

APPENDIX A – 40

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

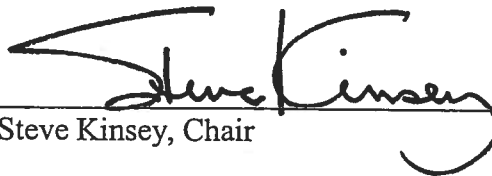
WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately \$100 million waiting for additional OA; and

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, reading "Steve Kinsey", is written over a horizontal line. The signature is stylized 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 – 41

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 – 42

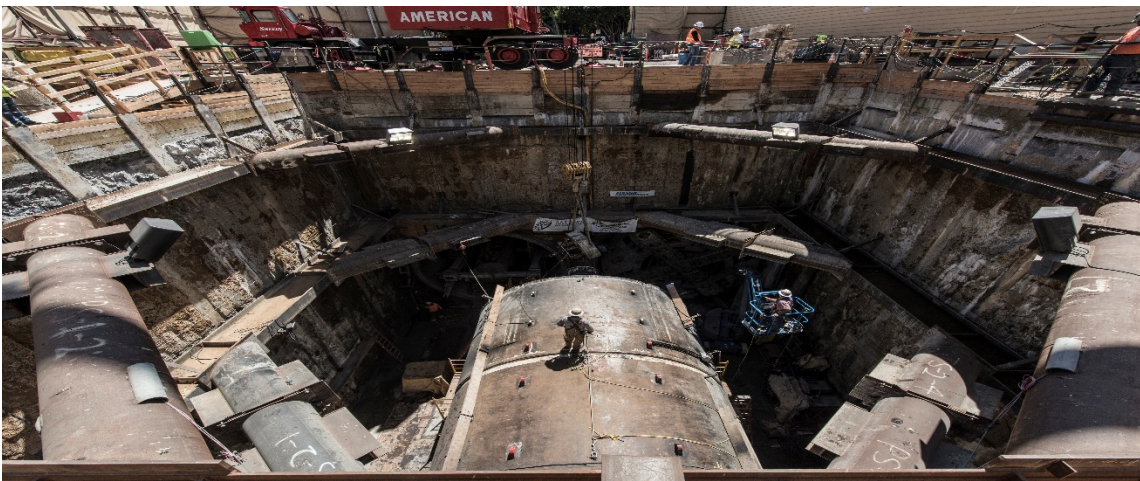
Project Delivery

**Annual Listing of Federally Obligated Projects
for Federal Fiscal Year 2018-19**



Annual Listing of Federally Obligated Projects

Federal Fiscal Year 2019
(October 1, 2018– September 30, 2019)



METROPOLITAN TRANSPORTATION COMMISSION

(Cover photos: (top left) Napa: California Boulevard Roundabouts; (top right) Caltrain: Electrification – Transformer Delivery; (bottom SFMTA: SF Muni Third St LRT Phase 2 - New Central Subway)



**METROPOLITAN
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December 27, 2019

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Andrew B. Premier
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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 2018-19

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 review and comment.

This report was developed using data sourced from both Caltrans and MTC. For the last federal fiscal year (October 1, 2018 through September 30, 2019), the region obligated approximately \$1,272 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 2018-19
December 27, 2019
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 2018-19 Annual Listing of Federally Obligated Projects.

Sincerely,



Ross McKeown
Acting Director, Programming and Allocations

RM:js

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Attachment: FFY2018-19 Annual Listing of Federally Obligated Projects

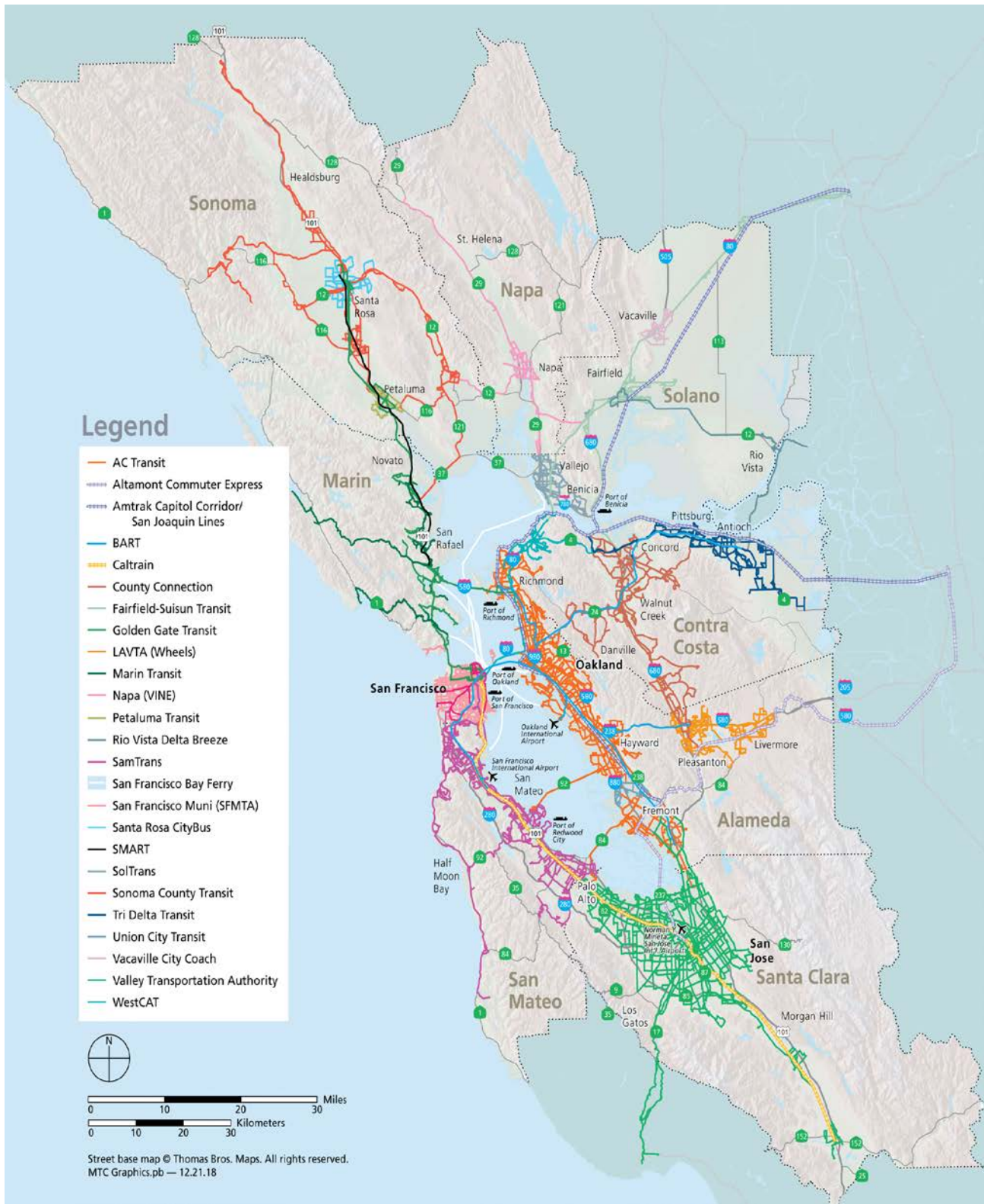
Table of Contents

Nine-County San Francisco Bay Area Transportation Network	2
About this Document	3
Annual Obligated Project Listing Summary	5
Chart A-1: MTC-Region Federal Obligations, FFY 2018-19	5
Chart A-2: MTC-Region Federal Obligations by County, FFY 2018-19	6
Chart A-3: MTC-Region Federal Obligations by System, FFY 2018-19	7
Chart A-4: MTC-Region Federal Obligations by Purpose, FFY 2018-19	8
Chart A-5: MTC-Region Federal Obligations by Mode, FFY 2018-19	9
Annual Obligated Projects Listing Explanation	10
The Use of Toll Credits (TC)	11
Listing of Commonly Used Abbreviations.....	12
Further Information	15
Project Listings of Federally Obligated Projects, FFY 2018-19.....	16
Table 1: FHWA and State-Managed Obligations, FFY 2018-19.....	i
Table 2: Federal Transit Administration Obligations, FFY 2018-19.....	ii



Lake Merritt Channel Bridge (Br.No.33C-0030) Replace Bridge (Per Seismic Strategy)

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 federal fiscal 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, including MTC, the California Department of Transportation (Caltrans), the nine Bay Area County Transportation Agencies (CTAs), 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 third year of the FAST Act through Federal Fiscal Year (FFY) 2018-19 (October 1, 2018 – September 30, 2019).

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.

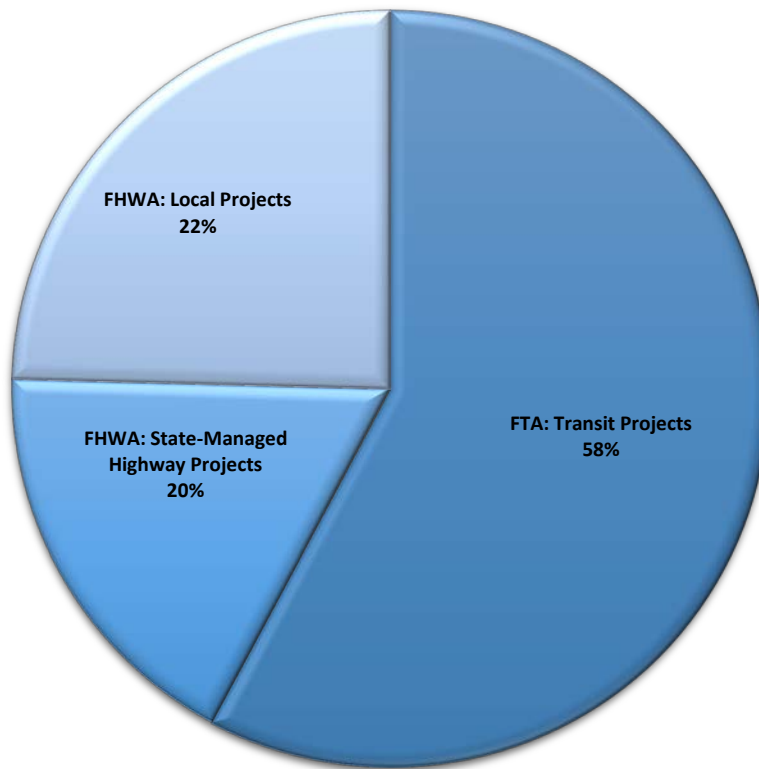
The 2019 TIP, which covers federal fiscal years 2018-19 through 2021-22, was approved by the Federal Highway Administration and Federal Transit Administration on December 17, 2018.

