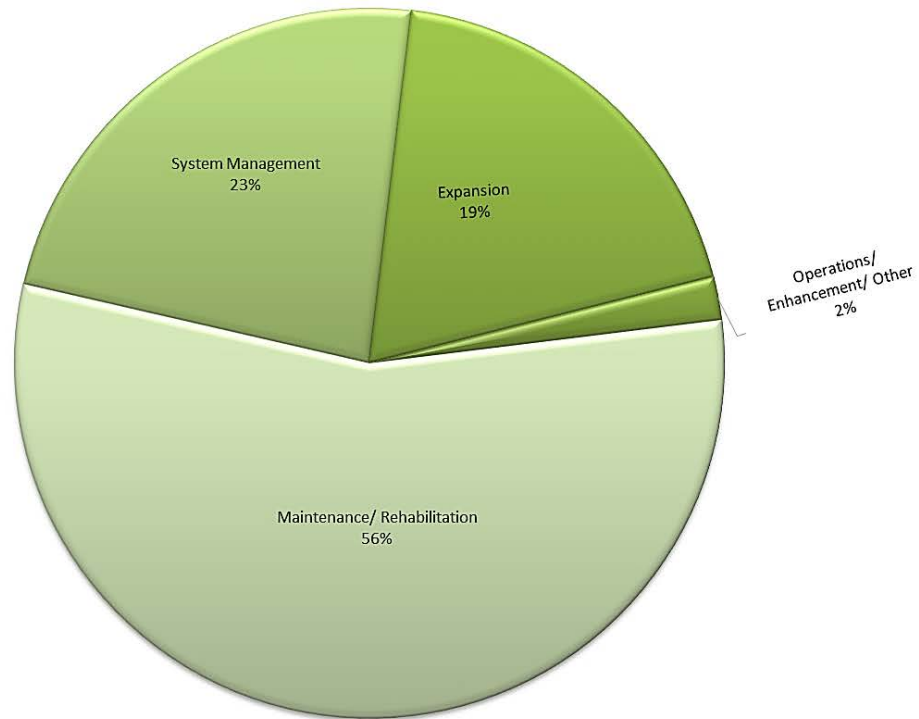
Chart A-2 above shows all federal obligations, FHWA and FTA combined, in the MTC region, broken down by county, rounded to the nearest million. San Francisco County obligated the largest amount of federal funding (FHWA/ FTA) in FFY2016-17 with 46% of all federal funds with the majority being awarded through the FTA, though some of the funds are projects serving multiple counties.

A-3: MTC-Region Federal Obligations by System, FFY 2016-17

System	Total Obligations*	Percent of Total*
Transit	\$1,177 million	69%
State Highway	\$328 million	19%
Local Road	\$177 million	11%
Other (Public Land/Trail/Region/Tollway)	\$18 million	1%
Total	\$1,700 million	100%

*Totals are approximate due to rounding

Chart A-3 above shows all federal obligations in the MTC region, broken down by system, rounded to the nearest million. To assist with the region's transportation needs, projects included in the TIP are classified by one of the following systems: Local Road, State Highway, Transit, Regional, Tollway, Public/Land/Trail, and Port/Freight-Rail. Transit projects received the most obligations for FFY2016-17 at 69%, or \$1,177 million of all federal obligations. Transit obligations include funding fully transferred from FHWA to FTA. State highway projects received 19%, and local road projects received 10%, respectively, of all obligations. The remaining FFY 2016-17 federal obligations were for projects categorized as "Other <2%" and include systems that total less than 2% within their respective category, i.e., Regional, Public Land/ Trail, Tollway systems.

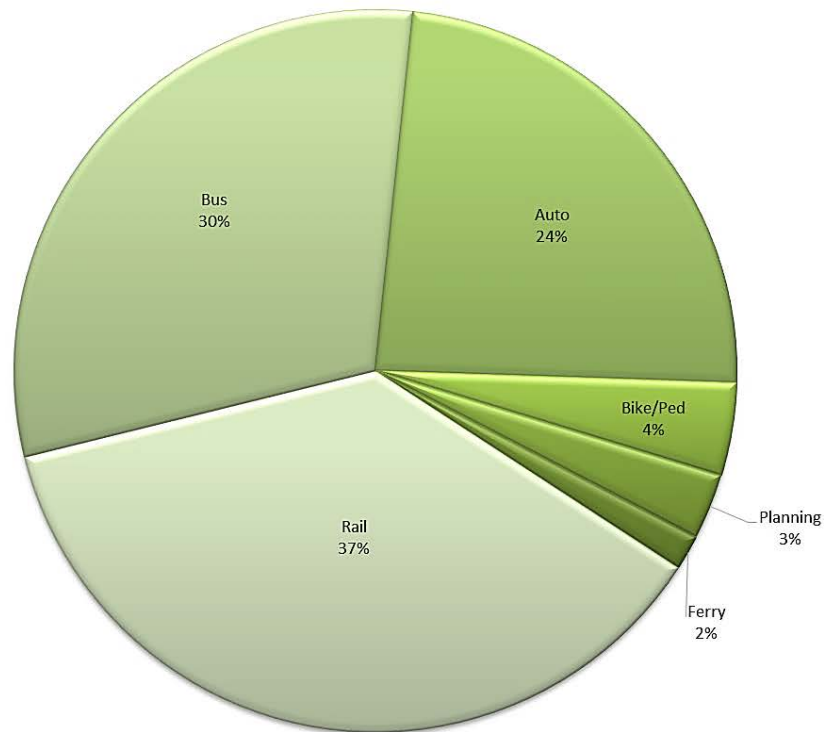
A-4: MTC-Region Federal Obligations by Purpose, FFY 2016-17

Purpose	Total Obligations*	Percent of Total*
Maintenance/ Rehabilitation	\$944 million	56%
System Management	\$397 million	23%
Expansion	\$326 million	19%
Other/ Operations/ Enhancement	\$33 million	2%
Total	\$1,700 million	100%

*Totals are approximate due to rounding

Chart A-4 above illustrates all obligations in the MTC region, broken down by purpose, rounded to the nearest million. Projects are associated with a purpose to assist in identifying infrastructure needs as a whole and funding eligibility.

In FFY2016-17 over half of all federal investments (56%) were used to support the ongoing maintenance and rehabilitation needs of the region's transportation infrastructure. The remainder of obligations applied to expansion, system management, operations, and enhancement or other projects.

A-5: MTC-Region Federal Obligations by Mode, FFY 2016-17

Mode	Total Obligations*	Percent of Total*
Rail	\$629 million	37%
Bus	\$519 million	31%
Auto	\$405 million	24%
Bike/Ped	\$71 million	4%
Planning	\$50 million	3%
Ferry	\$27 million	2%
Total	\$1,700 million	100%

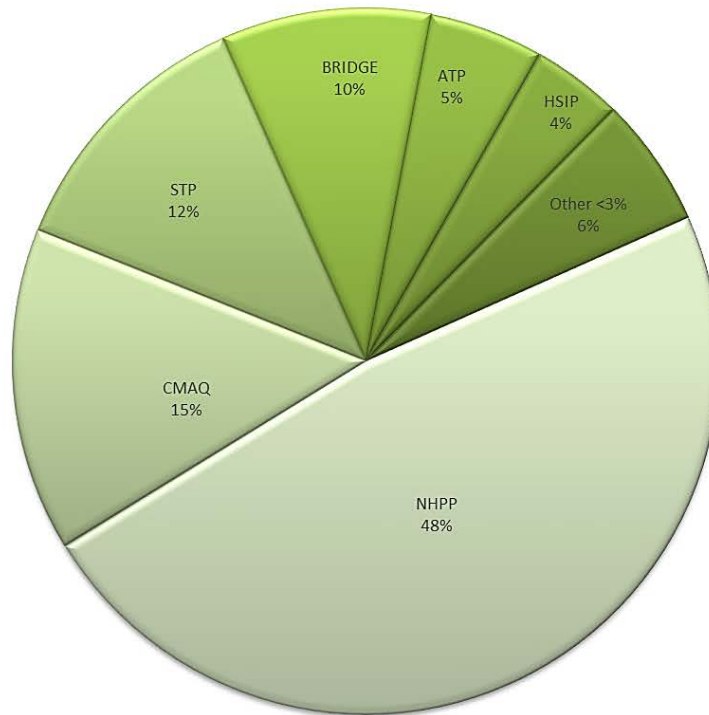
*Totals are approximate due to rounding

Chart A-5 illustrates all obligations in the MTC region, broken down by mode, rounded to nearest million. The modes tracked are Auto, Bike/Pedestrian, Rail, Bus, Ferry, and Planning. In FFY 2016-17, projects benefitting primarily rail projects received the most obligations at approximately 37%, or \$629 million of all obligations. Bus projects benefitted with \$519 million of all investments, with the remainder of investments focused on auto, bike/pedestrian, planning and ferry needs.

Obligated Project Table Charts

The charts on the following pages illustrate the breakdown of obligations by fund program, rounded to nearest million, based on data provided in Tables 1 and 2, respectively, provided at the end of this report.

B-1: FHWA Locally and State-Managed Project Obligations, FFY 2016-17



Fund Program	Total Obligations*	Percent of Total*
National Highway Performance Program (NHPP)	\$282 million	48%
Congestion Mitigation Air Quality Improvement (CMAQ)	\$87 million	15%
Surface Transportation Program (STP)	\$73 million	12%
Highway Bridge Program (Bridge)	\$57 million	10%
Active Transportation Program (ATP)	\$31 million	5%
Highway Safety Improvement Program (HSIP/ HR3)	\$25 million	4%
Other <3% (Earmarks, Emergency Relief, SRTS, Other)	\$35 million	6%
Total	\$590 million	100%

*Totals are approximate due to rounding

Chart B-1 shows that the largest share of funding obligated by FHWA was National Highway Performance Program (NHPP) projects, which accounted for 48% of obligations of all federal funds, or \$282 million. Congestion Mitigation Air Quality Improvement (CMAQ) projects totaled approximately \$87 million of obligations. The Active Transportation Program (ATP), which includes federal Transportation Alternatives Program (TAP) funds, has increased in obligations from \$7.6 million in FFY15-16 to approximately

\$31 million in FFY16-17, reflecting the regional effort to deliver critical projects benefitting pedestrians and bicyclists.

The obligations accounting for just over \$35 million or approximately 6% are for projects classified under “Other <3%” funds. These programs obligated less than 3% of all FFY2016-17 obligated funds within their individual programs. These programs include:

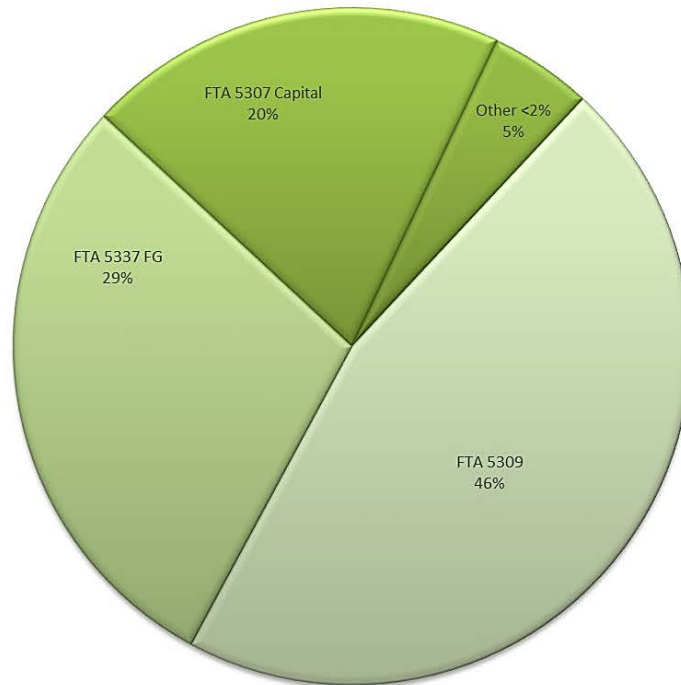
- Miscellaneous Earmarks (e.g., Non-motorized Transportation, Rail and Highway Crossing Hazard Elimination, Interstate Maintenance)
- Emergency Relief (ER)
- Safe Routes to School (SRTS)
- Congestion Mitigation Air Quality Improvement Flexible Funds (CMAQ+)
- Surface Transportation Program Flexible Funds (STP+)

MTC has discretionary authority for the Region’s urbanized STP and CMAQ funds. In FFY 2016-17, the region obligated approximately \$189 million in urbanized STP/CMAQ funds, including funds transferred from FHWA to FTA.

Note: Funds fully transferred from FHWA to FTA are reflected in Chart B-2.



(SFMTA: Vision Zero)

B-2: FTA Transit Obligations, FFY 2016-17

Fund Program	Total Obligations*	Percent of Total*
FTA Section 5309	\$510 million	46%
FTA Section 5337	\$322 million	29%
FTA Section 5307 Capital	\$224 million	20%
Other <2% (STP+, FTA 5339, FTA 5307 JARC)	\$54 million	5%
Total	\$1,111 million	100%

*Totals are approximate due to rounding

Chart B-2 shows the breakdown of FTA obligations in FFY 2016-17. The largest share of obligations were for the bus/rail focused FTA Section 5309, with FTA obligations totaling \$510 million. FTA Section 5337 projects, account for 29% of all FTA- obligated funds or approximately \$322 million. FTA section 5337 funds can be used for a variety of purposes, including transit and operating procurements for bus, rail and ferry, maintenance, facility improvements, and other capital projects. FTA section 5337 High Intensity Motorbus (HIM) is a new fund source in FFY2016-17 and is included in the total FTA Section 5337. HIM funds are primarily applied to projects with buses that operate in High-Occupancy Vehicle (HOV) lanes.

The obligations accounting for \$54 million or 5% are for projects classified under “Other <2%” funds. These programs obligated less than 2% of all FFY2016-17 obligated funds within their individual programs. These programs include:

- FTA Section 5339
- FTA Section 5307 JARC (Lifeline)
- Congestion Mitigation Air Quality Improvement transfers (CMAQ+)
- Surface Transportation Program transfers (STP+)
- Active Transportation Program transfers (ATP+)



(VTA: BART to Warm Springs, Berryessa Extension)

Annual Obligated Projects Listing Explanation

There are two tables included in the listing at the end of this report:

- Table 1: FHWA State and Locally-Managed Projects obligated, sorted by county, implementing agency, Federal Project ID and obligation date. This list includes projects from fund sources such as Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Federal High-Priority earmarks. State-managed projects include funds obligated by Caltrans for work on the state highway system, and include fund sources such as Emergency Relief (ER), Interstate Maintenance (IM), and National Highway System (NHS) funds.

Surface Transportation Program Flexible (STP+), Congestion Mitigation Air Quality Improvement Flexible (CMAQ+) transferred by FHWA, but not yet awarded in an FTA grant are listed on this table.

- Table 2: FTA Transit obligations, sorted by county, transit operator, grant number, grant date, and program. Funds fully transferred and awarded in a grant to FTA from FHWA are marked with a “+” after the fund source.

The columns in the listing include:

- TIP ID, the identification code for the project in MTC’s TIP. State-Managed (Caltrans) projects do not have this field available, and are noted by a “N/A” or a Caltrans Expenditure Authorization (EA) ID in that field.
- Project Title and Description
- Fund Source, indicating the obligated fund source
- Federal Project ID (FPID), 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 either due to not meeting federal deadlines or due to project closeout. For additional information, please contact Caltrans or the project sponsor.
- Obligation Date, indicating the date FHWA (or FTA) obligated the funds
- Future Funding (by TIP ID), the amount programmed in the current TIP, rounded to the nearest dollar;
 - These amounts were current in the 2017 TIP as of November 30, 2016.
 - Please note that if there are multiple obligations for each TIP ID, the future funding amount will also be displayed multiple times as it is listed by TIP ID.

Caltrans 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.

The Use of Toll Credits (TC)

Federal-aid highway projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds. For example, STP-funded projects require a minimum of 11.47% of non-federal match funds. Through the use of toll credits, the non-federal share match requirement can be met by applying an equal amount of toll credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

The amount of credit a state can earn is determined by the amount of toll revenue used for capital expenditures to build or improve public highway facilities. Once a credit amount is appropriately established, this credit will remain available until used by the state. The state is required to track the use of toll credit on a project-by-project basis and report such use to FHWA on a regular basis.



(BART: Railcar Procurement)

Annual Obligation Listing Highlights

Below are the projects with the highest obligation amounts in FFY 2016-17 for FHWA and FTA.

FHWA State and Locally-Managed Project Obligations, Top 10 Obligations

Agency	Project Description	Total Obligation
State-Managed	On State Route 580. On I-205 and I-580 from San Joaquin County Line to Greenville Road Overhead. Resurface and Restore Pavement. (TC)	\$69,818,500
State-Managed	On State Route 101. Near Windsor, From The Town Of Windsor To Geyserville. Rehabilitate Roadway (TC)	\$66,053,100
State-Managed	On State Route 80. Contra Costa County, in and Near Richmond, El Cerrito, San Pablo, Pinole and Hercules, from Alameda/Contra Costa County Line to Route 80/4 Separation. Rehabilitate Roadway (TC)	\$42,147,500
BART	BART: Railcar Procurement Program I	\$25,000,000
BART	BART: Railcar Procurement Program II	\$25,000,000
State-Managed	On State Route 101. In San Francisco Route 101 PM 8.3 To 9.8 Presidio Pkwy-Phase II Concessionaire Payments P3 (TC)	\$15,535,318
State-Managed	On State Route 29. Napa County In Calistoga At Napa River Bridge Replace Bridge For Scouring (TC)	\$9,843,300
GGBHTD	Golden Gate Bridge Suicide Deterrent System	\$9,650,000
MTC	Regional Planning Activities and PPM – MTC/ Region	\$9,555,000
San Mateo C/CAG	On US101 From 0.3 Miles North of San Antonio Road (SCL -PM 50.6) To 0.3 Miles South of Grand Avenue Interchange (SM-PM 21.8) Install HOV/HOT Lane	\$9,499,259

Federal Transit Administration Obligated Projects, Top 10 Obligations

Operator	Project Description	Grant Amount
Caltrain	Caltrain: Caltrain Electrification	\$172,956,593
SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	\$150,000,000
Santa Clara VTA	BART - Warm Springs to Berryessa Extension	\$100,000,000
SFMTA	SFMTA: Replacement of 40' Trolley Coaches	\$95,660,612
SFMTA	SFMTA - Replacement of 40' Motor Coaches	\$63,128,520
SFMTA	Van Ness BRT: Small Starts	\$59,603,999
BART	BART Car Exchange (PM)	\$47,116,668
SFMTA	SFMTA: Replacement of 60' Motor Coaches	\$45,417,750
SFMTA	SFMTA: Replacement of 60' Trolley Coaches	\$28,100,579
AC Transit	AC Transit: East Bay Bus Rapid Transit	\$27,589,999

Listing of Commonly Used Abbreviations

Below is a listing of commonly-used abbreviations in this document and their meanings.

Abbreviation	Meaning
ALA	Alameda
AC	Advance Construction
AC Transit	Alameda-Contra Costa Transit District
ACCMA	Alameda County Congestion Management Agency
ACTC	Alameda County Transportation Commission
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
ATP-REG	Active Transportation Program – Regional Program
ATP-ST	Active Transportation Program – State Program
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
C.F.R.	Code of Federal Regulations
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality Improvement
CO	County
CON	Construction
DPW	Department of Public Works
E/B	Eastbound
E/O	East of
EA	Expenditure Authorization
EBRPD	East Bay Regional Parks District
ECCTA	Eastern Contra Costa Transit Authority
ENV	Environmental
ER	Emergency Relief (or Response)
Fed Disc	Federal Discretionary
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA 5307	Federal Transit Administration section 5307 Urbanized Area
FTA 5307 TCP	Federal Transit Administration section 5307 Transit Capital Priorities
FTA 5309 FG	Federal Transit Administration section 5309 Fixed Guideways

Abbreviation	Meaning
FTA Ear 5309 Bus	Federal Transit Administration section 5309 Earmark – Bus
FTA Ear 5309 NS	Federal Transit Administration section 5309 Earmark – New Starts
FTA 5308 CF	Federal Transit Administration section 5308 Clean Fuel
FTA 5317 NF	Federal Transit Administration section 5317 New Freedom
FTA 5320 TIPP	Federal Transit Administration section 5320 Transit in Parks Program
FTA 5337 HIM	Federal Transit Administration section 5337 High Intensity Motorbus
FTA 5337 SGR	Federal Transit Administration section 5337 State of Good Repair
FTA 5339 Bus	Federal Transit Administration section 5339 Bus
FFY	Federal Fiscal Year
FY	Fiscal Year
GGBHTD	Golden Gate Bridge, Highway, and Transportation District
HBP	Highway Bridge Program
HE	Hazard Elimination
HOT	High Occupancy – Toll
HOV	High Occupancy Vehicle
HPP	High Priority Program
HRRR, HR3	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
I/C	Interchange
I/S	Intersection
IBRC	Innovative Bridge Research and Construction
IIP	Infrastructure Investment Program
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LAVTA	Livermore Amador Valley Transit Authority
LRT	Light Rail Transit
LTAP	Local Technical Assistance Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MCTD	Marin County Transit District
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
N/B	Northbound
N/O	North of
NCTPA	Napa County Transportation Planning Agency
NII	National Infrastructure Investment
NHS	National Highway System
NHPP	National Highway Performance Program
NWPRR	Northwestern Pacific Railroad
NVTA	Napa Valley Transportation Authority
OA	Obligation Authority
OC, O/C	Overcrossing
PBA	<i>Plan Bay Area 2040</i>

Abbreviation	Meaning
PCC	Portland Cement Concrete
PE	Preliminary Engineering
PLH	Public Land Highway
PM	Postmile
PNRS	Projects of National or Regional Significance
PPM	Planning, Programming, and Monitoring
PS&E	Plans, Specifications, and Estimates
PTAP	Pavement Technical Assistance Program
RBP	Regional Bicycle/Pedestrian
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
SFMTA	San Francisco Municipal Transportation Agency
SFCTA	San Francisco County Transportation Authority
SGR	State of Good Repair
SHOPP	State Highway Operations and Protection Program
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
T-2035	Transportation 2035 (MTC's 2009 RTP)
TA	Transit Authority/ Transportation Authority
TAM	Transportation Authority of Marin
TAP	Transportation Alternative Program
TBJPB	Transbay Joint Powers Board
TC	Toll Credits
TCA	Transit Capital Assistance
TCP	Transit Capital Priorities
TD	Transit District
TE	Transportation Enhancements
TEA	Transportation Enhancement Activities
TETAP	Traffic Engineering Technical Assistance Program
TIP	Transportation Improvement Program
TIGERII	Transportation Investment Generating Economic Recovery Cycle 2
TMC	Traffic Management Center

Abbreviation	Meaning
TMP	Traffic Management Plan
TOS	Traffic Operations System
UA, UZA	Urbanized Area
UC, U/C	Undercrossing
VPP	Value Pricing Parking
VTA	Santa Clara Valley Transportation Authority
W/B	Westbound
W/O	West of
Westcat	Western Contra Costa Transit Authority
WETA	Water Emergency Transportation 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:

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PROJECT LISTINGS OF FEDERALLY OBLIGATED PROJECTS, FFY 2016-17

Table 1: FHWA and State-Managed Obligations, FFY 2016-17

Table 2: Federal Transit Administration Obligations, FFY 2016-17

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2016-17]

County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Alameda	ALA150004	AC Transit	AC Transit: East Bay Bus Rapid Transit	CMAQ+	FTACML-6002025	2/2/2017	\$1,206,524.00	
Alameda	ALA090024	ACTC	Webster St., SR260 & SR61 Install CCTV,Video Detection, Preemption For ER Vehicles	EARMARK	-6273062	10/21/2016	(\$20,974.63)	
Alameda	ALA150007	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	ATPL-5014042	3/15/2017	\$1,882,000.00	
Alameda	ALA150007	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	ATPL-5014043	4/17/2017	\$123,000.00	
Alameda	VAR991007	Alameda County	Oakland Estuary (Fruitvale Av) Br No 33c-0147 Seismic Retrofit	BRIDGE	STPLZ-5933028	2/22/2017	(\$80,539.72)	
Alameda	REG110013	Alameda County	Various Locations Purchase of Electric Vehicles	CMAQ	CML-5933109	6/9/2017	(\$100,528.00)	
Alameda	ALA050035	Alameda County	162nd. Ave. - Liberty St. To E.14th. In Alameda County Sidewalk Improvements.	EARMARK	ATPL-5933113	3/9/2017	(\$0.04)	
Alameda	ALA050035	Alameda County	163rd. Avenue From E-14 Street To Liberty Street Sidewalk Improvements	EARMARK	TCSPL-5933121	5/30/2017	(\$81,000.00)	
Alameda	VAR170012	Alameda County	Arroyo Road, 1/2 Mile South of Wetmore Road At Dry Creek. (Br 33c0448) Bridge Replacement (TC)	BRIDGE	BRLO-5933138	3/9/2017	\$430,000.00	
Alameda	ALA170023	Alameda County	Redwood Road Safety Improvements H8-04-001	HSIP	HSIPL-5933141	8/2/2017	\$31,500.00	\$156,500
Alameda	ALA170026	Alameda County	Palomares Road Safety Improvements H8-04-002	HSIP	HSIPL-5933141	8/2/2017	\$31,500.00	\$156,500
Alameda	ALA170022	Alameda County	Fairmont Drive Safety Improvements H8-04-003	HSIP	HSIPL-5933142	7/28/2017	\$80,300.00	\$828,500
Alameda	04924309L	BART	Various BART Aerial Structures In 4 Counties. Retrofit of Bart Aerial Structure	STP	-6000025	10/21/2016	(\$4,923,869.95)	
Alameda	ALA150005	Berkeley	Near Leconte Elementary School along Shattuck Ave, at Ward, Stuart and Russell Streets Construct Bulb-Outs, Pedestrian Crossing Improvements	ATP	ATPL-5057043	8/30/2017	(\$20,996.00)	
Alameda	ALA130028	Berkeley	Hearst Avenue Complete Streets	STP	STPL-5057044	4/17/2017	\$100,000.00	
Alameda	ALA150049	Berkeley	goBerkeley Residential Shared Parking Pilot	CMAQ	CML-5057046	1/25/2017	\$950,000.00	
Alameda	ALA110011	EB Reg Park Dis	East Bay Parks Green Transportation Initiative	EARMARK	TGR2DG-6075019	6/22/2017	(\$19,776.61)	
Alameda	VAR110045	Fremont	Niles Blvd. Overhead(Bart/UPRR),Br#33c0128 Bridge Replacement (TC)	NHPP	-5322019	5/12/2017	\$1,007,241.00	
Alameda	ALA130025	Fremont	Capital Avenue From State Street To Fremont Blvd. Fremont City Center Multi-Modal Improvements	STP	STPL-5322053	7/24/2017	(\$396,866.75)	
Alameda	ALA130020	Fremont	Citywide- Various Locations Rehabilitate Pavement	STP	STPL-5322054	7/17/2017	(\$410,983.94)	
Alameda	ALA170017	Fremont	Fremont BI Intersections Safety Imps H8-04-009	HSIP	HSIPL-5322057	6/6/2017	\$67,500.00	\$1,365,500
Alameda	ALA150022	Hayward	City of Hayward Car Sharing Services	CMAQ	CMLNI-5050044	12/2/2016	\$200,480.00	
Alameda	REG090066	MTC	San Francisco Bay Area Climate Initiatives Evaluation and Administration	CMAQ	CML-6084165	11/15/2016	(\$400,000.00)	
Alameda	REG090003	MTC	San Francisco Bay Area Regionwide: Freeway Performance Initiatives Program (TC)	STP	STPL-6084201	10/14/2016	(\$399,156.00)	
Alameda	ALA170007	MTC	Regional Planning Activities and PPM - Alameda	STP	STPL-6084206	3/7/2017	\$5,489,000.00	\$1,315,000
Alameda	REG170007	MTC	Bay Area Regional Incident Management Program	CMAQ	CMLNI-6160020	2/15/2017	(\$3,438,000.00)	
Alameda	ALA130027	Newark	Enterprise Drive Complete Streets and Road Diet	STP	STPL-5317015	12/23/2016	\$454,000.00	
Alameda	VAR110045	Oakland	Lake Merritt Channel Bridge (Br.No.33c-0030) Replace Bridge (Per Seismic Strategy)	NHPP	-5012037	9/12/2017	\$446,033.00	
Alameda	VAR170012	Oakland	Adeline Street Bridge Over UPRR Amtrak, Bridge# 33c0028 Seismic Retrofit	NHPP	-5012103	5/12/2017	\$70,824.00	
Alameda	ALA110126	Oakland	Traffic Signal Upgrade on 7th, 8th, 9th Street	HSIP	HSIPL-5012129	12/7/2016	\$547,800.00	
Alameda	ALA150012	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	ATP	ATPL-5012131	4/6/2017	\$3,598,000.00	
Alameda	ALA150010	Oakland	International Boulevard Improvement Project	ATP	ATPL-5012132	8/10/2017	\$2,481,000.00	
Alameda	ALA130014	Oakland	7th Street West Oakland Transit Village, Phase II	STP	STPL-5012134	4/6/2017	\$3,288,000.00	
Alameda	VAR170012	Oakland	Two Bridge Locations: On 98th Ave Bridge No. 33c0148 and on 23rd Ave. Bridge No. 33c0218 Treat Bridge Deck and Patch Spalls, Provide Smooth Transitions At AC Approaches.	NHPP	-5012137	1/31/2017	\$160,239.00	
Alameda	ALA110134	Oakland	HSIP7-04-017 Downtown Intersection Improvements	HSIP	HSIPL-5012139	10/14/2016	\$65,700.00	\$49,260
Alameda	ALA150043	Oakland	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP	HSIPL-5012140	12/15/2016	\$180,900.00	\$1,560,100
Alameda	ALA110133	Oakland	HSIP7-04-015 Market Street	HSIP	HSIPL-5012141	10/21/2016	\$183,600.00	\$1,563,900
Alameda	ALA150042	Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	HSIP	HSIPL-5012142	10/14/2016	\$199,260.00	
Alameda	ALA150047	Oakland	Oakland: Telegraph Avenue Complete Streets	ATP	ATPL-5012143	4/6/2017	\$175,000.00	\$4,739,000
Alameda	ALA150047	Oakland	Oakland: Telegraph Avenue Complete Streets	ATP	ATPL-5012143	7/24/2017	\$702,000.00	\$4,739,000
Alameda	ALA150044	Oakland	19th St BART to Lake Merritt Urban Greenway	ATP	ATPL-5012144	2/7/2017	\$150,000.00	\$4,533,000
Alameda	ALA150044	Oakland	19th St BART to Lake Merritt Urban Greenway	ATP	ATPL-5012144	4/7/2017	\$550,000.00	\$4,533,000
Alameda	ALA150044	Oakland	In Oakland on 20th St. between Broadway and Harrison St. pedestrian improvement sidewalk widening, Class 2 bike lane new traffic signal. (TC)	ATP	ATPL-5012144	2/7/2017	\$150,000.00	
Alameda	ALA150050	Oakland	Oakland Parking and Mobility Management Project	CMAQ	CML-5012145	4/7/2017	\$1,300,000.00	
Alameda	ALA110125	Oakland	Grand Ave Pedestrian Treatments (HSIP6-04-011)	HSIP	HSIPL-5012126	3/24/2017	\$532,556.00	
Alameda	VAR110045	Pleasanton	Various Bridges In The City of Pleasanton Bridge Preventive Maintenance	BRIDGE	-5101027	4/19/2017	(\$6,062.56)	
Alameda	VAR110045	Pleasanton	Bridge No.33c0132 Bernal Ave Over Arroyo De La Laguna Clean Bridge And Apply Protective Coating	NHPP	-5101028	12/13/2016	\$1,283,882.00	