Annual Obligated Project Listing Summary

This annual listing shows that approximately \$1,272 million of federal funds were obligated in the MTC region in FFY 2018-19, less than the \$1,427 million obligated in FFY2017-18. Of the \$1,272 million obligated, over half (58%), or \$736 million, was obligated by the Federal Transit Administration (FTA) for transit projects. The remaining portion of funds (42%) were obligated by the Federal Highway Administration (FHWA) for highway, local road, bicycle and pedestrian facilities, and air quality improvement projects. Of the \$1,272 million obligated, local agencies obligated 22% for local projects on and off the state highway system, and the California Department of Transportation (State-Managed) obligated 20% for state highway related projects.

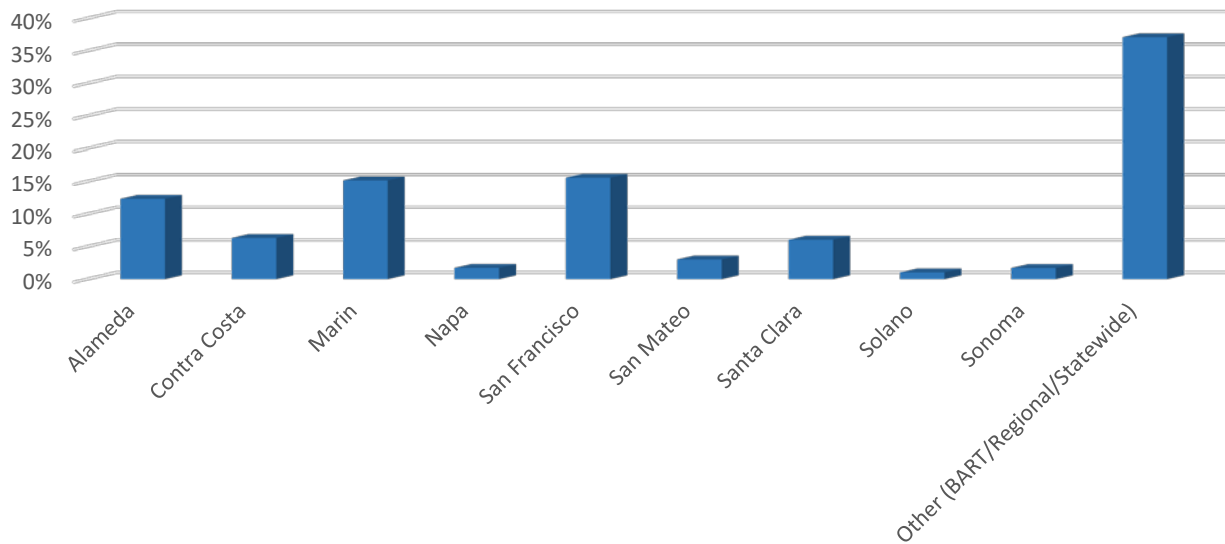
Chart A-1 illustrates the breakdown of obligations by obligating agency, rounded to the nearest million.

A-1: MTC-Region Federal Obligations, FFY 2018-19



Obligating Agency	Total Obligations* (rounded)	Percent of Total* (rounded)
Federal Transit Administration: Transit	\$736 million	58%
Federal Highway Administration: Local Projects	\$284 million	22%
Federal Highway Administration: State-Managed	\$252 million	20%
Total	\$1,272 million	100%

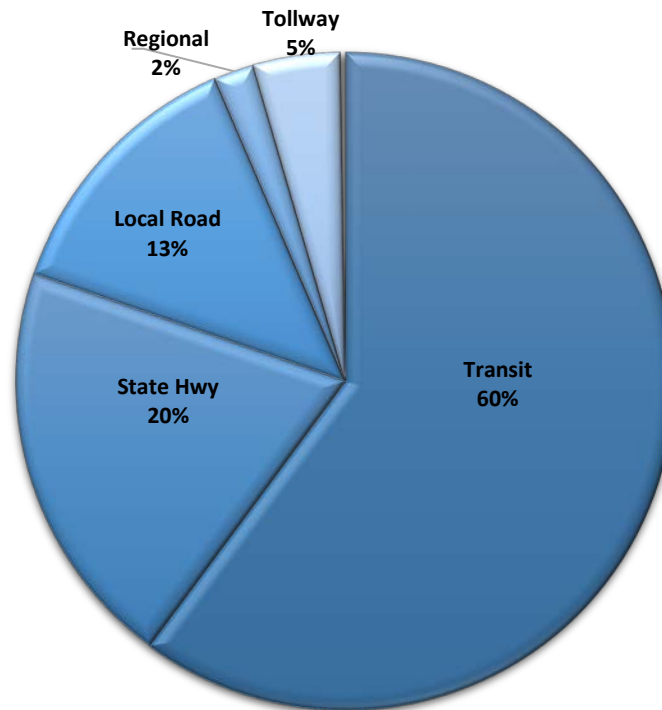
*Totals are approximate due to rounding

A-2 MTC-Region Federal Obligations by County, FFY 2018-19

County	Total Obligations*	Percent of Total*
Alameda	\$157 million	12%
Contra Costa	\$80 million	6%
Marin	\$193 million	15%
Napa	\$22 million	2%
San Francisco	\$198 million	16%
San Mateo	\$38 million	3%
Santa Clara	\$77 million	6%
Solano	\$13 million	1%
Sonoma	\$22 million	2%
Other (Multi-County/BART/Caltrain)	\$472 million	37%
Total	\$1,272 million	100%

*Totals are approximate due to rounding

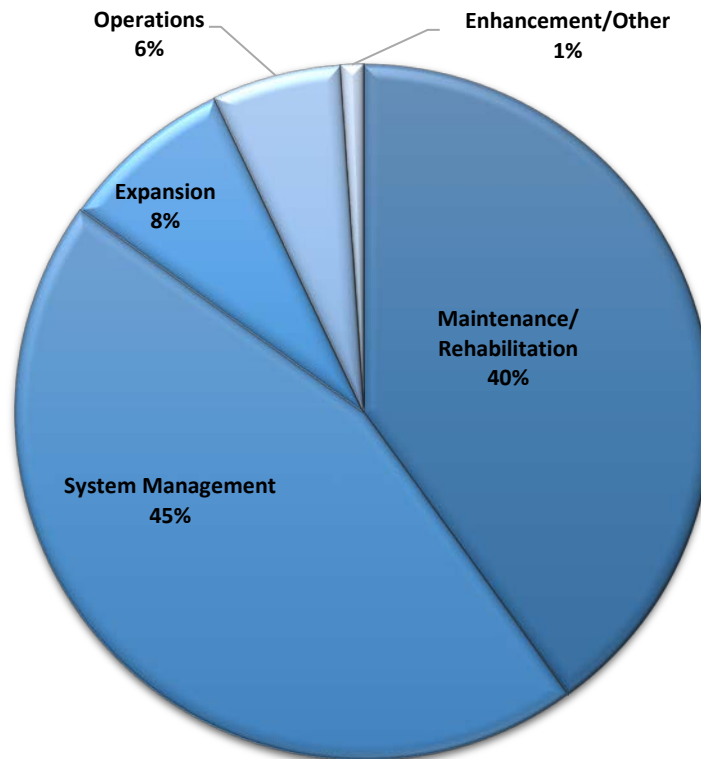
Chart A-2 above shows all federal obligations, FHWA and FTA combined, in the MTC region, broken down by county and rounded to the nearest million. Multi-County/BART/Caltrain projects obligated the largest amount of federal funding (FHWA/ FTA) in FFY2018-19 with 37% of all federal funds, with the majority being awarded through the FTA. Multi-County/BART/Caltrain project funds serve multiple counties.

A-3 MTC-Region Federal Obligations by System, FFY 2018-19

System	Total Obligations*	Percent of Total*
Transit	\$765 million	60%
State Highway	\$257 million	20%
Local Road	\$168 million	13%
Tollway	\$54 million	5%
Regional (Planning/Outreach/Operations)	\$25 million	2%
Other (Public Land/Trail/Port/Freight Rail)	\$3 million	<1%
Total	\$1,272 million	100%

*Totals are approximate due to rounding

Chart A-3 above shows all federal obligations in the MTC region, broken down by system and 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: Transit, State Highway, Local Road, Regional, Tollway, Public Land/Trail, and Port/Freight-Rail. Transit projects received the most obligations for FFY2018-19 at 60%, or \$765 million of all federal obligations. State Highway projects received 20%, Local Road projects received 13%, Tollway received 5%, and Regional received 2% of the obligations. The remaining FFY 2018-19 federal obligations were for projects categorized as "Other <1%" and include systems that total less than 1% within their respective category, i.e., Public Land/ Trail, Port/Freight Rail systems.