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Alameda	VAR110045	Pleasanton	City of Pleasanton: 5 Bridges, 33c0454, 33c0099, 33c0453, 33c0461, and 33c0462. Bridge Preventive Maintenance Project	NHPP	-5101029	3/24/2017	\$51,347.00	
Alameda	VAR110045	Pleasanton	City of Pleasanton: 5 Bridges, 33c0454, 33c0099, 33c0453, 33c0461, and 33c0462. Bridge Preventive Maintenance Project	NHPP	-5101029	8/14/2017	\$54,855.00	
Alameda	ALA130009	Pleasanton	Pleasanton Complete Streets	STP	STPL-5101030	2/15/2017	\$832,000.00	
Alameda	ALA110113	San Leandro	Bancroft Ave/Sybil Ave Intersection Imps.	HSIP	HSIPL-5041042	11/29/2016	\$399,300.00	
Alameda	ALA110135	San Leandro	Davis St/Carpentier St Intersection Imps	HSIP	HSIPL-5041045	4/21/2017	\$37,655.00	
Alameda	VAR110004	State-Managed	On State Route: 80. In Berkeley, From Potter Street/Ashby Avenue On-Ramp to University Avenue Off-Ramp. Replace Metal Beam Guard Rail with Concrete Barrier.	NHPP	-801116	3/3/2017	\$2,419,000.00	
Alameda	VAR110004	State-Managed	On State Route: 80. In Berkeley, From Potter Street/Ashby Avenue On-Ramp to University Avenue Off-Ramp. Replace Metal Beam Guard Rail with Concrete Barrier.	NHPP	-801116	5/30/2017	\$291,300.00	
Alameda	MTC050011	State-Managed	Near Livermore @ Cross & Patterson Pass-2.2 Miles SE Of RT 580 N/O Greenville Rd. Environmental Mitigation (TC)	IM	-5801048	6/28/2017	\$81,423.29	
Alameda	REG070001	State-Managed	On State Route: 580. On I-580 In Alameda County Near Livermore 1 Mile East Of North Flynn Road Construct Retaining Wall And Climbing Lane (Tc)	IM	-5801051	1/25/2017	\$265,000.00	
Alameda	REG070001	State-Managed	On State Route: 580. On I-580 In Alameda County Near Livermore 1 Mile East Of North Flynn Road Construct Retaining Wall And Climbing Lane (Tc)	NHPP	-5801051	10/31/2016	\$6,635,000.00	
Alameda	VAR991005	State-Managed	On State Route: 580. I-580 In The City Of Richmond At The Scofield Ave U/C and Western Dr U/C Bridge Deck Replacement (TC)	BRIDGE	-5801052	12/5/2016	(\$989,250.30)	
Alameda	VAR110031	State-Managed	On State Route: 580. On I-580 From Alameda Co Line To 0.6 Mi E/O The Richmond-San Rafael Toll Plaza RHMA Overlay (TC)	IM	-5801057	2/2/2017	(\$691,483.44)	
Alameda	VAR110044	State-Managed	On State Route: 80, 580. In Alameda County on Interstate Route 80/580/880 Separation Rehab The Bridge Deck (TC)	NHPP	-5801058	2/15/2017	(\$5,132,956.27)	
Alameda	VAR110005	State-Managed	On State Route: 580. Near Livermore From 1.1 Mile To 0.4 Mile East Of North Flynn Road Overcrossing Construct Soldier Pile Wall (TC)	NHPP	-5801064	3/20/2017	\$400,000.00	
Alameda	VAR110042	State-Managed	On State Route: 580. In Oakland, Between Fruitvale Avenue/Champion Street and Harold Street/Montana Street. Upgrade Sidewalk and Curb Ramps.(TC)	NHPP	-5801067	12/5/2016	\$2,080,600.00	
Alameda	0017000251L	State-Managed	Dusterberry Way In The City of Fremont At The UPRR Track Grade Crossing Hazard Elimination	HRRR	-7500257	8/18/2017	\$1,363,988.00	
Alameda	042332U4S	State-Managed	On State Route: 880. Alameda & Santa Clara Counties on Rte 880 Widen From 6 to 8 Lanes,	NHS	-8801055	9/14/2017	(\$15,535,318.19)	
Alameda	04165424S	State-Managed	On State Route: 880. Oakland-S/O High St to S/O Fruitvale Avenue Bridge Replacement	BRIDGE	-8801059	12/12/2016	\$6,269,488.17	
Alameda	MTC050009	State-Managed	0.5 Mi N/O High Street Separation/Overhead To 0.5 Mi S/O 5th Avenue Overhead Rehabilitate Roadway (TC)	IM	-8801064	11/1/2016	\$856,572.68	
Alameda	MTC050011	State-Managed	In Oakland From Ok-Madison Undercrossing To Washington Street Undercrossing Upgrade Median Barrier (TC)	IM	-8801066	6/28/2017	\$61,316.03	
Alameda	VAR110001	State-Managed	On State Route: 80, 580. In Oakland 0.1 Mile E/O Boston Ave O/C to 0.2 Miles W/O Rt 80/580 Junction Rehabilitate Pavement (TC)	NHPP	-8801070	8/28/2017	\$4,938,235.00	
Alameda	VAR110042	State-Managed	On State Route: 880. In Oakland on I-880 From 0.3 Mi S/O 7th Street to 0.4 Mi S/O West Grand Avenue Storm Water Mitigation (TC)	OTHER	-8801071	9/8/2017	\$567,000.00	
Alameda	VAR170007	State-Managed	On State Route: 880. San Leandro Between Washington Avenue and Marina Boulevard Overcrossing. Roadside Slope Area Paving (TC)	NHPP	-8801079	9/18/2017	\$2,479,300.00	
Alameda	MTC050011	State-Managed	In Alameda and Contra Costa Counties at Various Locations Upgrade Traffic Barriers/Guardrail End Treatments	STP	-000C353	12/5/2016	\$877,058.48	
Alameda	REG090003	State-Managed	On State Route: 580. On I-205 and I-580 from San Joaquin County Line to Greenville Road Overhead. Resurface and Restore Pavement. (TC)	NHPP	-000C438	11/3/2016	\$69,818,500.00	
Alameda	REG070001	State-Managed	On State Route: 80. In Alameda County on I-80 In Oakland from the New SFOBB East Span Construct Bikeway	ER	-15A2004	7/10/2017	\$1,177,240.47	
Alameda	REG070001	State-Managed	On State Route: 80, 880. On Route 80 in Oakland from West Grand Ave and Route 880 at Maritime Street Required Mitigation, Construct Bike Path	ER	-15A3004	7/19/2017	\$2,781,836.64	
Alameda	VAR110005	State-Managed	On State Route: 13. In Oakland on Route 13 near Broadway Terrace. Repair Slope Slide with Retaining Wall	ER	-19C1004	7/10/2017	\$1,002,551.72	
Alameda	044A4104S	State-Managed	On State Route: 80, 580, 880. Alameda Co In Oakland At Rte 80/580/880 Sep Replace Bridge Spans	ER	-43Z1001	11/18/2016	(\$2,073,685.72)	
Alameda	041513C4S	State-Managed	On State Route: 580, 880. In Alameda Co on I-580 & I-880 @ Various Location Install 31 CCTV Cameras (TC)	IM	-P001544	10/14/2016	(\$684,065.24)	

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Alameda	VAR110042	State-Managed	On State Route: 13. In Alameda County, In Berkeley, From Shattuck Avenue to 7th Street. Upgrade Curb Ramps And Sidewalks (TC)	NHPP	-P013031	12/12/2016	\$1,388,000.00	
Alameda	VAR170004	State-Managed	On State Route: 24. In Oakland From Route 580/24 Separation to Golden Gate Avenue Undercrossing. Cold Plane AC Pavement and Place RHMA-O (TC)	NHPP	-P024034	7/17/2017	\$3,086,300.00	
Alameda	VAR110044	State-Managed	On State Route: 61. In The City of Alameda At The San Leandro Bay Bridge And San Leandro Bike Bridge Rehabilitate Bridge (TC)	NHPP	-P061005	12/15/2016	(\$4,555,100.00)	
Alameda	MTC050011	State-Managed	On State Route: 84. Union City at Rosewareness Underpass and Farwell Underpass Realign Curve and Intersection Improvements (TC)	STP	-P084037	10/25/2016	(\$8,095,831.43)	
Alameda	VAR110003	State-Managed	On State Route: 80, 580. In Oakland 0.1 Mile E/O Boston Ave O/C to 0.2 Miles W/O Rt 80/580 Junction Rehabilitate Pavement (TC)	NHPP	-X001588	12/13/2016	\$1,342,140.43	
Alameda	VAR110003	State-Managed	On State Route: 80, 580. In Oakland 0.1 Mile E/O Boston Ave O/C to 0.2 Miles W/O Rt 80/580 Junction Rehabilitate Pavement (TC)	NHPP	-X001588	7/24/2017	\$512,000.00	
Alameda	VAR110045	Union City	Decoto Road Bridge ; Bridge # 33c-0111 Seismic Retrofit	NHPP	-5354027	10/20/2016	(\$318,802.30)	
Alameda	ALA110131	Union City	Traffic Signal Safety Improvements (HSIP6-04-026)	HSIP	HSIPL-5354038	11/18/2016	\$869,675.00	
Alameda	ALA110136	Union City	Traffic Signal Improvements HSIP7-04-027	HSIP	HSIPL-5354039	10/21/2016	\$57,500.00	
Alameda	ALA170016	Union City	Traffic Signal Improvements H8-04-032	HSIP	HSIPL-5354040	6/13/2017	\$65,000.00	\$472,900
Alameda	ALA110001	WETA	Central Bay Operations and Maintenance Facility	STP	FTASTPL-6365006	1/23/2017	\$1,325,466.00	
Contra Costa	CC-150019	BART	Concord Yard Wheel Truing Facility	STP	FTASTPCML-6000062	12/15/2016	\$7,165,450.00	
Contra Costa	VAR110007	CC County	Camino Tassajara- 2000' East Of Blackhawk Drive To 100' South Of Finley Road Roadway Widening- Adding Shoulders For Bike Lanes	HSIP	-5928105	10/20/2016	(\$32,841.68)	
Contra Costa	CC-110059	CC County	Brdg #28C0376, Canal Rd over CC Canal Replacement	BRIDGE	BRLO-5928108	4/17/2017	\$1,767,300.00	
Contra Costa	CC-110087	CC County	Byron Highway-Camino Diablo Intersection Imp	HSIP	HRRRL-5928117	11/10/2016	\$900,000.00	
Contra Costa	CC-110088	CC County	Alhambra Valley Road Safety Improvements	HSIP	HSIPL-5928118	11/1/2016	\$510,000.00	
Contra Costa	CC-130027	CC County	Willow Pass Road Between Weldon Street and Port Chicago Highway and On Port Chicago Highway Between Willow Pass Road and Riverside Drive. Construct Pedestrian and Bike Path (TC)	ATP	CML-5928122	5/1/2017	(\$60,315.00)	
Contra Costa	VAR110045	CC County	Marsh Drive Bridge No. 28c-0442 Over The Walnut Creek Channel Replace Existing Two-Lane Bridge With A New Two-Lane Bridge.	NHPP	-5928128	11/4/2016	\$1,044,654.00	
Contra Costa	CC-110111	CC County	Marsh Creek Road Traffic Safety Improvements	HSIP	HSIPL-5928130	11/1/2016	\$212,000.00	\$1,268,000
Contra Costa	CC-110108	CC County	Byron Highway Traffic Safety Improvements	HSIP	HSIPL-5928131	11/1/2016	\$92,000.00	
Contra Costa	CC-110109	CC County	Bay Point Sign Upgrade Project HSIP7-04-004	HSIP	HSIPL-5928132	11/1/2016	\$85,700.00	\$31,350
Contra Costa	CC-110110	CC County	San Pablo Dam Road Sidewalk Gap HSIP7-04-005	HSIP	HSIPL-5928133	10/31/2016	\$108,750.00	\$790,050
Contra Costa	CC-130001	CC County	Bailey Road-State Route 4 Interchange	ATP	ATPL-5928136	11/1/2016	\$720,000.00	\$3,560,000
Contra Costa	CC-110113	CC County	H8-04-006 Danville Blvd/Orchard Ct Comp Streets	HSIP	HSIPL-5928140	7/28/2017	\$485,000.00	\$2,493,000
Contra Costa	CC-110114	CC County	San Pablo Dam Road Traffic Safety Improvements	HSIP	HSIPL-5928142	8/2/2017	\$135,800.00	\$625,000
Contra Costa	CC-110115	CC County	Byron Highway/Byer Road Safety Improvements	HSIP	HSIPL-5928143	8/2/2017	\$108,500.00	\$696,000
Contra Costa	CC-110116	CC County	H8-04-004 Walnut Creek Crosswalk Improvements	HSIP	HSIPL-5928144	7/28/2017	\$40,000.00	\$214,400
Contra Costa	CC-110117	CC County	H8-04-005 Countywide Guardrail Upgrades	HSIP	HSIPL-5928145	8/2/2017	\$153,600.00	\$1,139,600
Contra Costa	CC-070035	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange	STP	ATPL-6072019	1/31/2017	\$1,100,000.00	\$16,300,000
Contra Costa	CC-130013	Concord	Concord: Concord Blvd/Sixth St; Concord Blvd/Farm Bureau Rd; Concord Blvd/Clayton Way; Concord Blvd./West St; Willow Pass Rd/Galindo St; Willow Pass Rd/Grant St; Willow Pass Rd/Parkside Dr; Willow Pass Rd/Sixth St; Market St/Fry Way; East St/Salvio St; Oak Grove Rd./Smith Ln; Treat Blvd / San Miguel Rd; Oak Grove Rd/Sierra Rd Traffic Signals and ADA Upgrades	CMAQ	HSIPCML-5135043	4/6/2017	(\$136,166.00)	
Contra Costa	VAR110045	Concord	28c-0034, 28c-0116, 28c-0189-L, 28c-0189-R, 28c-0427, 28c-0436 Bridge Preventive Maintenance Program	BRIDGE	-5135048	3/9/2017	(\$42,398.81)	
Contra Costa	VAR170012	Concord	Various Bridges In The City Of Concord: Bridge No. 28c0091r; 28c0091l; 28c0115; 28c0183; 28c0221; 28c0222; 28c0224; 28c0278; 28c0357; 28c0361; and 28c0362. Bridge Preventative Maintenance	NHPP	-5135049	5/12/2017	\$2,058,639.00	
Contra Costa	CC-070030	Concord	Concord Blvd: Farm Bureau Rd to Sixth Street paved bike lane / shoulder, restriping	CMAQ	CML-5135051	12/23/2016	(\$7.38)	
Contra Costa	CC-130006	Concord	Concord BART Station Bike/Ped Access Improvements	RIP	RSTPL-5135052	11/18/2016	\$1,007,000.00	
Contra Costa	CC-130023	Danville	Danville Various Streets and Roads Preservation	STP	STPL-5434021	3/24/2017	\$793,000.00	

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Contra Costa	VAR170012	Danville	La Gonda Way Over San Ramon Creek At Danville Blvd (Br 28c0335) Widen Existing 2-Lane Bridge To Include Standard Lane Width, Shoulder and Sidewalk	NHPP	BRLS-5434024	6/2/2017	\$531,180.00	
Contra Costa	CC-130050	EB Reg Park Dis	SF Bay Trail, Pinole Shores to Bay Front Park	ATP	ATPL-6075021	2/15/2017	\$4,000,000.00	
Contra Costa	CC-130050	EB Reg Park Dis	SF Bay Trail, Pinole Shores to Bay Front Park	STP	ATPL-6075021	2/15/2017	\$119,711.00	
Contra Costa	N/A	EB Reg Park Dis	2016 Recreational Trails Project: San Francisco Bay Trail, Pinole Shores to Bay Front Park, East Bay Regional Park District (RT01015)	EARMARK	-RT01015	7/20/2017	\$1,311,686.00	
Contra Costa	REG070009	El Cerrito	Along Ohlone Greenway Between Coronado and Key Blvd Install In Pavement Flashing and Purchase Software	HSIP	-5239015	6/29/2017	(\$42,742.77)	
Contra Costa	CC-110005	El Cerrito	On Central and Liberty St StreetScape	CMAQ	CML-5239020	3/20/2017	(\$13,798.10)	
Contra Costa	VAR110007	El Cerrito	Arlington Blvd At Brewster Dr. Construct Sidewalks, Curb Ramps, Bulb Outs	HSIP	-5239023	3/16/2017	\$344.00	
Contra Costa	CC-030002	Hercules	Hercules Intercity Rail Station	CMAQ	CML-5117015	4/6/2017	\$1,481,992.00	
Contra Costa	CC-130010	Lafayette	Happy Valley Road From Panorama To Redwood Lane Pedestrian Walkway and Curb Ramps	CMAQ	CML-5404026	10/14/2016	(\$2,557.84)	
Contra Costa	CC-110104	Lafayette	HSIP7-04-009 Taylor Blvd Safety Improvements	HSIP	HSIPL-5404027	10/31/2016	\$128,950.00	\$11,150
Contra Costa	0417000046L	Moraga	Rheem Boulevard At Intersection Of Center Street Traffic Control	ER	ER-30R0001	5/12/2017	\$1,159,724.00	
Contra Costa	CC-170004	MTC	Regional Planning Activities and PPM - CC County	STP	STPL-6084206	3/7/2017	\$4,342,000.00	\$909,000
Contra Costa	CC-070065	Oakley	Main Street (Previously SR4) in Oakley from west of Vintage Parkway to East of 2nd St. realign roadway	EARMARK	HPLUL-5477005	10/31/2016	\$1,439,839.50	
Contra Costa	CC-130031	Oakley	Big Break Road, West Cypress Road, Rose Avenue Road Rehabilitation	STP	STPL-5477006	10/20/2016	(\$0.08)	
Contra Costa	CC-130039	Pittsburg	Pittsburg Multimodal Transit Station Access Imps.	CMAQ	CML-5127029	2/7/2017	\$1,300,000.00	
Contra Costa	CC-110105	Pittsburg	HSIP7-04-018, West Leland Rd. Signage and Striping	HSIP	HSIPL-5127031	11/1/2016	\$67,000.00	
Contra Costa	CC-110106	Pittsburg	HSIP7-04-019, Improvements at 11 intersections	HSIP	HSIPL-5127031	11/1/2016	\$47,000.00	
Contra Costa	CC-110107	Pittsburg	HSIP7-04-020, W Leland Rd High Friction Surfacing	HSIP	HSIPL-5127031	11/1/2016	\$94,500.00	\$598,300
Contra Costa	CC-170005	Pittsburg	H8-04-020, Stoneman Ave intersection improvements	HSIP	HSIPL-5127034	8/9/2017	\$158,000.00	\$722,000
Contra Costa	CC-150011	Pleasant Hill	On Contra Costa Blvd Between Beth Drive and Harriet Drive Install Sidewalks and Bike Lanes	ATP	ATPHSIP-5375032	2/15/2017	(\$3,257.00)	
Contra Costa	CC-150016	Richmond	The Yellow Brick Road in Richmond's Iron Triangle	ATP	ATPL-5137049	7/17/2017	\$207,000.00	\$5,485,000
Contra Costa	CC-150016	Richmond	The Yellow Brick Road in Richmond's Iron Triangle	ATP	ATPL-5137049	8/30/2017	\$725,000.00	\$5,485,000
Contra Costa	CC-130032	San Pablo	San Pablo Avenue Bicycle and Ped Improvements	CMAQ	CML-5303016	4/17/2017	\$5,978,000.00	
Contra Costa	VAR110007	San Ramon	Bollinger Canyon Rd. From Canyon Lake Dr & Dougherty Rd. (4 Inter) Signal Control	HSIP	-5437023	10/20/2016	(\$39,009.51)	
Contra Costa	041A25045	State-Managed	On State Route: 80. Richmond -Hilltop Drive OC Replace Bridge	IM	-801108	10/14/2016	(\$74,616.73)	
Contra Costa	041A25045	State-Managed	On State Route: 80. Richmond -Hilltop Drive OC Replace Bridge	BRIDGE	-801108	10/14/2016	(\$22,443.59)	
Contra Costa	VAR170006	State-Managed	On State Route: 80. Contra Costa County, in and Near Richmond, El Cerrito, San Pablo, Pinole and Hercules, from Alameda/Contra Costa County Line to Route 80/4 Separation. Rehabilitate Roadway (TC)	NHPP	-801117	8/28/2017	\$42,147,500.00	
Contra Costa	041282145	State-Managed	SR-680 In CC Co-Parkside Blvd /Contra Costa Blvd Highway Planting and Irrigation	IM	-6801046	3/7/2017	\$657,182.65	
Contra Costa	VAR110031	State-Managed	On State Route: 680. NB 680 From Rudgear Rd Undercrossing To 0.2 Mile S/O Monument Blvd Undercrossing AC Resurfacing (TC)	NHPP	-6801070	10/14/2016	(\$366,110.12)	
Contra Costa	04228502/9S	State-Managed	SR 4 E Loveridge to Somersville Widen to 8 Lanes	NHPP	-P004131	1/23/2017	\$212,247.00	
Contra Costa	MTC050011	State-Managed	On State Route: 4. In Contra Costa On Route 4, Near Discovery Bay On Route 4 Install Median Buffer Zone and Upgrade Shoulder (TC)	HSIP	-P004144	2/7/2017	(\$1,248,609.58)	
Contra Costa	MTC050011	State-Managed	On State Route: 4, 80. Rt 4 In Concord From Port Chicago Hwy Onramp To Willow Ave Offramp Install Metal Beam Guardrail (TC)	NHS	-P004145	10/31/2016	(\$57,243.79)	
Marin	VAR170012	Fairfax	Meadow Way Bridge Over San Anselmo Creek. Br. # 27c0008 Replace 1 Lane Timber Br. With 1 Lane Br.	BRIDGE	-5277025	8/2/2017	\$28,983.00	
Marin	VAR170012	Fairfax	Azalea Ave Over Fairfax Creek In Town Of Fairfax. Br. # 27c0142 Bridge Replacement (TC)	BRIDGE	-5277028	9/8/2017	\$438,670.00	
Marin	MRN050019	GGBHTD	Golden Gate Bridge Suicide Deterrent System	NHPP	BHLS-6003051	9/18/2017	\$9,650,000.00	\$112,000,000
Marin	MRN050019	GGBHTD	Golden Gate Bridge Wind Retrofit	NHPP	BHLS-6003052	9/18/2017	\$350,000.00	\$112,000,000
Marin	MRN050019	GGBHTD	Golden Gate Bridge Wind Retrofit	BRIDGE	BHLS-6003052	9/22/2017	\$441.26	\$112,000,000
Marin	MRN010035	GGBHTD	ACIS Radio Communications System	STP	FTASTCML-6003054	4/14/2017	\$828,539.00	
Marin	MRN150005	GGBHTD	MS Sonoma Ferry Boat Refurbishment	STP	FTASTCML-6003054	4/14/2017	\$1,171,461.00	
Marin	MRN150006	GGBHTD	GGBHTD: Bldg Ridership to Meet Capacity Campaign	CMAQ	FTASTCML-6003054	4/14/2017	\$210,380.00	
Marin	VAR991007	Larkspur	Alexander Avenue Oh (Br No 27c-0150) Seismic Retrofit/Bridge Rehab (TC)	STP	-5166004	12/23/2016	(\$1,347.01)	
Marin	MRN110033	Marin County	On Miller Creek Road In Marin County Add 2 Cl 2 Bike Lanes To Enhance Safety	STP	RPSTPLE-5927096	5/30/2017	(\$20,579.90)	
Marin	VAR170012	Marin County	Olema Creek Bridge On Sir Francis Drake Blvd Bridge Replacement	STP	-5927099	5/1/2017	\$63,033.00	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2016-17]

County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Marin	VAR170012	Marin County	Mt. Lassen Dr. Over Miller Creek, 0.06 Mi N Lucas Valley Rd. Bridge Rehabilitation (TC)	STP	-5927100	5/1/2017	\$43,200.00	
Marin	VAR110007	Marin County	East Sir Francis Drake Blvd. -- Mp 0.55 To Mp 0.60. Install Guardrail And Radar Speed Feedback	HSIP	-5927101	10/20/2016	(\$5,332.40)	
Marin	MRN130007	Marin County	North Civic Center Drive Improvements	STP	STPL-5927103	1/18/2017	\$791,000.00	
Marin	MRN130010	Marin County	Donahue Street Road Rehabilitation Project	STP	STPL-5927106	2/22/2017	\$963,028.00	
Marin	MRN130014	Marin County	Mill Valley-Sausalito Pathway Preservation	STP	STPL-5927107	4/17/2017	\$205,000.00	
Marin	MRN130014	Marin County	Mill Valley/Sausalito From East Blithedale Ave And Almonte Blvd Rehabilitate Multi-Use Path	BRIDGE	-5927107	4/17/2017	\$115,000.00	
Marin	MRN110040	MCTD	MCTD Preventive Maintenance	STP	FTASTPL-6343005	2/21/2017	\$123,080.00	
Marin	MRN150010	MCTD	MCTD - Relocate Transit Maintenance Facility	STP	FTASTPL-6343005	2/21/2017	\$122,249.00	\$1,869,438
Marin	REG090001	Mill Valley	E. Side Of Camino Alto, Sycamore/Miller, Miller/Almonte Blvd. Multi-Use Pathway, Curb Ext. & Traffic Calming	SRTS	-5113011	10/24/2016	(\$64,512.00)	
Marin	MRN130012	Mill Valley	Bayfront Park Recreational Bay Access Pier Rehab	STP	STPL-5113019	8/2/2017	\$140,000.00	
Marin	MRN170001	MTC	Regional Planning Activities and PPM - Marin	STP	STPL-6084206	3/7/2017	\$3,822,000.00	\$206,000
Marin	VAR170012	Novato	Grant Avenue Over Novato Creek. Br.# 27c0021 Bridge Rehabilitation And Scour Mitigation	NHPP	BHLS-5361023	5/30/2017	\$270,392.00	
Marin	NAP110013	San Rafael	Napa City North/South Bike Location Class II Bike Lanes	CMAQ	-5042054	1/31/2017	(\$4.52)	
Marin	MRN070009	San Rafael	Purto Suello Hill To Srtc Install Bike Ped Path	EARMARK	-5043023	10/20/2016	(\$1,233.21)	
Marin	REG090001	San Rafael	Lindardo St: Woodland Ave - Andersen Dr And Andersen Dr: E/O Lindaro St @ Mahon Construct Sidewalks, Install Median Fencing, Speed	SRTS	-5043034	4/3/2017	(\$50,890.01)	
Marin	MRN130004	San Rafael	Pt. San Pedro Road From 600 North Of Biscayne Drive To Riviera Drive; And Del P Roadway Rehabilitation	STP	-5043035	2/10/2017	(\$0.93)	
Marin	VAR170012	San Rafael	Southern Heights Bl. Over Hillside, Junction Meyers Road In San Rafael Br. 27c0148 Replace Existing 1-Lane Bridge With New 1-Lanebridge. TC	BRIDGE	-5043038	5/30/2017	\$250,000.00	
Marin	MRN110057	San Rafael	H8-04-025 Third St & Hetheron St Signal Mod	HSIP	HSIP-5043040	5/1/2017	\$60,000.00	\$523,900
Marin	MRN110051	San Rafael	S Grand Ave/W 2nd St Intersection Mod	HSIP	HSIPL-5043037	4/21/2017	\$437,000.00	
Marin	0414000526S	State-Managed	On State Route: 1. Marin Co, Near Tomales, At 2.8 Mi S of Tomales-Petaluma Rd Emergency Relief-construct soldier pile wall	ER	-27C4001	5/8/2017	\$2,060,900.00	
Marin	0415000267L	State-Managed	Lucas Valley Road Milepost 1.66 Slide Repair Emergency Opening Project	ER	-28C0001	2/7/2017	(\$44,784.81)	
Marin	VAR110005	State-Managed	On State Route: 1. Near Mill Valley, At 0.2 Mile North Of Loring Avenue. Construct An Earth Retaining System And Improve Drainage (TC)	NHPP	-P001619	5/30/2017	\$2,990,900.00	
Marin	VAR170008	State-Managed	On State Route: 1. In Marin County On State Route 1 Near Muir Beach At 0.3 Mile North Of Seascape Drive Road. Construct Tie-Back Wall (TC)	BRIDGE	-P001624	8/28/2017	\$6,364,400.00	
Marin	VAR170008	State-Managed	On State Route: 1. In Marin County Near Muir Beach, 0.2 Mile North Of Cold Stream Fire Road. Construct Tie-Back Wall (TC)	BRIDGE	-P001625	8/28/2017	\$6,688,200.00	
Marin	REG070001	State-Managed	In Marin County On Route 101 Near Corte Madera Replace Existing Fill With Lightweight Fill (TC)	NHPP	-Q101203	11/10/2016	\$10.00	
Marin	REG070001	State-Managed	In Marin County On Route 101 Near Corte Madera Replace Existing Fill With Lightweight Fill (TC)	NHS	-Q101203	11/10/2016	\$423.69	
Napa	NAP090007	American Canyon	Napa Junction Road From SR29 To Napa Junction Elementary School Pedestrian Improvement	STP	RPSTPLE-5470008	10/20/2016	(\$53,498.29)	
Napa	VAR170012	Calistoga	Berry Street Over Napa River (Br 21c0115) Bridge Replacement (TC)	BRIDGE	-5061007	5/15/2017	\$2,420,600.00	
Napa	NAP170001	MTC	Regional Planning Activities and PPM - Napa	STP	STPL-6084206	3/7/2017	\$3,822,000.00	\$165,000
Napa	NAP110020	Napa	Trancas Street Bridge Over Napa River. Scour Countermeasure	NHPP	BHLS-5042042	2/2/2017	(\$50,205.20)	
Napa	0414000362L	Napa County	Chiles Creek Bridge On Chiles-Pope Valley Road Bridge Rehab	BRIDGE	BRLS-5921060	5/22/2017	(\$57,925.64)	
Napa	VAR110007	Napa County	Various Locations On Butts Canyon Rd., Hagen Rd., Old Sonoma Rd. Install High Friction Surface Treatment.	HSIP	HSIPL-5921064	11/18/2016	(\$10,444.00)	
Napa	VAR110007	Napa County	Various Locations On Silverado Trail, Deer Park Rd.,And Sanitarium Rd. Install Guardrail.	HSIP	HSIPL-5921065	12/2/2016	(\$26,062.00)	
Napa	NAP130009	Napa County	On Silverado Trail From Calistoga City Limit To Larkmead Avenue Ac Overlay.	STP	STP-5921067	5/1/2017	(\$33,334.00)	
Napa	NAP150002	Napa County	Greenwood Avenue Over Garnett Creek. Br21c0042 Replace Existing One-Lane Bridge With A New Two-Lane Bridge. (TC)	BRIDGE	BRLO-5921068	4/19/2017	\$492,282.00	
Napa	NAP110023	Napa County	Silverado Trail Phase H Rehab	STP	STPL-5921075	11/15/2016	\$794,000.00	