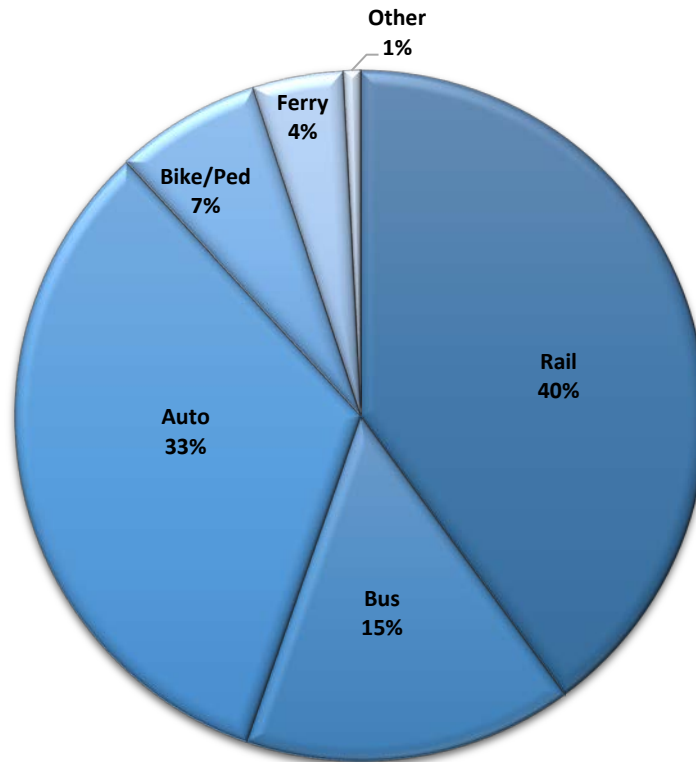
A-4: MTC-Region Federal Obligations by Purpose, FFY 2018-19

Purpose	Total Obligations*	Percent of Total*
System Management	\$571 million	45%
Maintenance/ Rehabilitation	\$509 million	40%
Expansion	\$102 million	8%
Operations	\$76 million	6%
Enhancement/Others	\$14 million	1%
Total	\$1,272 million	100%

*Totals are approximate due to rounding

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

In FFY2018-19 approximately 45% of all federal investments were used to support the region's transportation system management needs. The remainder of obligations applied to maintenance/rehabilitation, expansion, operations, and enhancement or other projects.

A-5: MTC-Region Federal Obligations by Mode, FFY 2018-19

Mode	Total Obligations*	Percent of Total*
Rail	\$508 million	40%
Auto	\$417 million	33%
Bus	\$196 million	15%
Bike/Ped	\$87 million	7%
Ferry	\$54 million	4%
Other (Planning & Freight)	\$10 million	1%
Total	\$1,272 million	100%

*Totals are approximate due to rounding

Chart A-5 illustrates all obligations in the MTC region, broken down by mode and rounded to nearest million. The modes tracked are Auto, Rail, Bus, Bike/Pedestrian, Ferry, & Other (Planning & Freight). In FFY 2018-19, funds benefitting primarily Rail projects received the most obligations at approximately 40%, or \$508 million, of all obligations. Auto projects received \$417 million of all investments, with the remainder of investments focused on bus, bike/pedestrian, ferry, planning and freight needs.

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 Number and obligation date. This list includes projects from fund sources such as Surface Transportation Block Grant Program (STP), Congestion Mitigation Air Quality Improvement Program (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), National Highway Performance Program (NHPP), and Highway Safety Improvement Program (HSIP) funds.

Surface Transportation Block Grant Program Flexible (STP+), Congestion Mitigation Air Quality Improvement Program 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, TIP ID, Transit operator, Project Name, Grant number, Program and Grant Date.

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 Number (FPN), 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 de-obligation, 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 2019 TIP as of November 30, 2019.
 - Please note that if there are multiple obligations for each TIP ID, the future funding amount will be apportioned accordingly between obligations 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.

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
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 Block Grant 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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Kenneth Kao	Project Manager	(415) 778-6768	kkao@bayareametro.gov
Ross McKeown	Section Director	(415) 778-5242	rmckeown@bayareametro.gov

PROJECT LISTINGS OF FEDERALLY OBLIGATED PROJECTS, FFY 2018-19

Table 1: FHWA and State-Managed Obligations, FFY 2018-19

Table 2: Federal Transit Administration Obligations, FFY 2018-19

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2018-19]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Alameda	ALA010032	ACTC	I-580 San Leandro Estudillo Noise Barrier	STP	STPL-6273052	3/1/2019	(\$3,613.47)	
Alameda	ALA110033	ACTC	Alameda County Safe Routes to School	STP	STPCMLNI-6480006	5/3/2019	(\$11,995.49)	
Alameda	ALA110033	ACTC	Alameda County Safe Routes to School	STP	STPCMLNI-6480013	5/13/2019	\$11,995.49	\$2,089,500
Alameda	ALA110033	ACTC	Alameda County Safe Routes to School	STP	STPCML-6480006	5/3/2019	(\$325,070.57)	
Alameda	ALA110033	ACTC	Alameda County Safe Routes to School	STP	STPCMLNI-6480013	5/13/2019	\$325,070.57	\$2,089,500
Alameda	ALA170049	Alameda	Central Avenue Safety Improvements	ATP-ST	ATPL-5014047	9/4/2019	\$180,000.00	\$11,657,000
Alameda	ALA170073	Alameda	Clement Avenue Complete Streets	CMAQ	CML-5014046	11/6/2018	\$567,000.00	\$5,029,000
Alameda	ALA050035	Alameda County	Cherryland/Ashland/Castro Valley/Fairview Bike/Ped	ATP-FED	ATPL-5933133	10/15/2018	(\$36,192.89)	
Alameda	ALA050035	Alameda County	Cherryland/Ashland/Castro Valley/Fairview Bike/Ped	ATP-FED	ATPL-5933133	10/15/2018	(\$0.01)	
Alameda	ALA150028	Alameda County	Ashland Ave Bicycle/Ped Improvements	ATP-FED	ATPL-5933132	10/17/2018	(\$0.01)	
Alameda	ALA130028	Berkeley	Hearst Avenue Complete Streets	STP	STPL-5057044	6/14/2019	(\$1,000.00)	
Alameda	ALA170067	Berkeley	Southside Complete Streets & Transit Improvement	STP	CMSTPL-5057051	11/28/2018	\$772,000.00	\$4,142,665
Alameda	ALA170067	Berkeley	Southside Complete Streets & Transit Improvement	STP	CMSTPL-5057051	11/28/2018	\$228,000.00	\$4,142,665
Alameda	REG090063	Berkeley	Citywide (See Comments) Upgrade Parking Meters	Other-Federal	VPPL-5057035	10/15/2018	(\$0.60)	
Alameda	ALA170060	Caltrans	Alameda Co from 0.3 mile south of Scott Creek Rd undercrossing to 0.3 mile north of Alcosta Blvd overcrossing ramp metering	NHPP	IM-6801083	7/2/2019	\$15,940,600.00	
Alameda	REG090003	Caltrans	GL: Alameda County - TOS-Mobility	CMAQ	CML-6204095	3/22/2019	(\$270,000.00)	
Alameda	REG090003	Caltrans	Freeway Performance Initiative	CMAQ	CML-6204109	3/19/2019	(\$375,350.35)	
Alameda	REG090003	Caltrans	GL: Alameda County - TOS-Mobility	CMAQ	CML-6204095	3/22/2019	\$5,061,350.00	
Alameda	ALA170069	Fremont	City of Fremont Pavement Rehabilitation	STP	STPL-5322059	11/16/2018	\$3,110,000.00	
Alameda	ALA170076	Fremont	Complete Streets Upgrade of Relinquished SR84	CMAQ	CML-5322060	11/11/2018	\$1,185,000.00	\$7,354,000
Alameda	ALA170065	Hayward	Hayward - Main Street Complete Street	STP	STPCML-5050046	1/14/2019	\$175,000.00	\$1,875,000
Alameda	VAR110007	Hayward	Install Traffic Signals, Mission/Blanche & Huntwood	HSIP	HSIPL-5050043	10/22/2018	(\$0.01)	
Alameda	ALA170040	MTC	I-880 Integrated Corridor Management North Segment	CMAQ	CML-6084210	1/23/2019	\$5,200,000.00	\$1,000,000
Alameda	REG110014	MTC	Station Area Planning Program & Implementation	STP	STPL-6084146	1/28/2019	(\$145,553.61)	
Alameda	REG170012	MTC	Shared Use Mobility	STP	STPLNI-6084241	12/14/2018	\$2,500,000.00	
Alameda	REG170024	MTC	Bay Bridge Forward-Commuter Parking Initiative O&M	STP	STPLNI-6084230	1/23/2019	\$1,500,000.00	
Alameda	REG170025	MTC	Community Based Transportation Planning	STP	STPL-6084206	1/24/2019	\$1,200,008.00	
Alameda	REG170025	MTC	San Francisco Bay Area Regional Planning And Programming Activities ; State Fiscal Years 17/18 - 21/22	STP	STPL-6084207	3/26/2019	\$35,000.00	
Alameda	REG170027	MTC	Targeted Transportation Alternatives	CMAQ	CMLNI-6084243	3/13/2019	\$325,000.00	
Alameda	VAR170021	MTC	Freeway Performance Program: I-880 Corridor	STP	STPLNI-6084231	12/14/2018	\$2,000,000.00	
Alameda	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities	STP	STPL-5012110	2/20/2019	(\$149.00)	
Alameda	ALA150010	Oakland	International Boulevard Improvement Project	ATP-FED	ATPL-5012132	10/15/2018	(\$2,481,000.00)	
Alameda	ALA170053	Oakland	Oakland 35th Ave Bike/Ped Improvements H8-04-015	HSIP	HSIPL-5012150	4/5/2019	\$1,680,420.00	\$2,229,800
Alameda	ALA170063	Oakland	Lakeside Family Streets	CMAQ	STPCML-5012155	11/7/2018	\$400,000.00	\$4,962,000
Alameda	VAR110045	Oakland	Lake Merritt Channel Bridge (Br.No.33C-0030) Replace Bridge (Per Seismic Strategy)	NHPP	STPLZ-5012037	7/8/2019	\$3,043,688.00	
Alameda	VAR170002	Oakland	HSIP7-04-017 Downtown Intersection Improvements	HSIP	HSIPL-5012139	3/11/2019	\$354,499.00	
Alameda	VAR110045	Pleasanton	Bridge No. 33C0132 Bernal Ave/Laguna Painting	Bridge	BHLS-5101028	10/27/2018	(\$185,186.05)	
Alameda	VAR11045	Pleasanton	Bridge No. 33C0132 Bernal Ave/Laguna Painting	Bridge	BHLS-5101028	10/27/2018	(\$135,295.18)	
Alameda	ALA170075	San Leandro	San Leandro Washington Avenue Rehabilitation	STP	STPL-5041048	5/29/2019	\$73,000.00	\$1,102,000
Alameda	ALA190013	San Leandro	Wicks Blvd / Manor Blvd Intersection Improvements	HSIP	HSIPL-5041049	9/6/2019	\$37,350.00	\$318,400
Alameda	0016000025L	State-Managed	City Of Richmond @ South Cutting Boulevard & Uprx Xing Grade Crossing Hazard Elimination (TC).	Other-Federal	STPLR-7500235	6/11/2019	\$160,800.00	
Alameda	0016000186L	State-Managed	City Of Berkeley @ Gilman Street & Uprx Xing Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500243	5/21/2019	\$162,500.00	
Alameda	0016000187L	State-Managed	City Of San Leandro @ Washington Avenue & Uprx Xing Grade Crossing Hazard Elimination. Toll Credits Inserted (TC)	Other-Federal	STPLR-7500244	11/14/2018	\$493,738.00	