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Napa	0416000233L	Napa County	DAF 14: Cutting Wharf Road Culvert at MPM 1.75, DAF 18: Conn Creek Bridge 21c0087, DAF 20: Silverado Trail Bridge 21c0015 At MPM 1.47, DAF 24: Silverado Trail Culvert at MPM 2.07 & DAF 25: Silverado Trail Culvert at MPM 10.64 Napa County Earthquake Repair - Structural Restoration: DAFS 14, 18, 20, 24 & 25: The extent of structural repairs will range from replacement of structurally compromised concrete, crack repair, and/or replacement of minor structures	ER	-26E0002	5/30/2017	\$80,734.00	
Napa	0416000234L	Napa County	DAF 17: Old Sonoma Road Culvert At MPM 2.27 Napa County Earthquake Repair - Old Sonoma Road Culvert Structural Repair: The repair of the culvert will consist of strengthening the stone arch portion of a reinforced concrete shell over the outside of the stone arch segment.	ER	-26E0003	5/30/2017	\$132,794.00	
Napa	0416000235L	Napa County	DAF 19: Yountville Crossroad Bridge 21c0116 Napa County Earthquake Repair - Yountville Crossroad Bridge Structural Repair: Replace shear key, repair spalling, remove and replace asphalt concrete approaches, replace bearing pads, and replace compression joint seals	ER	-26E0004	6/15/2017	\$65,549.15	
Napa	0416000316S	State-Managed	On State Route: 121. In Napa Co., Near Napa, At 0.6 Mi. North Of Wooden Valley Road. Emergency Relief - Repair Slip Out.	ER	-29R8001	5/8/2017	\$3,928,230.00	
Napa	0416000316S	State-Managed	In Napa Co., Near Napa, At 0.6 Mi. North Of Wooden Valley Road. Emergency Relief - Repair Slip Out.	ER	-29R8005	4/19/2017	\$309,855.00	
Napa	0416000416S	State-Managed	In Napa Co., At Lake Hennessey At 1.7 Mile East Of Silverado Trail. Emergency Relief - Preliminary Engineering Related To Repairing Slip-Out.	ER	-29S4005	6/26/2017	\$404,582.00	
Napa	042S3704S	State-Managed	Napa Co On Route 128 2.0 Mi E Of Conn Crk Br Repair Slipout	ER	-37B4004	6/15/2017	\$186,287.34	
Napa	VAR110044	State-Managed	In Napa County On Route 29 At Napa River Bridge (Br # 21-0018) Scour Replace Bridge (TC)	BRIDGE	-P029122	3/10/2017	\$1,883,000.00	
Napa	VAR110044	State-Managed	In Napa County On Route 29 At Napa River Bridge (Br # 21-0018) Scour Replace Bridge (TC)	BRIDGE	-P029122	8/14/2017	\$880,000.00	
Napa	VAR110044	State-Managed	On State Route: 29. Napa County In Calistoga At Napa River Bridge Replace Bridge For Scouring (TC)	BRIDGE	-P029128	4/17/2017	\$9,843,300.00	
Napa	VAR110044	State-Managed	On State Route: 121. In Napa County, Near Napa On State Route 121 At Silverado Trail Road-Sarco Creek Bridge #21-0008. Roadway Widening, Bridge Replacement, Creek Grading (TC)	NHPP	-P121028	11/18/2016	\$6,234,200.00	
Napa	VAR110031	State-Managed	On State Route: 128. Near The City Of Napa On Sr 128 From Knoxville Rd To The Solano County Line Maintenance Asphalt Overlay (TC)	STP	-P128053	4/26/2017	(\$37,205.78)	
Napa	VAR110004	State-Managed	On State Route: 37, 80. Solano County At Various Locations Ramp Gore Paving (TC)	NHPP	-X095030	11/3/2016	\$2,691,000.00	
Regional	REG110044	ACE	ACE Positive Train Control	STP	FTASTPL-6262019	8/21/2017	\$373,058.00	
Regional	REG090037	BART	BART: Railcar Procurement Program	CMAQ	FTASTPCML-6000062	12/15/2016	\$25,000,000.00	\$630,131,984
Regional	REG090037	BART	BART: Railcar Procurement Program	CMAQ	FTACML-6000063	6/16/2017	\$25,000,000.00	\$630,131,984
Regional	REG090042	MTC	511 Traveler Information	STP	STPLNI-6084199	11/15/2016	\$2,426,183.00	\$11,226,000
Regional	REG090046	MTC	Regional Arterial Operations & Signal Timing Program	STP	STPLNI-6084203	11/15/2016	\$500,000.00	\$1,000,000
Regional	REG090039	MTC	Regional Streets and Roads Program	STP	STPL-6084205	11/15/2016	\$347,000.00	\$10,875,000
Regional	REG170001	MTC	Regional Planning Activities and PPM - MTC/ Regional	STP	STPL-6084207	3/8/2017	\$9,555,000.00	\$1,329,000
Regional	REG170003	MTC	511 Carpool and Vanpool Programs	CMAQ	CML-6084209	3/9/2017	\$8,000,000.00	\$5,440,222
Regional	MTC050001	MTC	Bay Area Commuter Benefits Program	CMAQ	CML-6084211	5/30/2017	\$705,000.00	\$674,000
Regional	REG170007	MTC	Incident Management Program	STP	STPL-6160027	1/9/2017	\$517,000.00	\$4,160,000
Regional	REG110010	MTC	Various Locations In San Francisco, San Mateo And Santa Clara Counties Other - Bicycle Sharing Program Implement & Study	CMAQ	CML-6297006	10/20/2016	(\$1,082,673.37)	
Regional	VAR110004	State-Managed	On State Route: 84, 85, 92, 101, 237, 280, 680, 880. The City and County of San Francisco, San Mateo, and Santa Clara at Various Locations. Pump House Safety and Access Improvements and Irrigation Removal. (TC)	NHPP	-000C451	5/30/2017	\$1,559,700.00	
Regional	N/A	State-Managed	2014 Recreational Trails Project: San Francisco Bay Trail and Bay Trail Spur (RT-07-009)	EARMARK	-RT07009	7/7/2017	(\$500,000.00)	
Regional	N/A	State-Managed	2011 Recreational Trails Project: Alamo River Recreational Trail, Phase I (RT-13-001)	EARMARK	-RT13001	8/24/2017	(\$430,468.00)	
Regional	N/A	State-Managed	2011 Recreational Trails Project: Corte Madera Creek Multi-Use Path Improvements (RT-21-008)	EARMARK	-RT21008	8/23/2017	(\$1.00)	
Regional	VAR110004	State-Managed	On State Route: 13, 24, 80, 84, 880. In Alameda County On Various Routes At Various Locations. Upgrade Transition Railing (Site Group #2) (TC)	HSIP	-X001615	12/15/2016	\$3,618,100.00	
San Francisco	SF-170002	MTC	Regional Planning Activities and PPM - SF County	STP	STPL-6084206	3/7/2017	\$3,997,000.00	\$667,000
San Francisco	REG090003	San Francisco	Major Congested Freeways, Rte92,880,85,580,238,680,101,80,4,242,84. Design, Implement and Maintain Ramp Metering (TC)	CMAQ	CML-6204095	6/22/2017	\$3,417,000.00	
San Francisco	SF-070027	SF County TA	Yerba Buena Island (YBI) Ramp Improvements	BRIDGE	BRLS-6272023	4/26/2017	\$5,503,695.00	\$47,239,842

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
San Francisco	SF-070027	SF County TA	EB Bay Br Off-Ramp, Viaduct, 0.2km West Of Bay Br, 170m W. Of Br To 240m W. Of Br Seismic Analysis And Retrofit Strategy	NHPP	BRLS-6272027	1/31/2017	(\$312,576.64)	
San Francisco	SF-110038	SF County TA	Throughout City And County Of San Francisco Parking Pricing And Regulation Study	EARMARK	VPPL-6272037	12/23/2016	(\$20,589.71)	
San Francisco	04923979L	SF DPW	In San Francisco, Bayview Hunters Point And Hunters Point Shipyard (HPS) Areas Improve Traffic Operations Within The Bayview Transportation Improvement (BTI) Project Area; Develop A More Direct Access Route From Us 101 And I-280 To The Candlestick Point And HPS Areas; And Provide Multimodal Access To The BTI Project Area Linking It To The Rest Of San Francisco And Bay Area Region.	EARMARK	-5934115	1/31/2017	(\$859,057.00)	
San Francisco	04924741L	SF DPW	Balboa St (From 34th Ave. To 39th Ave.) Street Improvements	EARMARK	-5934138	6/29/2017	(\$0.09)	
San Francisco	SF-090036	SF DPW	Arelious Walker Dr, From Int Of Innes Ave And Arelious Walker Dr To Norridge Rd Bicycle/Pedestrian Path (TC)	STP	RPSTPLE-5934162	10/20/2016	(\$10,962.89)	
San Francisco	SF-110013	SF DPW	Marina Boulevard From Laguna Street To Lyon Street Pedestrian And Bicycle Path	CMAQ	CML-5934163	6/2/2017	(\$0.03)	
San Francisco	SF-110009	SF DPW	Broadway Street, From Kearny Street To Battery Street Resurface and Transportation Enhancement	STP	STPL-5934165	11/18/2016	(\$68,426.45)	
San Francisco	SF-070025	SF DPW	SR 1 - 19th Avenue Median Improvements	EARMARK	-5934166	5/15/2017	(\$163,513.00)	
San Francisco	SF-070025	SF DPW	19th Avenue From Lincoln Way To Wawona Landscape	STP	-5934166	5/15/2017	(\$163,512.93)	
San Francisco	SF-130013	SF DPW	Intersection Of Bacon And Goettingen Streets Sidewalk Bulb-Outs And Curb Ramps	CMAQ	CML-5934173	11/15/2016	(\$62,408.00)	
San Francisco	VAR170012	SF DPW	In San Francisco, On 3rd Street, Crossing Over The Mission Creek Channel Between Berry Street And Terry A Francois Boulevard; Br. # 34c0025 Bridge Rehabilitation Work Including Deck And Structural Member Corrosion Repair, Bridge Painting, Counterweight And Pile Repairs, And Other Damage Repair.	NHPP	-5934177	12/5/2016	\$3,030,493.00	
San Francisco	SF-010038	SF DPW	Bayview Transportation Improvements	EARMARK	HP21L-5934178	2/15/2017	\$859,057.00	\$288,000
San Francisco	SF-130018	SFDPH	SF SRTS Non-Infrastructure Program	CMAQ	CML-6447006	12/16/2016	\$360,000.00	
San Francisco	SF-150017	SFDPH	Various Locations In San Francisco Implement Non-Infrastructure Outreach Programs To Increase Safe Walking And Biking By Schoolchildren And Their Families, Including Educational, Encouragement And Evaluation Components. (TC)	ATP	ATPLNI-6447008	2/15/2017	\$2,411,000.00	
San Francisco	SF-070036	SFMTA	Various Bike Routes In San Francisco Develop Improvement Plans	CMAQ	-6328014	10/20/2016	(\$511.83)	
San Francisco	SF-110018	SFMTA	Bayshore Blvd And Paul Ave Intersection Upgrade Traffic Signal	HSIP	HSIPL-6328031	10/20/2016	(\$18,828.42)	
San Francisco	VAR110007	SFMTA	Intersections Around SF Muni T-Line Light Rail Corridor Signal Replacement & Upgrade; Road Marking & Striping	HSIP	-6328041	5/15/2017	(\$562,198.23)	
San Francisco	REG070009	SFMTA	Masonic Avenue Between Geary Blvd And Fell St Signal Upgrade	HSIP	-6328048	2/2/2017	(\$103,365.18)	
San Francisco	SF-130019	SFMTA	Eddy and Ellis Traffic Calming Improvement Project	CMAQ	CML-6328071	12/2/2016	\$342,212.00	
San Francisco	SF-110057	SFMTA	HSIP7-04-021 NOMA SOMA Signal Retiming	HSIP	HSIPL-6328080	12/2/2016	\$826,000.00	\$2,395,900
San Francisco	VAR110044	State-Managed	On State Route: 280. In San Francisco at Southern Viaduct Bridge #34-0046 Rehabilitate Bridge Deck. (TC)	NHPP	-2801146	12/12/2016	\$9,132,200.00	
San Francisco	VAR110042	State-Managed	On State Route: 1. In The City And County Of San Francisco From Lake Street To General Douglas Macarthur Tunnel. SF Co. Rte 1 Construct Drainage (TC)	NHPP	-P001607	4/17/2017	\$2,388,400.00	
San Francisco	VAR110003	State-Managed	On State Route: 35. The City And County Of San Francisco From Skyline Boulevard To 19th Avenue Capital Preventive Maintenance And Crosswalk Enhancement Improvements (TC)	NHPP	-P035011	4/6/2017	\$4,486,200.00	
San Francisco	VAR110003	State-Managed	On State Route: 35. The City And County Of San Francisco From Skyline Boulevard To 19th Avenue Capital Preventive Maintenance And Crosswalk Enhancement Improvements (TC)	HSIP	-P035011	4/6/2017	\$375,900.00	
San Francisco	SF-991030	State-Managed	On State Route: 101. In San Francisco Route 101 Postmile 8.3 To 9.8 Presidio Pkwy-Phase II Concessionaire Pmts P3 (TC)	NHS	-X075041	9/19/2017	\$15,535,318.19	
San Mateo	SM-130021	Burlingame	Carolan Ave Complete Streets and Road Diet	CMAQ	CML-5171021	12/2/2016	\$986,000.00	
San Mateo	SM-130026	Caltrain	Caltrain Control Point Installation	STP+	FTASTPL-6170035	1/23/2017	\$1,250,210.00	
San Mateo	SM-150012	Daly City	Daly City Central Corridor Bike/Ped Safety Imprmnt	ATP	ATPL-5196040	4/17/2017	\$300,000.00	\$1,976,000
San Mateo	SM-070004	East Palo Alto	Bay Rd Bicycle/Ped Improvements Phase II & III	EARMARK	HPLUL-5438011	10/21/2016	\$770,000.00	\$10,620,000
San Mateo	SM-130028	East Palo Alto	US-101 Pedestrian/Bicycle Overcrossing	ATP	ATPL-5438017	2/10/2017	\$8,600,000.00	
San Mateo	0414000062L	East Palo Alto	Woodland Ave Emergency Opening	ER	ER-22X0007	3/3/2017	(\$0.52)	
San Mateo	SM-110040	Half Moon Bay	Bridge No. 35C0025, Main St Over Pilarcitos Creek	BRIDGE	BRLS-5357006	12/23/2016	(\$617,733.00)	
San Mateo	SM-130023	Menlo Park	Willow Rd - Middlefield To Hamilton Upgrade Signals	EARMARK	HPLUL-5273024	6/2/2017	(\$548.60)	
San Mateo	SM-170002	MTC	Regional Planning Activities and PPM - San Mateo	STP	STPL-6084206	3/7/2017	\$3,822,000.00	\$676,000
San Mateo	SM-130016	Pacifica	Palmetto Avenue Streetscape	CMAQ	CML-5350019	12/23/2016	\$1,000,000.00	