(Negative amount indicates a de-obligations due to a project closeout, or not meeting a federal deadline.)

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2018-19]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Alameda	0019000301L	State-Managed	City Of Oakland, At 29Th Avenue (2) And Uprrr Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500270	4/19/2019	\$456,227.00	
Alameda	0019000302L	State-Managed	City Of Oakland, 85Th Avenue (2) And Uprrr At-Grade Crossing Construction Improvements, Section 130 Grade Crossing Hazard Elimination Project (TC)	Other-Federal	STPLR-7500271	4/19/2019	\$252,236.00	
Alameda	0019000303L	State-Managed	City Of Oakland, 105Th Avenue (2) At Uprrr Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500272	4/19/2019	\$314,085.00	
Alameda	0400001103S	State-Managed	On I-580 In Alameda Co. Near Livermore 1 Mile east of north Flynn Rd construct retaining wall and climbing lane (TC)	NHPP	-5801051	5/31/2019	\$3,218,034.00	
Alameda	0400020581S	State-Managed	On SR: 84. in/near Livermore & Pleasanton from S/O Ruby Hill Dr to N/O Concannon Blvd widen and upgrade 2.8 Miles of SR 84 (TC)	STP	-P084042	5/17/2019	\$4,151,900.00	
Alameda	040113P001S	State-Managed	In Alameda County In The City Of Oakland On Route 13 Near Broadway Terrace Emergency Relief -- Storm Damage Repair	ER	-19D1005	4/10/2019	\$968,518.20	
Alameda	0414000515S	State-Managed	On SR: 92. Alameda Co from 0.4 mile west of Clawater Rd overcrossing to 0.3 mile west of Hesperian Blvd overcrossing concrete median barrier, median lighting and Mgs railing	HSIP	HSNHG-P092041	6/6/2019	\$4,895,500.00	
Alameda	0415000272S	State-Managed	In Contra Costa Co, Near Walnut Creek, Along Livorna Rd SB On-Ramp Emergency Relief- Construct Rsp	ER	-27D6005	2/25/2019	(\$65,015.00)	
Alameda	04234114S	State-Managed	I-880 In Ala Co-At Thornton Avenue OC Replacement Planting	NHPP	ACIM-8801039	6/7/2019	\$193,139.86	
Alameda	1014000104S	State-Managed	Alameda And San Joaquin Counties At Various Locations Install Ramp Meters, Cctv, Rwis & Fiber Optic (TC)	NHPP	NHP-000C419	11/29/2018	(\$307,766.84)	
Alameda	MTC050009	State-Managed	On State Route: 580. Greenville Road To Isabel Avenue (Livermore) Construct A Westbound HOV Lane	IM	-5801055	5/31/2019	(\$1,132,606.74)	
Alameda	REG090003	State-Managed	On SR: 580. on I-205 & I-580 from San Joaquin Co Line to Greenville Rd overhead. Resurface and restore pavement on the mainline & ramps. (TC)	IM	IM-000C438	11/28/2018	\$3,559,800.00	
Alameda	VAR110003	State-Managed	In Oakland From Route 13/580 Separation To Route 13/24 Separation Rehabilitate Pavement (TC)	NHPP	NHP-P013027	10/25/2018	(\$885,817.05)	
Alameda	VAR110003	State-Managed	In Oakland From Route 13/580 Separation To Route 13/24 Separation Rehabilitate Pavement (TC)	NHPP	NHP-P013027	8/23/2019	\$42,035.79	
Alameda	VAR110004	State-Managed	On SR: 4, 80, 84, 580, 680. Ala 84, 580 & 680 & CC 4 and 80 at various Locations install metal beam guardrails	HSIP	HSNHG-000C361	1/17/2019	(\$98,086.18)	
Alameda	VAR110005	State-Managed	On State Route: 13. In Oakland On Route 13 Near Broadway Terrace. Repair Slope Slide With Retaining Wall	ER	-19C1004	10/26/2018	\$1,105,166.20	
Alameda	VAR110005	State-Managed	On State Route: 580. Near Livermore At Stonecut Underpass. Repair Embankment, Install Retaining Wall (TC)	NHPP	NHPI-5801066	11/15/2018	(\$486,158.38)	
Alameda	VAR110005	State-Managed	Near Livermore From 1.1 Mile To 0.4 Mile East Of North Flynn Road Overcrossing Construct Soldier Pile Wall (TC)	NHPP	NHPI-5801064	8/9/2019	\$189,733.44	
Alameda	VAR110031	State-Managed	On SR: 84. In Alameda Co near Livermore on SR 84 from I-680 to 0.1 miles south of Ruby Hill Dr. digouts & AC overlay(TC)	NHPP	NHP-P084045	11/7/2018	(\$188,779.49)	
Alameda	VAR170004	State-Managed	On SR: 24. In Oakland from Rte 580/24 separation to Golden Gate Ave undercrossing. Cold plane AC Pavement & Place Rhma-O (TC)	NHPP	NH-P024034	1/23/2019	(\$369,688.63)	
Alameda	VAR170004	State-Managed	On SR: 880. Alameda Co in Oakland from 5th & 6th St Viaduct to East Bay Viaduct. Cold Plane AC Pavement & Place RHMA - Open Graded	NHPP	IM-8801247	6/6/2019	\$1,799,300.00	
Alameda	VAR170005	State-Managed	Alameda County At Various Location Widen Ramps And Install Ramp Metering Systems.	NHPP	NH-X001653	7/3/2019	\$14,171,100.00	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2018-19]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Alameda	VAR170006	State-Managed	Alameda Co from I-580/I-238 separation to Fruitvale Ave undercrossing to replace slabs, resurface shlds & ramps, & construct mgs, & Cb.	NHPP	IM-5801076	7/2/2019	\$39,410,700.00	
Alameda	VAR170006	State-Managed	Alameda Co in Oakland from 0.2 miles south of the 29th Ave overcrossing to 0.2 mile north of the 23rd Ave crossing. Rehabilitate roadway, concrete barrier, mgs, lighting.	NHPP	IM-8801084	7/3/2019	\$14,873,500.00	
Alameda	VAR170007	State-Managed	On SR: 680. Santa Clara County At Various Location Pavement Areas And Areas Between Collector & Distributor Roads	NHPP	IM-6801086	6/6/2019	\$8,198,600.00	
Alameda	VAR170007	State-Managed	In Alameda County, In Fremont Between North End Of Dumbarton Bridge And 0.7 Mile South Of The Thornton Install Outer Separation Barrier Between Route And Frontage Road.	NHPP	HSNH-P084050	7/3/2019	\$3,116,256.00	
Alameda	VAR170007	State-Managed	On SR: 238, 880. Alameda Co in San Leandro at SB Rte 238 / SB Rte 880 connector ramp install safety lighting (TC)	HSIP	HSIM-X001639	4/5/2019	(\$13,000.00)	
Alameda	VAR170007	State-Managed	On State Route: 13, 84, 238, 580, 680, 880. Alameda And Contra Costa Counties At Various Locations Apply High Friction Surface Treatment, Rehabilitate	HSIP	HSNH-000C487	10/26/2018	\$7,506,700.00	
Alameda	VAR170009	State-Managed	In Oakland And Berkeley, From Hiller Drive To Claremont Avenue At Various Locations. Upgrade ADA Facilities. (G-13 Contingency Project) (TC)	NHPP	NH-P013032	9/5/2019	\$265,000.00	
Alameda	VAR170010	State-Managed	On State Route: 238, 580. Construction On State Highway Alameda County At Various Location Bridge Preservation	IM	SB1IM-X001650	8/5/2019	\$2,412,564.26	
Alameda	VAR170010	State-Managed	On State Route: 880. Alameda County In Fremont At Crandall Creek Bridge. Seismic Retrofit, Replace Approach Slabs And Erosion Control.	NHPP	SB1IM-8801083	8/2/2019	\$547,980.86	
Alameda	VAR170010	State-Managed	On State Route: 880. Alameda County In Fremont At Crandall Creek Bridge. Seismic Retrofit, Replace Approach Slabs And Erosion Control.	NHPP	SB1IM-8801083	8/2/2019	\$2,591,419.14	
Alameda	VAR170010	State-Managed	On State Route: 238, 580. Construction On State Highway Alameda County At Various Location Bridge Preservation	NHPP	SB1IM-X001650	8/5/2019	\$267,285.74	
Alameda	ALA150029	UC Berkeley	UC Berkeley Parking Price Auction Study	Other-Federal	VPPL-6073030	12/14/2018	(\$19,758.57)	
Alameda	ALA170013	Union C Transit	Union City Transit Travel Time Improvements	CMAQ	FTCML-7354041	4/2/19	\$160,587.00	
Alameda	ALA170016	Union City	Traffic Signal Improvements H8-04-032	HSIP	HSIPL-5354040	9/6/2019	\$472,900.00	\$472,900
Alameda	VAR110007	Union City	Traffic Signal Safety Improvements (HSIP6-04-026)	HSIP	HSIPL-5354038	4/29/2019	(\$82,269.44)	
Contra Costa	CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Earmark	DEMO08L-5300011	2/25/2019	\$735,000.00	
Contra Costa	REG090003	Caltrans	On State Route: 4, 242. SR4 (Pm R8.0/25.0) And SR242 (Pm 0.0/3.4) FPI Project, Install Ramp Meterings (TC)	CMAQ	CML-6204114	3/7/2019	(\$4,686,000.00)	
Contra Costa	CC-070075	CC County	Kirker Pass Road NB Truck Climbing Lanes	RIP	RPSTPL-5928123	11/11/2018	\$1,343,000.00	
Contra Costa	CC-070075	CC County	Kirker Pass Road NB Truck Climbing Lanes	RIP	RPSTPL-5928123	11/11/2018	\$2,650,000.00	
Contra Costa	CC-110108	CC County	Byron Highway Traffic Safety Improvements	HSIP	HSIPL-5928131	1/29/2019	\$423,000.00	
Contra Costa	CC-110110	CC County	San Pablo Dam Road Sidewalk Gap HSIP7-04-005	HSIP	HSIPL-5928133	3/7/2019	\$505,170.00	
Contra Costa	CC-110111	CC County	Marsh Creek Road Traffic Safety Improvements	HSIP	HSIPL-5928130	1/29/2019	\$1,056,000.00	
Contra Costa	CC-170027	CC County	Local Streets and Roads Preservation Project - CCC	STP	STPL-5928148	3/7/2019	\$4,146,587.00	
Contra Costa	CC-170029	CC County	West County Walk and Bike Leaders	CMAQ	CML-5928153	6/17/2019	\$561,000.00	
Contra Costa	VAR110045	CC County	Bridge 28C0024, Orwood Road Bridge Replacement	HBP	BRLO-5928045	5/29/2019	\$2,160,249.00	
Contra Costa	VAR170002	CC County	H9-04-009 Kirker Pass Road Safety Improvements	HSIP	HSIPL-5928156	9/6/2019	\$229,000.00	\$1,051,000
Contra Costa	VAR170002	CC County	Bay Point Sign Upgrade Project HSIP7-04-004	HSIP	HSIPL-5928132	6/6/2019	(\$218,148.20)	
Contra Costa	VAR170012	CC County	Marsh Creek Road Bridge (#28C0141) Replacement	HBP	BRLS-5928107	12/27/2018	\$5,045,694.00	
Contra Costa	VAR170012	CC County	Marsh Creek Road Bridge (#28C0141) Replacement	NHPP	STPLZ-5928107	5/31/2019	\$202,617.00	
Contra Costa	CC-050028	CCTA	Contra Costa County On I-680 From North Main Street To Livorna In The Southbound Direction. Construct An HOV Lane	NHPP	IM-6801082	9/5/2019	\$14,759,200.00	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Contra Costa	CC-110066	CCTA	SR 239 - New State Highway Study	Earmark	HPLUL-6072027	7/12/2019	\$191,335.60	
Contra Costa	CC-110066	CCTA	SR 239 - New State Highway Study	Earmark	HPLUL-6072027	7/12/2019	\$8,097,136.11	
Contra Costa	CC-130006	Concord	Concord BART Station Bike/Ped Access Improvements	STP	RPSTPL-5135052	6/12/2019	(\$22,947.76)	
Contra Costa	CC-130006	Concord	Concord BART Station Bike/Ped Improvements	STP	RPSTPL-5135052	6/12/2019	(\$0.51)	
Contra Costa	CC-130013	Concord	Concord: Various Streets and Roads - Traffic Signals And ADA Upgrades	HSIP	HSIPCML-5135043	10/15/2018	(\$1,870.51)	
Contra Costa	CC-130013	Concord	Concord New and Upgraded Signals at Various Loc	CMAQ	HSIPCML-5135043	10/15/2018	(\$1.00)	
Contra Costa	CC-130013	Concord	Concord: Various Streets and Roads - Traffic Signals and ADA Upgrades	HSIP	HSIPCML-5135043	10/15/2018	(\$5,762.90)	
Contra Costa	CC-170022	Concord	Commerce Ave Complete Streets	STP	STPL-5135054	12/21/2018	\$1,310,273.00	\$1,097,500
Contra Costa	CC-170022	Concord	Commerce Ave Complete Streets	STP	STPL-5135054	2/28/2019	(\$1,310,273.00)	\$1,097,500
Contra Costa	VAR110007	El Cerrito	Arlington Bl & Brewster Dr Safety Improvements	HSIP	HSIPL-5239023	10/22/2018	(\$286.80)	
Contra Costa	VAR110007	El Cerrito	Arlington Bl & Brewster Dr Safety Improvements	HSIP	HSIPL-5239023	10/22/2018	(\$3.58)	
Contra Costa	CC-130025	Martinez	Martinez Various Streets and Roads Preservation	STP	STPL-5024025	6/17/2019	(\$49,898.97)	
Contra Costa	CC-170046	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	CMAQ	STPCML-5415014	3/11/2019	\$607,000.00	\$45,500
Contra Costa	CC-170046	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	STP	STPCML-5415014	3/11/2019	\$596,000.00	\$45,500
Contra Costa	VAR170012	Moraga	Bridge No. 28C0137, Canyon Road Over West Branch San Leandro Creek Replace Existing Bridge	HBP	BRLS-5415011	5/29/2019	\$217,330.44	
Contra Costa	VAR170012	Moraga	Bridge No. 28C0137, Canyon Road Over West Branch San Leandro Creek Replace Existing Bridge	HBP	BRLS-5415011	5/29/2019	\$13,084.85	
Contra Costa	VAR170012	Moraga	Bridge No. 28C0137, Canyon Road Over West Branch San Leandro Creek Replace Existing Bridge	NHPP	BRLS-5415011	5/29/2019	\$7,372,429.71	
Contra Costa	CC-170017	MTC	I-680 NB Exp Lane Conversion/HOV Ext & Op Imp	STP	STPL-6084233	12/14/2018	\$6,000,000.00	\$212,586,000
Contra Costa	VAR170012	Orinda	Brde #28C0330, Minor Rd. Over San Pablo Crk	HBP	STPLZ-5444019	3/19/2019	\$328,357.00	
Contra Costa	VAR170012	Orinda	Bridge No. 28C0331 Bear Crk Rd over San Pablo Crk	HBP	STPLZ-5444018	3/14/2019	\$652,466.00	
Contra Costa	VAR991008	Orinda	Bridge No. 28C0331 Bear Crk Rd over San Pablo Crk	HBP	STPLZ-5444007	11/6/2018	(\$19,774.62)	
Contra Costa	VAR991008	Orinda	Miner Road Bridge At San Pablo Creek, 28C0330 Seismic	HBP	STPLZ-5444010	11/6/2018	(\$64,000.00)	
Contra Costa	VAR991008	Orinda	Bridge No. 28C0331 Bear Crk Rd over San Pablo Crk	HBP	STPLZ-5444007	11/6/2018	(\$9,008.35)	
Contra Costa	VAR991008	Orinda	Miner Road Bridge At San Pablo Creek, 28C0330 Seismic	HBP	STPLZ-5444010	11/6/2018	(\$37,600.00)	
Contra Costa	CC-170040	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	CMAQ	CML-5127036	1/22/2019	\$483,000.00	\$3,827,000
Contra Costa	VAR170012	Pittsburg	Seismic Retrofit N Parkside over Willow Pass Rd	NHPP	STPLZ-5127024	1/14/2019	\$149,069.00	
Contra Costa	CC-150011	Pleasant Hill	Contra Costa Blvd. Improvement (Beth to Harriet)	ATP-FED	ATPHSIPL-5375032	10/15/2018	(\$0.01)	
Contra Costa	0417000513L	State-Managed	On Alhambra Valley Rd 3-way intersection of Alhambra Valley Rd/Castro Ranch Rd/Pinole Valley Rd near Pinole in CCC new bridge construction as a replacement for culvert and roadway.	ER	-32L0105	1/9/2019	(\$17,636.16)	
Contra Costa	0418000149L	State-Managed	Miner Road In The City Of Orinda Emergency Repair For A Culvert.	ER	-32L0443	8/16/2019	\$317,478.99	
Contra Costa	0418000149L	State-Managed	Miner Road In The City Of Orinda Emergency Repair For A Culvert.	ER	-32L0443	8/16/2019	\$1,677,832.00	
Contra Costa	0418000149L	State-Managed	Miner Road In The City Of Orinda Emergency Repair For A Culvert.	ER	-32L0443	8/16/2019	\$250,687.75	
Contra Costa	0418000181L	State-Managed	Canyon Rd Bridge over Moraga Creek. Install new reinforced Bridge Piers, foundations and abutments, signalization, roadway approach and approx.	ER	ER-32L0466	3/14/2019	\$2,658,235.00	
Contra Costa	044470U4S	State-Managed	Contra Costa, I680 From Dublin To Walnut Creek Pavement Rehab/Southbound HOV Extension (TC)	IM	IM-6801067	1/23/2019	(\$417,619.10)	
Contra Costa	044470U4S	State-Managed	Contra Costa, I680 From Dublin To Walnut Creek Pavement Rehab/Southbound HOV Extension (TC)	IM	IM-6801067	1/23/2019	\$547,680.15	
Contra Costa	VAR110005	State-Managed	On State Route: 680. In Contra Costa County On Route 680 At Pm R10.5 To R11.0. Slide Repair (TC)	NHPP	NHPI-6801076	6/6/2019	(\$656,638.04)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Contra Costa	VAR170007	State-Managed	On State Route: 680. In And Near Walnut Creek, Pleasant Hill And Concord, From Olympic Boulevard To Arthur Road. Install Safety Lighting.	HSIP	HSIMGAG-6801084	5/29/2019	\$13,397,200.00	
Contra Costa	VAR170008	State-Managed	On State Route: 4. 0.2 Mile West Of Old River Bridge (Pm 48.1) To Just West Of Old River Bridge (Pm 48.3) Construct Retaining Walls To Repair Storm Damage Slipouts.	STP	ST-P004155	1/24/2019	\$2,024,900.00	