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
San Mateo	SM-110073	Pacifica	Linda Mar Blvd Between De Solo Dr To Adobe Dr Pavement Rehabilitation	STP	STPL-5350020	3/13/2017	(\$16,113.00)	
San Mateo	SM-110060	Redwood City	Charter St Between Stambaugh And Spring Crosswalk, Bulb Out, Curb Ramp	SRTS	SRTSL-5029030	12/12/2016	(\$65,414.07)	
San Mateo	SM-110065	Redwood City	Middlefield Rd and Woodside Rd Intersection Improv	CMAQ	CML-5029031	12/13/2016	\$339,924.00	
San Mateo	SM-030023	SamTrans	SAMTRANS: Preventive Maintenance	STP	FASTPL-6014018	1/23/2017	\$352,382.00	
San Mateo	SM-070031	San Bruno	On Route 82, In San Bruno, From Noor Ave To Santa Lucia Ave Construct Various Median Aesthetic And Safety	STP	STPE-P082019	11/1/2016	\$177,316.19	
San Mateo	SM-150002	San Mateo	City of San Mateo SR2S Program	ATP	ATPL-5102044	12/13/2016	\$1,720,000.00	
San Mateo	SM-130020	San Mateo	San Mateo Citywide Crosswalk Improvements	CMAQ	CML-5102047	4/17/2017	\$368,000.00	
San Mateo	SM-110047	San Mateo	San Mateo: At the SR92/El Camino Real (SR82) interchange: Modify existing on/off ramps to improve the ingress and egress of the interchange.	RIP	NH-X081030	3/7/2017	\$4,378,500.00	
San Mateo	SM-150017	San Mateo C/CAG	On US101 From 0.3 Miles North Of San Antonio Road (SCL -Pm 50.6) To 0.3 Miles South Of Grand Avenue Interchange (SM-Pm 21.8) Us 101: Install HOV/HOT Lane	EARMARK	FERPL-6204125	5/16/2017	\$9,499,258.82	
San Mateo	SM-110045	San Mateo County	PM00041, Bridge Preventive Maintenance Program	BRIDGE	BPMP-5935062	4/26/2017	\$218,476.00	
San Mateo	VAR170012	San Mateo County	Madera Lane Bridge Over El Corte De Madera Creek; Br# 35c0116 Bridge Preventative Maintenance	NHPP	BPMP-5935069	4/26/2017	\$412,300.00	
San Mateo	SM-150014	San Mateo County	Safe Routes to School for Health and Wellness	ATP	ATPLNI-5935075	6/15/2017	\$900,000.00	
San Mateo	VAR170012	SSF	San Bruno Canal Bridge At South Airport Boulevard Bridge Replacement	NHPP	BRLS-5177030	3/31/2017	\$3,612,024.00	
San Mateo	SM-130013	SSF	SSF Grand Blvd Project: Chestnut to Arroyo	CMAQ	CML-5177033	1/9/2017	\$850,000.00	
San Mateo	SM-150015	SSF	SSF Linden/Spruce Ave Traffic Calming Improvements	ATP	ATPL-5177037	4/20/2017	\$155,000.00	\$838,000
San Mateo	SM-979013	State-Managed	On State Route: 1. Route 1 In the City of Pacifica at Devil's Slide Tunnel Install Base (Bay Area Security Enhancement)	ER	ACSTP-1187014	12/1/2016	(\$3,384,844.73)	
San Mateo	REG070001	State-Managed	On State Route: 84. In San Mateo County Near La Honda At 0.2 Mile East Of La Honda Creek Bridge Storm Damage Repair	ER	ER-43L2004	8/9/2017	\$367,965.54	
San Mateo	VAR170006	State-Managed	On State Route: 1. In And Near Montara, Pacifica And Daly Cities, From 1.3 Miles North Of 2nd Street To Sullivan Avenue Overcrossing. Rehabilitate Pavement (TC)	NHPP	-P001630	9/14/2017	\$50,000.00	
San Mateo	REG070001	State-Managed	SR 84 In Woodside At 0.6 Mile North Of I-280/Sr84 Separation Build Tieback Wall And Repair Pavement (TC)	STP	-P084039	3/24/2017	\$276,505.39	
San Mateo	VAR110005	State-Managed	On State Route: 84. On SR 84 In The City Of Woodside At The SR 84 And I-280 Separation Repair Washout And Construct Secant Wall (TC)	NHPP	NHP-P084044	5/12/2017	\$500,000.00	
San Mateo	VAR110031	State-Managed	On State Route: 84. In San Mateo County In The City Of Woodside On State Route 84 From 1.0 Mile North Of Friars Lane To Interstate Route 280. Resurfacing Roadway Preservation (TC)	NHPP	NHP-P084046	11/29/2016	\$80,000.00	
San Mateo	SM-990003	State-Managed	SR-92 From SR-35 To I-280 R/W; Slow Vehicle Lane/Safety	STP	STP-P092024	10/14/2016	(\$3,105.80)	
San Mateo	VAR110005	State-Managed	San Mateo County Near Sky Londa 2.6 Miles North Of Junction SR 35 And 84 Construct Soldier Beam And Repair Slipout (TC)	STP	STP-S035008	4/6/2017	\$76,211.07	
San Mateo	VAR170012	Woodside	Old La Honda Road Over Drainage Swale: 0.1 West Of Portola Rd (Br # 35c0190) Bridge Replacement	NHPP	BRLS-5333017	7/28/2017	\$199,193.00	
Santa Clara	SCL110049	Gilroy	Multiple Locations In City Of Gilroy Crossing Walks, Sidewalks, Bicycle Lanes	STP	RPSTPL-5034024	12/2/2016	(\$0.50)	
Santa Clara	SCL130024	Monte Sereno	Andrews St (Rose Ave To City Limits) Road Rehabilitation	STP	STPL-5339003	2/7/2017	(\$58,513.40)	
Santa Clara	SCL130043	Morgan Hill	Monterey Road Preservation	STP	STPL-5152021	12/23/2016	\$1,379,000.00	
Santa Clara	SCL110050	Mountain View	Non-Infrastructure VERBS Safety Ped Education	CMAQ	CML-5124028	10/20/2016	(\$18,367.35)	
Santa Clara	SCL150017	Mountain View	Mountain View El Camino Real Streetscape Study	STP	STPL-5124033	12/23/2016	\$260,000.00	
Santa Clara	SCL170001	MTC	Regional Planning Activities and PPM - Santa Clara	STP	STPL-6084206	3/7/2017	\$6,078,000.00	\$1,567,000
Santa Clara	SCL090036	San Jose	Branham Ln/Monterey Hwy Grade Crossing Design Grade Separation	EARMARK	TCSP-5005100	10/20/2016	(\$302,369.45)	
Santa Clara	SCL130006	San Jose	San Jose Citywide SRTS Program	CMAQ	CML-5005133	4/17/2017	\$1,000,000.00	
Santa Clara	SCL050083	San Jose	Coyote Creek Trail (Hwy 237-Story Rd)	ATP	ATPL-5005146	3/30/2017	\$1,210,000.00	\$4,760,000
Santa Clara	SCL150020	San Jose	North 1st Street Urban Village Plan	STP	STPL-5005147	3/13/2017	\$369,962.00	
Santa Clara	SCL150021	San Jose	Berryessa BART Urban Village Plan	STP	STPL-5005148	3/20/2017	\$331,630.00	
Santa Clara	SCL130038	Santa Clara	Various Streets - Road Rehabilitation	STP	STPL-5019032	10/20/2016	(\$345,124.31)	
Santa Clara	VAR110045	Santa Clara County	Alamitos Rd Bridge @ Alamitos Ck (37c0159) Bridge Replacement/Seismic Ret (TC)	BRIDGE	-5937058	11/16/2016	\$98,877.00	
Santa Clara	SCL110065	Santa Clara County	Bridge #37C0095 Uvas Rd over Little Uvas Creek	BRIDGE	BRLO-5937124	11/18/2016	\$1,035,801.00	
Santa Clara	SCL090002	Santa Clara County	San Tomas Expressway Box Culvert Rehabilitation Repair & Relining Culvert Invert	STP	DEMO08L-5937137	10/20/2016	(\$758,291.42)	
Santa Clara	SCL050080	Santa Clara County	Oregon Pagemill Expressway (W. Bayshore-Alma) Traffic Signals Upgrade	EARMARK	HPLUL-5937163	3/9/2017	(\$33,752.55)	
Santa Clara	SCL110108	Santa Clara County	Isabel Bridge Replacement (37C0089)	BRIDGE	BRLO-5937176	2/7/2017	\$4,800,000.00	\$1,806,662

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Santa Clara	VAR991007	Santa Clara County	Bloomfield Road/Carnadero Creek Environmental Mitigation And Monitoring	STP	-5937187	12/23/2016	(\$12,966.75)	
Santa Clara	SCL110123	Santa Clara County	HSIP5-04-022 Stevens Canyon Rd Safety Improvement	HRRR	HRRRL-5937188	10/31/2016	\$594,900.00	
Santa Clara	VAR110045	Santa Clara County	Stevens Canyon Rd/Steven Crk Bridge #37c0571 Plant Replacement And Monitoring (TC)	BRIDGE	-5937193	11/18/2016	\$7,500.00	
Santa Clara	VAR110045	Santa Clara County	Gilroy Hot Springs Rd / Hollow Hunting Creek Plant Replacement And Monitoring (TC)	BRIDGE	-5937195	11/18/2016	\$9,400.00	
Santa Clara	SCL130037	Santa Clara County	Capitol Expressway ITS and Bike/Ped Improvements	CMAQ	STPL-5937196	2/10/2017	\$4,791,057.00	\$897,776
Santa Clara	SCL130037	Santa Clara County	Capitol Expressway ITS and Bike/Ped Improvements	STP	STPL-5937196	2/10/2017	\$1,431,095.00	\$897,776
Santa Clara	VAR110045	Santa Clara County	Alder Croft Heights Road Over Hooker Creek, 2.12 Miles South Of Los Gatos Creek Road. Bridge No. 37c0506 Replace Existing One Lane Bridge With A New Two Lane Bridge. Not Capacity Increasing (TC)	BRIDGE	-5937205	11/10/2016	\$600,000.00	
Santa Clara	VAR110045	Santa Clara County	Aldercroft Heights Road Over Los Gatos Creek, 2.12 Miles S Of Los Gatos Creel Road. Bridge 37c0507 Replace Existing One Lane Bridge With A New 2 Lane Bridge, Not Capacity Increasing.(TC)	BRIDGE	-5937206	11/10/2016	\$600,000.00	
Santa Clara	VAR110045	Santa Clara County	Aldercroft Heights Road Over Los Gatos Creek 2.38 Miles South Of Los Gatos Sc Road. Bridge 37c0508 Replace Existing One-Lane Bridge With A New 2-Lane Bridge, Not Capacity Increasing.(TC)	BRIDGE	-5937207	11/10/2016	\$600,000.00	
Santa Clara	VAR170012	Santa Clara County	Stevens Canyon Road Over Stevens Creek (Br 37c0574) Environmental Mitigation And Monitoring For Bridge Replacement Project (TC)	BRIDGE	-5937208	5/16/2017	\$238,000.00	
Santa Clara	VAR170012	Santa Clara County	Stevens Canyon Road Over Stevens Creek (Br 37c0575) Environmental Mitigation And Monitoring For Bridge Replacement Project (TC)	BRIDGE	-5937209	5/16/2017	\$238,000.00	
Santa Clara	VAR170012	Santa Clara County	Alamitos Road Over Herbert Creek (Br 37c0501) Bridge Replacement (TC)	BRIDGE	-5937210	5/16/2017	\$580,000.00	
Santa Clara	VAR170012	Santa Clara County	Alamitos Rd. Over Herbert Creek: 0.9 Miles SW Of Junction Of Hicks Road. (Br 37c0502) Bridge Replacement (TC).	BRIDGE	-5937211	5/16/2017	\$539,825.00	
Santa Clara	VAR170012	Santa Clara County	Alamitos Road Over Herbert Creek, 1.1 Miles SW Of Junction Of Hick Road. (Br 37c0503) Bridge Replacement (TC).	BRIDGE	-5937212	5/16/2017	\$541,825.00	
Santa Clara	VAR110045	Saratoga	In The City Of Saratoga At The 4th Street Bridge Over Saratoga Creek (Br No. 37c0294) Bridge Rehabilitation	NHPP	-5332020	4/20/2017	\$92,957.00	
Santa Clara	SCL130026	Saratoga	Prospect Rd Complete Streets	CMAQ	CML-5332022	3/13/2017	\$4,205,000.00	
Santa Clara	VAR170007	State-Managed	On State Route: 280. Los Altos Hills at El Monte Road Undercrossing. realign northbound off-ramp (TC)	HSIP	-2801147	7/24/2017	\$1,280,600.00	
Santa Clara	001800003L	State-Managed	Mary Avenue In The City Of Sunnyvale At The Caltrain Crossing Grade Crossing Hazard Elimination	HRRR	-7500256	7/19/2017	\$3,823,625.00	
Santa Clara	VAR110004	State-Managed	On State Route: 9. Near Saratoga, From Rt 35 Junction To 0.1 Mile South Of 6th Street Intersection Widen Shoulders (TC)	HSIP	-P009017	3/9/2017	(\$188,819.01)	
Santa Clara	VAR110005	State-Managed	On State Route: 9. In Santa Clara County Near Saratoga, 0.3 Miles South Of Sanborn Road On State Route 9. Construct Retaining Wall (TC)	BRIDGE	-P009023	11/10/2016	\$1,951,600.00	
Santa Clara	VAR110005	State-Managed	On State Route: 9. In Santa Clara County Near Saratoga, 0.3 Miles South Of Sanborn Road On State Route 9. Construct Retaining Wall (TC)	BRIDGE	-P009023	2/22/2017	\$45,700.00	
Santa Clara	MTC050011	State-Managed	Near Los Gatos, South Of Summit Road To South Of Bear Creek Road Upgrade Drainage System, Inst. Median Barrier (TC)	NHS	-P017106	3/9/2017	\$92,936.43	
Santa Clara	MTC050011	State-Managed	Near Los Gatos, South Of Summit Road To South Of Bear Creek Road Upgrade Drainage System, Inst. Median Barrier (TC)	NHPP	-P017106	3/9/2017	\$28,861.20	
Santa Clara	VAR110005	State-Managed	On State Route: 17. Near Lexington Hills From Old Santa Cruz Hwy To Los Gatos @ Various Locations Reconstruct Slope (TC)	NHPP	-P017109	10/14/2016	(\$65,354.40)	
Santa Clara	MTC050011	State-Managed	SR 82 In The City Of Mountain View At The Clark Avenue Intersection Install Traffic Signals & Upgrade Intersection (TC)	STP	-P082022	4/6/2017	\$178,548.12	
Santa Clara	MTC050009	State-Managed	From 0.3 Mile N/O Stevens Creek Blvd O/C To Route 85/101 Separation Rehabilitate Pavement (TC)	STP	-P085051	11/1/2016	\$140,571.09	
Santa Clara	VAR170007	State-Managed	On State Route: 85. Santa Clara County In San Jose At Various Locations. Pave Narrow Areas From Edge Of Shoulders To Soundwalls (TC)	NHPP	-P085060	6/22/2017	\$2,616,200.00	
Santa Clara	VAR170004	State-Managed	On State Route: 87. In San Jose From West Julian Street Undercrossing To Route 87/880 Separation. Cold Plane And Overlay With Rubberized Hot Mix Asphalt (TC)	NHPP	-P087032	6/22/2017	\$2,090,700.00	
Santa Clara	VAR110005	State-Managed	On State Route: 130. In Santa Clara County Near San Jose From 0.1 Mile East Of Crothers Road To 0.06 Mile West Of Clayton Road. Construct Retaining Wall (TC)	NHPP	-P130004	11/15/2016	\$1,764,200.00	