Contra Costa	VAR170010	State-Managed	On State Route: 242. Contra Costa County In Concord At Buchanan Field Viaduct Structure Rehabilitation And Bridge Railing Replacement (TC)	NHPP	NH-P242003	3/15/2019	\$242,600.00	
Contra Costa	VAR991005	State-Managed	On State Route: 4, 24, 80. Contra Costa County At Various Locations Treat Brg Decks W/Methacrylate/Replace Seals (TC)	HBP	BRNH-X013024	8/9/2019	\$187,843.71	
Contra Costa	CC-170025	Walnut Creek	Walnut Creek-N. Main St Rehab - I680 to California	STP	STPL-5225029	11/16/2018	\$783,000.00	
Marin	MTC050009	Caltrans	On State Route: 101. In/Near Sausalito, Corte Madera & Larkspur From Golden Gate Bridge To Corte Madera Creek Rehabilitate Pavement (TC)	NHS	NH-Q101211	1/14/2019	(\$2,981,364.32)	
Marin	VAR170012	Fairfax	Bridge No. 27C0008, Meadow Way Over San Anselmo Cr	HBP	BRLO-5277025	2/20/2019	\$93,454.00	
Marin	MRN050018	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	Earmark	DBF-6003017	8/23/2019	(\$809,475.86)	
Marin	MRN050018	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	Earmark	BHLS-6003029	9/6/2019	\$809,475.86	
Marin	MRN050018	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	Earmark	DBF-6003017	8/23/2019	(\$5,293,115.46)	
Marin	MRN050018	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	Earmark	BHLS-6003029	9/6/2019	\$9,052,368.46	
Marin	MRN050018	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	Earmark	DBF-6003017	8/23/2019	(\$94.31)	
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	FHIP	BHLS-6003051	6/20/2019	\$16,177,482.00	\$7,952,134
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	FHIP	BHLS-6003051	6/20/2019	\$2,602,368.00	\$7,952,134
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	FHIP	BHLS-6003051	9/10/2019	\$8,942,445.00	\$7,952,134
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	FHIP	BHLS-6003051	6/20/2019	\$22,792,930.00	\$7,952,134
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	FHIP	BHLS-6003051	6/20/2019	\$3,666,552.00	\$7,952,134
Marin	MRN170013	GGBHTD	San Rafael Transit Center Relocation	CMAQ	FTACML-6003055	2/7/19	\$1,250,000.00	
Marin	MRN970016	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	Earmark	BHLS-6003028	7/3/2019	(\$3,759,253.00)	
Marin	VAR170012	Larkspur	Bridge No. 27C0028, Bon Air Rd over Corete Madera	NHPP	BHLS-5166015	2/26/2019	\$6,609,474.00	
Marin	MRN110055	Marin County	HSIP7-04-013 Sir Francis Drake Blvd PM 8.6 to 9.53	HSIP	HSIPL-5927114	11/29/2018	\$985,050.00	
Marin	MRN130010	Marin County	Donahue Street Road Rehabilitation Project	STP	STPL-5927106	10/16/2018	(\$37,291.62)	
Marin	MRN130014	Marin County	Mill Valley-Sausalito Pathway Preservation	STP	STPL-5927107	2/28/2019	(\$9,592.29)	
Marin	MRN190008	Marin County	Countywide Signal Upgrade Project (HSIP9-04-016)	HSIP	HSIPL-5927122	6/14/2019	\$500,100.00	\$2,300,200
Marin	VAR170002	Marin County	HSIP7-04-012 Panormic Hwy PM 6.7 to 8.8	HSIP	HSIPL-5927113	6/21/2019	(\$70,905.91)	
Marin	MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	STP	STPL-5361028	11/28/2018	\$1,554,000.00	
Marin	MRN130006	Ross	Bolinas Avenue and Sir Francis Drake Intersection	STPL	STPL-5176009	10/16/2018	(\$13.26)	
Marin	MRN170020	San Anselmo	San Anselmo Bike Spine	CMAQ	CML-5159024	11/7/2018	\$41,000.00	\$257,500
Marin	MRN070009	San Rafael	San Rafael - Non-motorized Transp. Pilot Program	Earmark	-5043027	1/17/2019	(\$13.90)	
Marin	MRN150008	San Rafael	Grand Avenue Bicycle Pedestrian Improvements	CMAQ	CML-5043039	1/24/2019	\$1,763,000.00	
Marin	MRN190009	San Rafael	H9-04-030 Third Street Safety Improvements Project	HSIP	HSIPL-5043043	4/3/2019	\$281,200.00	\$1,293,800
Marin	VAR170002	San Rafael	S Grand Ave/W 2nd St Intersection Mod	HSIP	HSIPL-5043037	10/15/2018	(\$93.05)	
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-Lane Bridge (TC)	HBP	BRLO-5043038	1/22/2019	\$150,000.00	
Marin	MRN070012	Sausalito	Sausalito - Non-motorized Transp. Pilot Program	Earmark	-5098011	10/15/2018	(\$30,353.60)	
Marin	SON090002	SMART	Sonoma Marin Area Rail Corridor	CMAQ	ATPSB1L-6411010	2/21/2019	\$400,000.00	\$14,201,528
Marin	0417000521L	State-Managed	Lucas Valley Road @ Mpm 10.16 Roadway Slip Out - Eo: Erosion Control, Traffic Control; Pr: Cidh Retaining Wall	ER	ER-32L0108	3/14/2019	\$962,763.75	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Marin	0419000116L	State-Managed	Fairfax: Forest Avenue - Approx. address Is 345 Forest Ave. Reconstruct roadway included reinforced, drilled-pier retaining wall.	ER	ER-32L0527	3/25/2019	\$303,070.88	
Marin	MRN050034	State-Managed	On State Route: 101. Mrn & Son Counties On Us 101 San Antonio Curve Correction (TC)	NHPP	NHP-Q101261	12/13/2018	\$9,585,000.00	
Marin	MRN050034	State-Managed	On State Route: 101. Mrn & Son Counties On Us 101 San Antonio Curve Correction (TC)	NHPP	NHP-Q101261	1/16/2019	\$1,250,000.00	
Marin	MRN170018	State-Managed	Marin County On Route 101 From North Of The Golden Gate Bridge To 0.3 Mile North Of Sir Francis Drake Boulevard. Ramp Metering, Ramp Widening, TOS Elements	NHPP	NSNH-Q101344	7/3/2019	\$7,695,700.00	
Marin	VAR110044	State-Managed	On State Route: 101. In Marin County On Route 101 Upgrade Bridge Rails At Various Locations (TC)	NHPP	NHP-Q101277	11/11/2018	\$505,900.00	
Marin	VAR170008	State-Managed	Near Sausalito, At 0.1 Mile South Of Alexander Avenue. Restore Damaged Drainage Systems.	ER	ER-27F2005	5/10/2019	\$1,485,533.40	
Marin	VAR170008	State-Managed	On SR: 101. In San Rafael, at the Rte 101/580 Interchange. Repair sinking pavement and drainage systems	NHPP	NH-Q101324	10/25/2018	(\$714,100.00)	
Marin	MRN050014	TAM	Central Marin Ferry Access Improvements	CMAQ	CML-6406010	7/2/2019	(\$0.01)	
Marin	MRN050034	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	STP	STPL-6406022	1/24/2019	\$2,000,000.00	
Marin	MRN170018	Various	GL: Marin County - TOS-Mobility	FBP	FBP-6081048	9/13/2019	\$97,649.00	
Napa	NAP110028	Napa	California Boulevard Roundabouts	NHPP	HSNHG-P029142	8/2/2019	\$7,715,441.00	
Napa	NAP110028	Napa	California Boulevard Roundabouts	CMAQ	CML-6204128	1/22/2019	\$1,722,872.00	
Napa	VAR170012	Napa	Var. Bridge Locations: Perform preventive maintenance work including methacrylate resin or asphalt deck treatments, joint seal replacement, clean exposed reinforcement & patch spall.	NHPP	BPMP-5042059	6/21/2019	\$451,699.00	
Napa	VAR170002	Napa County	H9-04-018 Silverado Trail Guardrail Upgrades	HSIP	HSIPL-5921079	9/6/2019	\$105,300.00	\$894,100
Napa	VAR170002	Napa County	H9-04-019 Silverado Trail Striping	HSIP	HSIPL-5921080	9/6/2019	\$117,300.00	\$1,626,700
Napa	NAP110014	NVTA	Napa Valley Vine Trail Design and Construction	CMAQ	CML-6429008	12/14/2018	(\$0.01)	
Napa	0415000069S	State-Managed	On State Route: 29. In Napa Co, In Napa, From Imola Avenue To First Street Emergency Relief - Earthquake Damage	ER	ER-25E2001	12/21/2018	(\$367,625.29)	
Napa	0416000232L	State-Managed	Napa Co. Earthquake Repair - Various locations: The extent of pavement restoration will range from crack sealing to the removal/replacement of damaged sections to a depth of 10"	ER	ER-26E0001	12/21/2018	\$941,474.00	
Napa	0416000233L	State-Managed	Cutting Wharf Rd culvert at Mpm 1.75, Conn Creek Br. 21C0087, Silverado Trail Br. 21C0015 at Mpm 1.47, Silverado Trl culvert at Mpm 2.07 & Silverado Trl culvert at Mpm 10.64	ER	ER-26E0002	6/11/2019	(\$53,118.00)	
Napa	0416000233L	State-Managed	Cutting Wharf Rd culvert at Mpm 1.75, Conn Creek Br. 21C0087, Silverado Trail Br. 21C0015 at Mpm 1.47, Silverado Trl culvert at Mpm 2.07 & Silverado Trl culvert at Mpm 10.64	ER	ER-26E0002	6/11/2019	\$179,848.00	
Napa	0416000234L	State-Managed	Daf 17: Old Sonoma Road Culvert At Mpm 2.27 Napa County Earthquake Repair - Old Sonoma Road Culvert Structural Repair.	ER	ER-26E0003	7/30/2019	\$301,002.00	
Napa	0416000235L	State-Managed	Yountville Crossroad Bridge 21C0116 Napa County Earthquake Repair - Yountville Crossroad Bridge Structural Repair.	ER	ER-26E0004	9/13/2019	\$297,460.80	
Napa	0418000019L	State-Managed	Silverado Trail Mpm 18.02 Eo Agency - Temporary Wall Constructed.	ER	ER-32L0347	3/7/2019	\$2,143,841.00	
Napa	0418000020L	State-Managed	Berryessa Knoxville Road @ Mpm 4.4 Eo Agency - Site Response And Routinely Monitor.	ER	ER-32L0348	12/7/2018	\$862,714.00	
Napa	0418000021L	State-Managed	Wooden Valley Road @ Mpm 3.1 Eo Agency - Site Response.	ER	ER-32L0349	3/7/2019	\$45,723.00	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Napa	0418000086L	State-Managed	Pope Canyon Road @ Mpm 7.20 Eo Agency - Monitor Site For Dangers To The Traveling Public. Placed Asphalt Berm To Protect The Exposed Slope For Water Runoff.	ER	ER-32L0419	12/7/2018	\$1,059,905.00	
Napa	0418000087L	State-Managed	Wooden Valley Road @ Mpm 3.0 Eo Agency - Place Rip Rap Above The Ohwm To Temporarily Buttress The Bank And Protect The Travel Way.	ER	ER-32L0420	3/26/2019	(\$152,384.00)	
Napa	0418000088L	State-Managed	Wooden Valley Road @ Mpm 2.5 Eo Agency - Monitor Site And Place Warning Cones. Cleaned Out Adjacent Ditch.	ER	ER-32L0421	4/1/2019	\$29,018.00	
Napa	0418000089L	State-Managed	Howell Mountain Road @ Mpm 3.62 Eo Agency - Monitor Site For Dangers To The Traveling Public. Patch Asphalt As Needed & Other Repairs As Needed.	ER	ER-32L0422	3/8/2019	\$635,645.00	
Napa	0418000091L	State-Managed	Wooden Valley Road @ Mpm 2.75 Eo Agency - County Forces Placed Asphalt Grindings To Protect Against Further Erosion.	ER	ER-32L0423	8/23/2019	\$211,059.00	
Napa	0418000091L	State-Managed	Wooden Valley Road @ Mpm 2.75 Eo Agency - County Forces Placed Asphalt Grindings To Protect Against Further Erosion.	ER	ER-32L0423	8/23/2019	\$354,120.00	
Napa	0418000282L	State-Managed	Wooden Valley Road From Pm 0.00 To Pm 5.55 Eo - Repair/Replace Road Signs	ER	ER-38H0001	7/8/2019	(\$586,813.16)	
Napa	VAR110004	State-Managed	On State Route: 80, 680. Solano And Napa Counties At Various Locations Replace Metal Beam Guardrail W/Concrete Barrier	HSIP	HSNHPIG-000C411	2/26/2019	(\$283,102.30)	
Napa	VAR110004	State-Managed	On State Route: 37, 80. Solano County At Various Locations Ramp Gore Paving (TC)	NHPP	NH-X095030	2/27/2019	(\$1,050,400.46)	
Napa	VAR110005	State-Managed	On State Route: 128. Near The City Of Winters At 1.8 Miles East Of Wragg Canyon Road Construct Roadway Retaining System (TC)	NHPP	NHP-P128057	2/27/2019	(\$430,620.45)	
Napa	VAR110044	State-Managed	About 2 Miles South Of Junction Sr 128 At Capell Creek Bridge #21-0009 Replace Bridge (TC)	STP	BRSTP-P121025	11/7/2018	\$248,463.44	
Napa	VAR170007	State-Managed	In Napa County On Route 121 At Huichica Creek Widen Roadway At Huichica Creek	HSIP	HSST-P121131	5/17/2019	\$536,400.00	
Napa	VAR170010	State-Managed	On State Route: 121. Napa County On Route 121 At Tulucay Creek Bridge Repair Corroded Steel Reinforcement And Concrete Spalls	NHPP	SB1NH-P121029	8/5/2019	\$56,400.23	
Napa	VAR170010	State-Managed	On State Route: 128. Napa County Near Saint Helena At Conn Creek Replace Bridge, Hma Paving, Drainage And Rsp	NHPP	ST-P128061	6/11/2019	\$5,533,900.00	
Napa	VAR170010	State-Managed	On State Route: 121. Napa County On Route 121 At Tulucay Creek Bridge Repair Corroded Steel Reinforcement And Concrete Spalls	NHPP	SB1NH-P121029	8/5/2019	\$881,599.77	
Regional	REG170019	BAAQMD	Spare the Air	CMAQ	CMLNI-6297009	6/6/2019	\$5,000,000.00	
Regional	REG170020	BAAQMD	Electric Vehicle Programs and Outreach	CMAQ	CML-6297008	7/30/2019	\$1,949,192.00	
Regional	REG170020	BAAQMD	Electric Vehicle Programs and Outreach	CMAQ	CML-6297008	9/5/2019	\$3,050,808.00	
Regional	REG170013	MTC	511 Next Gen	STP	STPL-6084255	6/18/2019	\$1,146,030.00	\$21,225,970
Regional	REG170014	MTC	Active Operations Management	STP	STPLNI-6084226	12/14/2018	\$8,000,000.00	\$4,843,500
Regional	REG170014	MTC	Active Operations Management	STP	STPLNI-6084226	9/6/2019	\$2,000,000.00	\$4,843,500
Regional	REG170015	MTC	Innovative Deployments to Enhance Arterials Ct 1&2	STP	STPL-6084227	12/14/2018	\$6,000,000.00	
Regional	REG170015	MTC	Innovative Deployments to Enhance Arterials Ct 1&2	STP	STPL-6084227	9/6/2019	\$3,915,000.00	
Regional	REG170018	MTC	Connected & Automated Vehicles	STP	STPLNI-6084244	9/6/2019	\$2,500,000.00	
Regional	REG170028	MTC	Regional Car Sharing	CMAQ	CMLNI-6084242	3/13/2019	\$1,200,411.00	
Regional	VAR110004	State-Managed	On Various SR in the City and County of San Francisco, San Mateo, & Santa Clara. Pump house safety and access improvements and irrigation removal. (TC)	NHPP	NH-000C451	7/30/2019	(\$649,143.38)	
San Francisco	041637EXL	Caltrans	Doyle Drive (Us101) Pm 8.0 To 9.8 Corridor Rw Project	Other-Federal	PLHN07L-6204082	4/4/2019	(\$39,157.77)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
San Francisco	SF-991030	Caltrans	US 101 Doyle Drive Replacement	NHPP	ACNH-NH-X075041	6/17/2019	\$15,594,610.00	
San Francisco	SF-130018	SF DPH	SF SRTS Non-Infrastructure Program	CMAQ	CML-6447006	5/8/2019	(\$10,022.74)	
San Francisco	SF-050042	SF DPW	Citywide: San Francisco Street Improvements	Earmark	HPLUL-5934154	11/7/2018	(\$251,872.22)	
San Francisco	SF-050042	SF DPW	Citywide: San Francisco Street Improvements	Earmark	HPLUL-5934154	6/12/2019	(\$117,995.81)	
San Francisco	SF-050042	SF DPW	Citywide: San Francisco Street Improvements	Earmark	HPLUL-5934154	11/7/2018	(\$39,488.67)	
San Francisco	SF-050042	SF DPW	Citywide: San Francisco Street Improvements	Earmark	HPLUL-5934154	6/12/2019	(\$0.02)	
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	HBP	BRLS-6272046	11/29/2018	\$7,088,597.00	\$62,322,288
San Francisco	SF-110011	SFCTA	Integrated Public-Private Partnership TDM Program	CMAQ	CML-6272034	6/14/2019	(\$27,754.67)	
San Francisco	SF-150012	SFCTA	San Francisco Travel Smart Rewards Pilot Program	Other-Federal	VPPL-6272043	5/1/2019	(\$9,721.60)	
San Francisco	SF-010037	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	CMAQ	FTACML-6328093	6/28/19	\$15,980,000.00	
San Francisco	SF-070004	SFMTA	Geary Bus Rapid Transit	CMAQ	FTACML-6328091	1/31/19	\$6,939,000.00	\$216,532,611
San Francisco	SF-170023	SFMTA	SF Safe Routes to School Non-Infrastructure	CMAQ	CMLNI-6328092	4/19/2019	\$2,813,000.00	
San Francisco	VAR170002	SFMTA	HSIP7-04-021 NOMA SOMA Signal Retiming	HSIP	HSIPL-6328080	12/7/2018	\$2,395,900.00	
San Francisco	0417000545L	State-Managed	O'Shaughnessy Boulevard Between Malta Avenue And Del Vale Drive Debris Removal, Road Repair, And Slope Stabilization	ER	ER-32L0204	12/14/2018	\$298,414.00	
San Francisco	0417000545L	State-Managed	O'Shaughnessy Boulevard Between Malta Avenue And Del Vale Drive Debris Removal, Road Repair, And Slope Stabilization	ER	ER-32L0204	9/23/2019	(\$48,632.00)	