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Santa Clara	MTC050011	State-Managed	Near The City Of Gilroy At The Intersection Of State Route 152 And Ferguson Road Realign Roadway And Signalize Intersection (TC)	HSIP	-P152078	12/13/2016	\$189,335.34	
Santa Clara	MTC050011	State-Managed	On State Route: 152. Near Gilroy, On Route 152, From Old Lake Rd. To San Felipe Rd. Realign Curve & Upgrade Shoulders (TC)	NHPP	-P152082	12/14/2016	\$2,734,611.00	
Santa Clara	VAR110004	State-Managed	On State Route: 152. Near Gilroy, On Canada Road, 5.2 Miles East Of Route 152/Canada Road Interchange. Planting And Environmental Mitigation (TC)	HSIP	-P152091	7/17/2017	\$2,378,600.00	
Santa Clara	VAR170007	State-Managed	On State Route: 237. In The City Of Mountain View From El Camino Real (Route 82) To East Church Street. Install Median Barrier.	HSIP	-P237013	9/14/2017	\$2,018,400.00	
Santa Clara	040C9014S	State-Managed	0.6 Mi N/O Silicon Valley Blvd-Guadalupe Bridge Rehabilitate Pavement (TC)	NHPP	-Q101157	5/8/2017	\$3,002,181.57	
Santa Clara	VAR170012	Sunnyvale	Old Mt. View-Alviso Rd Over Calabazas Creek, Bridge # 37c0254 Bridge Replacement	NHPP	-5213040	3/7/2017	\$4,899,294.00	
Santa Clara	SCL130003	Sunnyvale	Duane Ave Between San Juan Ave. And Stewart Dr. Rehabilitate Pavement	STP	STPL-5213050	2/7/2017	(\$106,907.09)	
Santa Clara	SCL130032	Sunnyvale	Sunnyvale SRTS Ped Infrastructure Improvements	CMAQ	CML-5213052	10/26/2016	\$1,569,000.00	
Santa Clara	SCL110149	Sunnyvale	Advance Dilemma Zone Detection Various Locations	HSIP	HSIPL-5213058	5/18/2017	\$129,000.00	\$715,800
Santa Clara	SCL110137	VTA	Capitol Expressway Pedestrian Improvements	HSIP	HSIPL-6264063	11/18/2016	\$786,921.00	
Santa Clara	SCL150018	VTA	Peery Park Rides	CMAQ	FTACML-6264078	4/25/2017	\$1,129,000.00	
Solano	SOL110060	Benicia	Military West/West 7th St Intersection Improvement	HSIP	HSIPL-5003029	11/29/2016	\$29,700.00	\$23,100
Solano	SOL110059	Benicia	E. 5th St/Vecino St Pedestrian Improvements	HSIP	HSIPL-5003030	1/24/2017	\$57,600.00	\$408,000
Solano	SOL130012	Dixon	Dixon SR2S Infrastructure Improvements	STP	STPL-5056020	5/30/2017	\$100,000.00	
Solano	SOL130002	Fairfield	Beck Ave. From West Texas St. To State Route 12 Rehabilitate Roadway	STP	STPL-5132042	2/7/2017	(\$156,078.81)	
Solano	VAR170002	Fairfield	In Fairfield: North Texas Street At Acacia Street Upgrade Traffic Signal And Ramps (TC)	HSIP	-5132044	5/18/2017	\$44,074.00	
Solano	SOL010006	Fairfield	City of Fairfield Operating Assistance	STP	FTASTPL-5132046	3/6/2017	\$372,216.00	
Solano	SOL170001	MTC	Regional Planning Activities and PPM - Solano	STP	STPL-6084206	3/7/2017	\$3,822,000.00	\$407,000
Solano	SOL110029	Solano County	Stevenson Bridge Road Bridge (23C0092)	BRIDGE	BRLS-5923059	12/23/2016	\$442,650.00	
Solano	SOL070021	Solano County	S Gate Travis AFB-Petersen Rd: Walters-Gate Widen Roadway	EARMARK	HPLUL-5923083	10/24/2016	(\$16,004.00)	
Solano	VAR110007	Solano County	Midway Rd. From SR80 To Porter Rd. Sievers Rd. From Hailey Rd To Stevenson Br. Rd Widen And Pave Shoulders	HSIP	-5923104	5/15/2017	(\$61.13)	
Solano	VAR110007	Solano County	Harley Rd: Midway To Allendale Rd, Rockville Rd: Abernathy Rd To 1 Mile East Construct 4' Paved Shoulders Toll Credit Applied For HSIP Cycle 6 Projects. (TC)	HSIP	-5923113	7/28/2017	\$2,630.00	
Solano	SOL110052	Solano County	Cordelia-Lake Herman Rd Safety	HSIP	HSIPL-5923114	10/24/2016	\$653,116.00	
Solano	SOL170005	Solano County	Guardrail Repair and Installation HSIP8-04-028	HSIP	HSIPL-5923118	4/19/2017	\$94,000.00	\$435,900
Solano	SOL170004	Solano County	Traffic Safety Improvements HSIP8-04-027	HSIP	HSIPL-5923119	4/19/2017	\$375,000.00	\$1,654,800
Solano	SOL090034	SolTrans	SolTrans: Bus Replacement (Alternative Fuel)	CMAQ+	FTACML-6947002	4/14/2017	\$399,223.00	
Solano	SOL150004	STA	STA SR2S Infrastructure & Non-infrastructure	ATP	ATPL-5050062	7/28/2017	\$125,000.00	\$3,027,000
Solano	SOL110024	STA	West B Street Near North Jackson Street Pedestrian And Bike Undercrossing/UPRR	RIP	RPSTPL-6249029	8/24/2017	\$55,790.52	
Solano	SOL110019	STA	Solano Safe Routes to School Program	CMAQ	CML-6249036	11/29/2016	\$314,000.00	
Solano	043A3004S	State-Managed	On Rte 80 In Solano Co From 1 mile west of Pedrick Rd Overcrossing to Yolo Co Line Road Resurfacing and Approach Slab Replacement (TC)	STP	-802357	12/2/2016	\$1,101,697.79	
Solano	VAR110044	State-Managed	On State Route: 80. In Solano County in the Near Vacaville at Meridian Road Overcrossing and at Midway Road Overcrossing. Rehabilitate and Replace Bridge.(TC)	NHPP	-802368	2/22/2017	\$8,778,300.00	
Solano	VAR170004	State-Managed	On State Route: 12. Solano County In Fairfield And Suisun City Rom 0.1 Mile West Of Chadbourne Road To 0.4 Mile East Of Walters Road. Maintenance Asphalt Overlay (TC)	NHPP	-P012122	7/24/2017	\$4,894,800.00	
Solano	040T1412/9S	State-Managed	SR-37 In Vallejo From Napa River Br/Diablo St Construct 4-Lane Freeway	NHS	-P037065	7/1/2017	\$81,149.97	
Solano	VAR110007	Suisun City	Walters Rd. And Pintail Drive Intersection New Traffic Signal, Ada Ramps, Pavement Markings	HSIP	-5032027	4/3/2017	(\$0.20)	
Solano	SOL130005	Vacaville	Allison Bicycle / Ped Improvements	CMAQ	CML-5094062	12/23/2016	\$357,439.00	
Solano	SOL110062	Vallejo	Sacramento Street Bridge (23C0152)	BRIDGE	STPLZ-5030056	4/17/2017	\$503,736.00	
Solano	SOL110035	Vallejo	Vallejo Downtown Streetscape	STP	STPL-5030061	5/30/2017	\$938,765.00	
Solano	SOL150004	Vallejo	Seven (7) Elementary And Middle Schools In Benicia, And Vallejo Safe Route To School Pedestrian Infrastructure Improvements (TC)	ATP	ATPL-5030062	7/28/2017	\$125,000.00	
Sonoma	SON110015	Cotati	On East Cotati Avenue Construction Of Transit Center Depot Building	CMAQ	CML-5383009	10/31/2016	(\$7,726.61)	
Sonoma	SON130005	Healdsburg	Terrace Blvd, Lupine Rd, Powell Ave, Pordon Ln, Bianca Ln. Road Rehabilitation	STP	STPL-5027018	7/7/2017	(\$34,049.00)	
Sonoma	SON110054	Healdsburg	Healdsburg Pedestrian Safety and Access Improvmnts	CMAQ	CML-5027019	2/7/2017	\$202,937.00	
Sonoma	SON170002	MTC	Regional Planning Activities and PPM - Sonoma	STP	STPL-6084206	3/7/2017	\$3,822,000.00	\$504,000
Sonoma	REG090001	Petaluma	Multiple Schools In The City Of Petaluma Bike Related	SRTS	-5022052	6/29/2017	(\$3.20)	

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County	TIP ID/ EA	Agency	Project Name	Program	FPID	Obligation Date	Obligation Amount	Funds in TIP Later Than 2017
Sonoma	VAR170002	Petaluma	Lakeville Hwy(SR 116) / Pine View Way Safety Improvement	HSIP	-5022054	3/24/2017	\$41,400.00	
Sonoma	SON110056	Santa Rosa	Highway Safety Improvement Program (HSIP) Cycle 6	HSIP	HSIPL-5028073	2/7/2017	\$748,500.00	
Sonoma	SON130017	Santa Rosa	Santa Rosa Complete Streets Road Diet on Transit Corridor	STP	STPL-5028076	3/13/2017	\$2,195,375.00	
Sonoma	SON170007	Santa Rosa	Flashing Yellow Arrow Signal Conversion H8-04-026	HSIP	HSIPL-5028078	8/14/2017	\$110,000.00	\$884,000
Sonoma	SON110050	Son Co Reg Park	Central Sonoma Valley Trail	CMAQ	CML-5920142	4/6/2017	\$340,000.00	
Sonoma	SON150010	Son Co TA	Santa Rosa Car Share	CMAQ	CMLNI-6364018	12/2/2016	\$170,130.00	
Sonoma	SON150012	Son Co Transit	Sonoma County Transit: Replacement CNG Buses	STP	FTASTPL-6331004	2/24/2017	\$199,667.00	
Sonoma	SON130011	Sonoma City	Napa Road: Broadway To Jones Street Road Rehabilitation	STP	STPL-5114017	2/2/2017	(\$16,433.54)	
Sonoma	VAR110045	Sonoma County	Porter Creek Rd. On Porter Creek(20c-0112) Bridge Replacement	BRIDGE	-5920045	12/2/2016	(\$1.39)	
Sonoma	SON110016	Sonoma County	18 School Within Sonoma County. Safe Routes To School Program	STP	CML-5920132	10/27/2016	(\$0.09)	
Sonoma	SON130015	Sonoma County	Bodega Highway Pavement Rehabilitation	STP	STPL-5920153	1/25/2017	\$1,000,000.00	
Sonoma	SON130010	Sonoma County	Sonoma County Various Streets & Roads Preservation	STP	STPL-5920154	1/25/2017	\$3,377,000.00	
Sonoma	SON170008	Sonoma County	Lakeville Road Rumble Strip and Enhanced Striping	HSIP	HSIPL-5920156	8/16/2017	\$105,200.00	\$806,900
Sonoma	0416000315S	State-Managed	On State Route: 1. In Sonoma Co., Near Jenner, at 0.4 Mi. North of Calle Del Sol. Emergency Relief - repair wash out.	ER	-29R7001	4/19/2017	\$3,500,000.00	
Sonoma	0416000315S	State-Managed	In Sonoma Co., Near Jenner, at 0.4 Mi. North of Calle Del Sol. Emergency Relief - repair wash out	ER	-29R7005	4/19/2017	\$132,795.00	
Sonoma	0416000410S	State-Managed	In Sonoma Co., Near Monte Rio, At 0.7 Mi. East Of Old Monte Rio Road. Emergency Relief - Preliminary Engineering Related To Land Slide Repair/ Soldier Pile Wall Construction.	ER	-29S1005	6/26/2017	\$1,385,495.00	
Sonoma	0416000413S	State-Managed	In Sonoma Co., Near Cloverdale, At 0.3 Mi. West Of North Cloverdale Blvd. Emergency Relief - Preliminary Engineering Related To Repairing Wash-Out.	ER	-29S5005	6/26/2017	\$396,614.00	
Sonoma	041S3004S	State-Managed	On State Route: 1, 116. Rt 116 7.0 Pm At Monte Rio Repair Storm Damage	ER	-35M1004	10/20/2016	(\$7,167.08)	
Sonoma	VAR110005	State-Managed	Near Jenner, North Of Fort Ross State Historic Park Construct Tie-Back Retaining Wall (TC)	STP	-P001582	4/27/2017	\$219,543.88	
Sonoma	VAR110005	State-Managed	On State Route: 1. Near Jenner, 0.1 Miles South Of Russian River Bridge. Construct Retaining Wall (TC)	BRIDGE	-P001594	7/17/2017	\$2,054,900.00	
Sonoma	VAR110031	State-Managed	On State Route: 12. In Santa Rosa From Mission Blvd To 0.3 Mile East Of Santa Rosa Creek Bridge Maintenance Asphalt Overlay (TC)	NHPP	-P012117	4/17/2017	(\$410,714.29)	
Sonoma	MTC050011	State-Managed	At Intersection Of SR 116, Vine Hill And Mueller Roads Install Fully Actuated Traffic Signals	STP	-P116043	5/8/2017	\$187,445.18	
Sonoma	MTC050011	State-Managed	1.8 Mi N/O Tolay Creek Br To Yellow Creek Br From Arroyo Seco Br To Napa Co Line Install Rumble Strips (TC)	HSIP	-P121023	7/19/2017	\$1,591.58	
Sonoma	SON010001	State-Managed	On State Route: 12, 101. In Sonoma County From Kastania Road Over Crossing To East Construct Follow up Landscaping (TC)	NHPP	-Q101273	11/18/2016	\$2,963,600.00	
Sonoma	VAR110003	State-Managed	On State Route: 101. Near Windsor, From The Town Of Windsor To Geyserville. Rehabilitate Roadway (TC)	NHPP	-Q101307	4/17/2017	\$66,053,100.00	
Sonoma	VAR110004	State-Managed	On State Route: 12, 101. In Sonoma County At Various Locations (TC) Roadside Paving And Constructing Maintenance Vehicle Pullouts (TC)	NHPP	-X097043	11/10/2016	\$1,591,100.00	
Sonoma	SON130012	Windsor	Conde Ln/Johnson St Pedestrian Improvements	CMAQ	CML-5472019	12/23/2016	\$432,000.00	
Sonoma	SON130013	Windsor	Bell Rd/Market St/Windsor River Rd Ped Improvement	CMAQ	CML-5472020	1/9/2017	\$410,000.00	
Statewide	0016000254S	State-Managed	2016 National Summer Transportation Institute at San Jose State University/Mineta Transportation Institute OJT Supportive Svcs - 2016	OTHER	-1621000	2/27/2017	(\$6,314.59)	
Statewide	0017000030S	State-Managed	Statewide DBE Supportive Services Statewide 2017 (Northern Region)	OTHER	-1701000	12/2/2016	\$785,888.00	
Statewide	0017000152S	State-Managed	2017 National Summer Transportation Institute at San Jose State University/Mineta Transportation Institute OJT Supportive Svcs - 2017	OTHER	-1721000	5/10/2017	\$51,979.00	

\$589,646,486.95

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2016-17]

County	TIP ID	Operator	FTA Grant Number	Project Name	Program	FTA Grant Date	FTA Grant Amount	Funding Later than 2017
Alameda	ALA150004	AC Transit	CA-03-0798-05	AC Transit: East Bay Bus Rapid Transit	5309	9/22/2017	\$27,589,999	
Alameda	ALA150020	AC Transit	CA-2017-017	AC Transit: South County Corridors	CMAQ+	5/23/2017	\$5,000,000	
Alameda	ALA150038	AC Transit	CA-2017-017	AC Transit: Purchase (10) Double-Deck Diesel Buses	5307 - Capital	5/24/2017	\$3,636,463	
Alameda	ALA150040	AC Transit	CA-2017-017	AC Transit: Replace (10) 40ft Urban Buses-Diesels	5307 - Capital	5/24/2017	\$4,081,000	
Alameda	ALA150041	AC Transit	CA-2017-017	AC Transit: Replace (29) 60' Artic Buses - Diesels	5307 - Capital	5/24/2017	\$753,998	
Alameda	ALA150045	AC Transit	CA-2017-017	AC Transit: PM - Exchange for 40ft Fuel Cell ZEB	5307 - Capital	5/24/2017	\$979,153	
Alameda	ALA990052	AC Transit	CA-2017-017	AC Transit: Paratransit Van Replacement	5307 - Capital	5/24/2017	\$1,319,762	
Alameda	ALA990076	AC Transit	CA-2017-017	AC Transit: ADA Paratransit Assistance	5307 - Capital	5/24/2017	\$3,984,138	
Alameda	ALA150038	AC Transit	CA-2017-017	AC Transit: Purchase (10) Double-Deck Diesel Buses	5337	5/24/2017	\$1,500,000	
Alameda	ALA170041	AC Transit	CA-2017-073	AC Transit: 5 Battery Electric Bus purchase	OTHER FEDERAL	9/19/2017	\$1,551,611	
Alameda	ALA150052	AC Transit	CA-2017-151	AC Transit: SFOBB Forward	CMAQ+	9/19/2017	\$11,000,000	\$11,000,000
Alameda	ALA090065	BART	CA-2017-029	BART: Fare Collection Equipment	5337	6/20/2017	\$6,000,000	
BART	BRT97100B	BART	CA-2017-029	BART: Rail, Way, and Structures Program	5307 - Capital	6/20/2017	\$11,289,454	
BART	BRT030004	BART	CA-2017-029	BART: Train Control Renovation	5337	6/20/2017	\$13,000,000	
BART	BRT030005	BART	CA-2017-029	BART: Traction Power Systems Renovation	5337	6/20/2017	\$13,000,000	
BART	BRT97100B	BART	CA-2017-029	BART: Rail, Way, and Structures Program	5337	6/20/2017	\$5,752,805	
BART	BRT99T01B	BART	CA-2017-029	BART: ADA Paratransit Capital Accessibility Improvements	5337	6/20/2017	\$2,727,176	
Contra Costa	CC-130045	CCCTA	CA-2016-013-01	CCCTA: Access Improvements Implementation	STP+	7/26/2017	\$219,297	
Contra Costa	CC-150012	CCCTA	CA-2016-013-01	REMIX Software Implementation Project	STP+	7/26/2017	\$17,600	
Contra Costa	CC-150006	CCCTA	CA-2017-034	CCCTA: Replace 18 30' Buses	5339	7/24/2017	\$2,684,311	
Contra Costa	CC-99T001	CCCTA	CA-2017-137	CCCTA: ADA Paratransit Assistance	5307 - Capital	9/11/2017	\$1,207,778	
Contra Costa	CC-030035	ECCTA	CA-2017-164	Tri-Delta: ADA Operating Assistance	5307 - Capital	9/19/2017	\$1,055,723	
Contra Costa	CC-070092	ECCTA	CA-2017-164	ECCTA: Transit Bus Replacements	5307 - Capital	9/19/2017	\$5,417,195	\$636,763
Contra Costa	CC-070092	ECCTA	CA-2017-164	ECCTA: Transit Bus Replacements	5339	9/19/2017	\$411,358	\$636,763
Contra Costa	CC-150014	WCCTA	CA-2017-046	WestCAT: Replace (1) 1998 40 ft Vehicle	5307 - Capital	7/17/2017	\$434,600	
Contra Costa	CC-150015	WCCTA	CA-2017-046	WestCAT: Purchase (1) Fast Fare Electronic Farebox	5307 - Capital	7/17/2017	\$14,249	
Contra Costa	CC-990045	WCCTA	CA-2017-046	WestCat: ADA Paratransit Operating Subsidy	5307 - Capital	7/17/2017	\$248,192	
Contra Costa	CC-150021	WCCTA	CA-2017-051	WestCAT: AVL System with APC Element	STP+	7/17/2017	\$344,513	
Contra Costa	CC-150022	WCCTA	CA-2017-077	WCCTA: Purchase of (2) Double Decker buses	CMAQ+	8/18/2017	\$2,000,000	
Marin	MRN110047	MCTD	CA-2017-069-00	MCTD: ADA Paratransit Assistance	5307 - Capital	7/27/2017	\$271,616	\$2,191,336
Marin	MRN170003	MCTD	CA-2017-069-00	MCTD: Replace Paratransit Vehicles	5307 - Capital	7/27/2017	\$218,940	
Marin	MRN170004	MCTD	CA-2017-069-00	MCTD: Replace Paratransit Vehicles with Vans	5307 - Capital	7/27/2017	\$85,280	
Napa	NAP090008	NVTA	CA-2017-061	NVTA Equipment Replacement and Upgrades	STP+	7/27/2017	\$91,757	
Napa	NAP030004	NVTA	CA-2017-061	NVTA: ADA Operatin Assistance	5307 - Capital	8/23/2017	\$39,237	
Napa	NAP970010	NVTA	CA-2017-061	Napa Vine Operating Assistance	5307 - Capital	8/23/2017	\$1,224,619	
Napa	NAP970010	NVTA	CA-2017-065-01	Napa Vine Operating Assistance	5307 - Capital	7/12/2017	\$373,492	
Napa	NAP090008	NVTA	CA-2017-065-01	NVTA Equipment Replacement and Upgrades	5339	7/27/2017	\$509,119	
Regional	REG050020	BART	CA-2017-029	BART Car Exchange (PM)	5337	6/20/2017	\$47,116,668	
Regional	REG090037	BART	CA-2017-029	BART: Railcar Procurement Program	5337	6/20/2017	\$500,000	
Regional	REG090051	Caltrain	CA-2017-014-01	Caltrain: Revenue Vehicle Rehab Program	5337	9/22/2017	\$166,206	
Regional	SM-050041	Caltrain	CA-2017-014-01	Caltrain: Signal/Communication Rehab. & Upgrades	5337	9/22/2017	\$1,200,000	
Regional	REG150004	MTC	CA-2016-142	GL: Lifeline Cycle 4 5307 JARC	5307 - JARC	6/9/2017	\$142,254	
Regional	REG150004	MTC	CA-2017-017	GL: Lifeline Cycle 4 5307 JARC	5307 - JARC	9/19/2017	\$565,131	
Regional	REG150004	MTC	CA-2017-046	GL: Lifeline Cycle 4 5307 JARC	5307 - JARC	7/17/2017	\$157,977	
Regional	REG150004	MTC	CA-2017-164	GL: Lifeline Cycle 4 5307 JARC	5307 - JARC	9/19/2017	\$347,105	
Regional	REG090057	WETA	CA-2017-023	WETA: Ferry Major Component Rehab/Replacement	5307 - Capital	7/6/2017	\$5,133	\$2,512,000
Regional	REG090055	WETA	CA-2017-023	WETA: Ferry Propulsion System Replacement	5337	7/6/2017	\$2,880,000	
Regional	REG090057	WETA	CA-2017-023	WETA: Ferry Major Component Rehab/Replacement	5337	7/6/2017	\$5,818,867	\$2,512,000
Regional	MTC050029	WETA	CA-2017-045	SF Ferry Terminal/Berthing Facilities	OTHER FEDERAL	7/28/2017	\$4,000,000	
San Francisco	SF-010028	Caltrain	CA-2017-014-01	Caltrain: Caltrain Electrification	5309	9/22/2017	\$172,956,593	
San Francisco	SF-010037	SFMTA	CA-03-0767-10	SF Muni Third St LRT Phase 2 - New Central Subway	5309	9/22/2017	\$150,000,000	\$35,669,294
San Francisco	REG-150004	SFMTA	CA-2016-131	SFMTA: Expand Late Night Transit Service (GL: Lifeline Cycle 4 5307 JARC)	5307 - Capital	2/7/2017	\$363,834	
San Francisco	SF-090035	SFMTA	CA-2016-131	SFMTA: Replacement of Paratransit Vans	5307 - Capital	2/7/2017	\$1,948,320	

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2016-17]

County	TIP ID	Operator	FTA Grant Number	Project Name	Program	FTA Grant Date	FTA Grant Amount	Funding Later than 2017
San Francisco	SF-150005	SFMTA	CA-2016-131	SFMTA: Replacement of 40' Motor Coaches	5307 - Capital	2/7/2017	\$3,347,163	
San Francisco	SF-150006	SFMTA	CA-2016-131	SFMTA: Replacement of 60' Motor Coaches	5307 - Capital	2/7/2017	\$45,417,750	
San Francisco	SF-150007	SFMTA	CA-2016-131	SFMTA: Farebox Replacement	5307 - Capital	2/7/2017	\$2,228,800	
San Francisco	SF-150014	SFMTA	CA-2016-131	SFMTA: Rehab 30-FT Motor Coaches	5307 - Capital	2/7/2017	\$13,125,926	
San Francisco	SF-990022	SFMTA	CA-2016-131	SFMTA: ADA Paratransit operating support	5307 - Capital	2/7/2017	\$4,062,514	
San Francisco	SF-030013	SFMTA	CA-2016-133	SFMTA: Automatic Fare Collection Equipment	5337	8/18/2017	\$1,000,000	
San Francisco	SF-050024	SFMTA	CA-2016-133	SFMTA: Wayside /Central Train Control & Trolley Signal Systems Rehab	5337	8/18/2017	\$5,000,000	
San Francisco	SF-150004	SFMTA	CA-2016-133	SFMTA: Construct PED Access/Walkways	5337	8/18/2017	\$500,000	
San Francisco	SF-150015	SFMTA	CA-2016-133	SFMTA: Replacement of 40' Trolley Coaches	5337	8/18/2017	\$20,000,000	
San Francisco	SF-95037B	SFMTA	CA-2016-133	SFMTA: Rail Replacement	5337	8/18/2017	\$5,316,972	
San Francisco	SF-970073	SFMTA	CA-2016-133	SFMTA: Rehab/Rebuild Cable Cars	5337	8/18/2017	\$988,800	
San Francisco	SF-970170	SFMTA	CA-2016-133	SFMTA: Overhead Lines Rehabilitation	5337	8/18/2017	\$6,684,663	
San Francisco	SF-99T002	SFMTA	CA-2016-133	SFMTA: Cable Car Infrastructure Rehabilitation	5337	8/18/2017	\$2,000,000	
San Francisco	SF-050034	SFMTA	CA-2016-138	SFMTA: Light Rail Vehicles Overhaul	STP+	6/13/2017	\$5,337,401	
San Francisco	SF-070005	SFMTA	CA-2016-156	Van Ness BRT: small starts	5309	12/27/2016	\$59,603,999	
San Francisco	SF-150005	SFMTA	CA-2017-050	SFMTA - Replacement of 40' Motor Coaches	5339	8/3/2017	\$6,364,945	
San Francisco	SF-150006	SFMTA	CA-2017-113	SFMTA Replacement of 60' Motor Coaches	5339	9/13/2017	\$4,713,328	\$23,830,954
San Francisco	SF-150005	SFMTA	CA-2017-117	SFMTA - Replacement of 40' Motor Coaches	5307 - Capital	9/13/2017	\$63,128,520	
San Francisco	SF-150006	SFMTA	CA-2017-117	SFMTA Replacement of 60' Motor Coaches	5307 - Capital	9/13/2017	\$5,295,178	\$23,830,954
San Francisco	SF-990022	SFMTA	CA-2017-117	SFMTA: ADA Paratransit operating support	5307 - Capital	9/13/2017	\$4,591,625	
San Francisco	SF-990003	SFMTA	CA-2017-119	Global Positioning System	5337	9/19/2017	\$4,000,000	
San Francisco	SF-170004	SFMTA	CA-2017-119	SFMTA: Replacement of 40' Trolley Coaches	5337	9/19/2017	\$95,660,612	
San Francisco	SF-170005	SFMTA	CA-2017-119	SFMTA: Replacement of 60' Trolley Coaches	5337	9/19/2017	\$28,100,579	
San Francisco	SF-150011	SFMTA	CA-2017-139	San Francisco Vision Zero Safety Improvements	ATP+	9/19/2017	\$3,897,110	
San Francisco	SF-110053	WETA	CA-2017-023	WETA: Replace Ferry Vessels	5337	7/6/2017	\$11,449,600	
San Mateo	SM-130026	Caltrain	CA-2016-136-01	Caltrain Control Point Installation	STP+	6/29/2017	\$1,465,386	
San Mateo	SM-150007	Caltrain	CA-2016-136-01	Map Based Real-Time Train Display for Caltrain.com	STP+	6/29/2017	\$44,000	
San Mateo	SM-03006B	Caltrain	CA-2017-003-01	Caltrain: Systemwide Track Rehab & Related Structures	5337	9/18/2017	\$10,623,994	
San Mateo	SM-03006B	Caltrain	CA-2017-057	Caltrain: Systemwide Track Rehab & Related Structures	5337	7/10/2017	\$8,676,800	
San Mateo	SM-170005	Caltrain	CA-2017-057	Caltrain: Systemwide Track Rehab & Related Structures	5337	7/10/2017	\$22,620,000	
San Mateo	SM-110068	SamTrans	CA-2017-016	SAMTRANS: Replacement of Articulated Bus Fleet	5307 - Capital	3/10/2017	\$20,157,000	
San Mateo	SM-150005	SamTrans	CA-2017-016	SAMTRANS: Replacement of 2003 Gillig Buses	5307 - Capital	3/10/2017	\$6,914,860	
San Mateo	SM-150008	SamTrans	CA-2017-016	SAMTRANS: Replacement of Non-Revenue Vehicles	5307 - Capital	3/10/2017	\$296,800	
San Mateo	SM-150010	SamTrans	CA-2017-016	SAMTRANS: Replacement of Cutaway Buses	5307 - Capital	3/10/2017	\$900,360	
San Mateo	SM-150011	SamTrans	CA-2017-016	SAMTRANS: Purchase of Replacement Minivans	5307 - Capital	3/10/2017	\$418,200	
San Mateo	SM-990026	SamTrans	CA-2017-016	SAMTRANS: ADA Paratransit Operating Subsidy	5307 - Capital	3/10/2017	\$1,584,235	
San Mateo	SM-150005	SamTrans	CA-2017-104	SAMTRANS: Replacement of 2003 Gillig Buses	5307 - Capital	9/6/2017	\$1,976,200	
San Mateo	SM-990026	SamTrans	CA-2017-104	SAMTRANS: ADA Paratransit Operating Subsidy	5307 - Capital	9/6/2017	\$1,773,353	
Santa Clara	SCL110005	VTA	CA-03-0818-05	BART - Warm Springs to Berryessa Extension	5309	9/22/2017	\$100,000,000	\$97,414,577
Santa Clara	SCL170002	VTA	CA-03-2017-125	VTA BART Phase II TOD and Station Access Planning	OTHER FEDERAL	8/31/2017	\$1,520,000	
Solano	SOL070032	SolTrans	CA-2016-142	SolTrans: Preventive Maintenance	5307 - Capital	6/9/2017	\$711,997	
Solano	SOL090034	SolTrans	CA-2016-142	SolTrans: Bus Replacement (Alternative Fuel)	5307 - Capital	6/9/2017	\$2,436,729	
Solano	SOL110025	SolTrans	CA-2016-142	SolTrans: ADA Paratransit Operating Subsidy	5307 - Capital	6/9/2017	\$324,344	
Solano	SOL090033	SolTrans	CA-2016-142	SolTrans: Bus Maintenance Facility Renovation	5339	6/9/2017	\$387,398	
Solano	SOL090034	SolTrans	CA-2016-142	SolTrans: Bus Replacement (Alternative Fuel)	5339	6/9/2017	\$357,236	
Solano	SOL130019	SolTrans	CA-2016-142	Bus Replacement (Commuter)	5339	6/9/2017	\$767,581	
Solano	SOL010007	Vacaville	CA-2017-1	Vacaville Transit: Operating Assistance	5307 - Capital	9/2/2017	\$850,000	
Sonoma	SON150007	Petaluma	CA-2017-075	Petaluma Transit: ADA Set-Aside	5307 - Capital	8/24/2017	\$15,281	
Sonoma	SON170004	Petaluma	CA-2017-075	Petaluma Transit: Replace 1 Paratransit Cutaway FY17	5307 - Capital	8/24/2017	\$45,100	
Sonoma	SON170005	Petaluma	CA-2017-075	Petaluma Transit: Transit Yard & Facilities Improvements	5307 - Capital	8/24/2017	\$45,100	
Sonoma	SON130020	Petaluma	CA-2017-091	Petaluma Transit: Transit Signal Priority System	STP+	9/7/2017	\$90,790	
Sonoma	SON150019	Santa Rosa	CA-2017-007-01	Santa Rosa CityBus: Reimagining CityBus	STP+	6/29/2017	\$156,390	
Sonoma	SON090023	Santa Rosa	CA-2017-060-00	Santa Rosa CityBus: Operating Assistance	5307 - Capital	7/26/2017	\$893,922	

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County	TIP ID	Operator	FTA Grant Number	Project Name	Program	FTA Grant Date	FTA Grant Amount	Funding Later than 2017
Sonoma	SON090024	Santa Rosa	CA-2017-060-00	Santa Rosa CityBus: Preventive Maintenance	5307 - Capital	7/26/2017	\$275,445	
Sonoma	SON170003	Santa Rosa	CA-2017-060-00	Santa Rosa CityBus: Paratransit Operations	5307 - Capital	7/26/2017	\$137,757	
Sonoma	SON090023	Santa Rosa	CA-2017-060-01	Santa Rosa CityBus: Operating Assistance	5307 - Capital	9/22/2017	\$1,526,857	
Sonoma	SON090024	Santa Rosa	CA-2017-060-01	Santa Rosa CityBus: Preventive Maintenance	5307 - Capital	9/22/2017	\$455,861	
Sonoma	SON170003	Santa Rosa	CA-2017-060-01	Santa Rosa CityBus: Paratransit Operations	5307 - Capital	9/22/2017	\$236,154	
Sonoma	SON150013	Sonoma	CA-2016-143	Sonoma County Transit: Replace 2006 CNG Buses	5339	3/7/2017	\$176,479	
Sonoma	SON030005	Sonoma	CA-2016-143	Sonoma County Transit: Preventive Maintenance	5307 - Capital	3/7/2017	\$1,280,000	
Sonoma	SON150013	Sonoma	CA-2016-143	Sonoma County Transit: Replace 2006 CNG Buses	5307 - Capital	3/7/2017	\$467,090	

\$1,110,626,707