San Francisco	042A1404S	State-Managed	On State Route: 80, 101. City/Co Of Sf On Rte 80 & 101, Br# 34-0088 Bayshr Via. & Br# 34-0077 Cntrl Via Rehab Brg Decks, Drainage Improv & Superstruc.(TC)	HBP	NH-BHNNH-Q101173	8/9/2019	\$214,447.10	
San Francisco	VAR110005	State-Managed	City and County of Sf on US 101 at the 23rd St overcrossing construct retaining wall & reconstruct slope	NHPP	NHP-Q101271	11/6/2018	(\$154,937.85)	
San Francisco	VAR110005	State-Managed	City and County of Sf on US 101 at the 23rd St overcrossing construct retaining wall & reconstruct slope	NHPP	NHP-Q101271	8/23/2019	\$55,572.13	
San Francisco	VAR110044	State-Managed	In City And County Of San Francisco On Sr 101/280 Interchange Replace Bridge Rails (TC)	NHS	NHP-X075042	7/25/2019	\$8,300.00	
San Francisco	VAR110044	State-Managed	In San Francisco At Southern Freeway Viaduct Bridge #34-0046 Rehabilitate Bridge Deck (TC)	NHPP	NHPI-2801136	11/23/2018	(\$150,150.83)	
San Francisco	VAR110044	State-Managed	In City And County Of San Francisco On Sr 101/280 Interchange Replace Bridge Rails (TC)	NHPP	NHP-X075042	7/25/2019	\$255,190.10	
San Francisco	VAR110044	State-Managed	On State Route: 101. In The City And County Of San Francisco At Crissy Field Modify And Extend Storm Drain Outfall	NHPP	NHP-X075045	3/15/2019	(\$1,266,014.80)	
San Francisco	VAR170005	State-Managed	The City and County of San Francisco from San Mateo Co. line to Holloway Ave and from Lincoln Wy to Ruckman Ave undercrossing. Rehabilitate Roadway And Replace Signals	NHPP	NH-P001654	7/3/2019	\$17,159,800.00	
San Francisco	VAR170012	State-Managed	Third Street Over Islais Creek. Br.# 34C0024 Bridge Rehab	NHPP	BHLO-5934168	1/23/2019	\$885,300.00	
San Mateo	SM-170019	Brisbane	Brisbane - Tunnel Ave Rehabilitation	STP	STPL-5376014	3/19/2019	\$137,000.00	
San Mateo	SM-110067	CCAG	Local PDA Planning - San Mateo	STP	STPL-6419022	4/29/2019	(\$6,641.91)	
San Mateo	SM-150017	CCAG	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	NHS	ACNHP-Q101351	7/3/2019	\$1,454,463.69	\$218,652,500
San Mateo	SM-150017	CCAG	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	IIP	ACNHP-Q101351	7/3/2019	\$14,480,936.31	\$218,652,500
San Mateo	SM-170046	CCAG	ITS Improvements in San Mateo County Northern Citi	RIP	IM-2801149	6/21/2019	\$549,420.00	\$10,355,000
San Mateo	SM-190004	MTC	FPP: US 101 Adaptive Ramp Metering	CMAQ	CMLNI-6084254	9/10/2019	\$500,000.00	\$2,500,000
San Mateo	VAR170024	MTC	Bike Share Capital Program	CMAQ	CMLNI-6084188	2/22/2019	\$75,000.00	
San Mateo	SM-170030	Pacifica	Pacifica Citywide Curb Ramps	STP	STPL-5350022	2/21/2019	\$400,000.00	
San Mateo	SM-170017	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	CMAQ	CML-5226023	11/16/2018	\$122,000.00	\$1,002,000
San Mateo	SM-110064	San Mateo	North Central Pedestrian Improvement Program	CMAQ	CML-5102042	10/15/2018	(\$145,840.90)	
San Mateo	SM-130020	San Mateo	San Mateo Citywide Crosswalk Improvements	CMAQ	CML-5102047	12/13/2018	(\$33,131.44)	
San Mateo	SM-170012	San Mateo Co	Canada Road and Edgewood Road Resurfacing	STP	STPL-5935078	4/4/2019	\$802,000.00	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
San Mateo	SM-170014	San Mateo Co	San Mateo Countywide Pavement Maintenance	STP	STPL-5935081	11/30/2018	\$107,000.00	\$1,091,000
San Mateo	VAR170012	San Mateo Co	Cloverdale Rd over Butano Crk, No. of Butano Park Rd (Br No 35C0041) scour countermeasures and treat deck with methacrylate (TC)	HBP	BPMP-5935079	11/7/2018	\$150,000.00	\$442,400
San Mateo	SM-130003	SSF	SSF Citywide Sidewalk Gap Closure Project	CMAQ	CML-5177035	2/25/2019	(\$156,658.00)	
San Mateo	SM-150015	SSF	SSF Linden/Spruce Ave Traffic Calming Improvements	ATP-ST	ATPL-5177037	2/27/2019	\$713,000.00	
San Mateo	SM-170016	SSF	SSF Grand Boulevard Complete Streets (Phase III)	CMAQ	CML-5177040	1/4/2019	\$125,000.00	\$1,125,000
San Mateo	VAR110007	SSF	Grand Avenue/Magnolia Avenue Traffic Signal	HSIP	HSIPL-5177028	10/22/2018	(\$8,003.84)	
San Mateo	VAR110007	SSF	Evergreen Dr/Mission Rd Traffic	HSIP	HSIPL-5177031	10/15/2018	(\$11,530.45)	
San Mateo	VAR110007	SSF	Junipero Serra Blvd at King Dr (HSIP6-04-024)	HSIP	HSIPL-5177034	1/28/2019	(\$63,667.75)	
San Mateo	VAR110077	SSF	Junipero Serra Blvd at King Dr (HSIP6-04-024)	HSIP	HSIPL-5177034	1/28/2019	(\$26,028.76)	
San Mateo	043S6724S	State-Managed	San Mateo Sr-84 At Pm 13.8 & 16.4 Storm Damage Repair @ Various	ER	ER-4314004	10/27/2018	(\$2,930.98)	
San Mateo	MTC050011	State-Managed	On SR: 101, 280. In San Mateo County on Rte 101 & 280 at various locations construct metal beam guard rail	NHS	HSNHG-X081026	12/7/2018	(\$299,005.00)	
San Mateo	MTC050011	State-Managed	On SR: 101, 280. In San Mateo County on Rte 101 & 280 at various locations construct metal beam guard rail	NHS	HSNHG-X081026	12/7/2018	(\$43,689.22)	
San Mateo	SM-110047	State-Managed	On State Route: 82, 92. San Mateo County in San Mateo on Rte 92 from Alameda De Las Pulgas overcrossing to the Hayward Park Overhead and on Rte 82 from west 20th Intchg	NHPP	NH-X081030	12/23/2018	\$442,650.00	
San Mateo	VAR110003	State-Managed	On State Route: 280. On I-280 Near Woodside From 0.5 Mile N/O Sand Hill Rd O/C To 280/92 Separation Replace Pcc, Cold Plane AC and Place Rhma-G (TC)	HPFF	NHPI-2801144	3/13/2019	(\$4,298,716.30)	
San Mateo	VAR110004	State-Managed	On State Route: 92, 780. In San Mateo And Solano Counties On Sr 92 Pm 5.34/6.27 And Sr 780 Pm 1.46/2.34 Install Mid-West Guardrail System Along Embankment	HSIP	HSSTPG-000C391	3/22/2019	(\$114,602.97)	
San Mateo	VAR110004	State-Managed	On State Route: 280. Near Daly City-Rt 280 S/B Off-Ramp To John Daly Blvd And @ San Jose Avenue O/C Install Outer Separation Concrete Barrier (TC)	STP	HSNHPI-2801145	9/5/2019	\$204,158.23	
San Mateo	VAR110031	State-Managed	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)	NHS	NHP-P084046	4/19/2019	\$11,228.05	
San Mateo	VAR110042	State-Managed	In San Mateo County At Various Locations. Construct Curb Ramps And Passageways (TC)	STP	STP-000C378	5/16/2019	\$6,588.32	
San Mateo	VAR110042	State-Managed	In San Mateo County At Various Locations. Construct Curb Ramps And Passageways (TC)	STP	STP-000C378	5/16/2019	\$41,536.26	
San Mateo	VAR110044	State-Managed	On State Route: 280. In The City Of San Bruno, On Route 280 At The Sneath Lane Overcrossing Seismic Retrofit (TC)	NHPP	NHPI-2801137	3/6/2019	\$382,000.00	
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	NH-P001630	2/27/2019	\$400,000.00	
San Mateo	VAR170007	State-Managed	On State Route: 92, 101, 280. San Mateo County At Various Location Wet Pavement Conditions Safety Improvements	HSIP	HSNH-X081032	10/29/2018	\$4,153,200.00	
San Mateo	VAR170008	State-Managed	In San Bruno, From Jenevein Avenue To 0.1 Mile South Of San Bruno Avenue. Reconstruct Failed Concrete Ditch & Place Rock Slope Protection (RSP) Permanent Restoration.	ER	ER-27F1005	10/17/2018	\$952,328.00	
San Mateo	VAR170008	State-Managed	On State Route: 1. San Mateo County At Elliot Creek And At Finney Creek Install Rsp, Polyurethane Foam Injection And Drainage Systems.	ER	ER-21X2004	4/10/2019	\$869,300.00	

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San Mateo	VAR170008	State-Managed	On State Route: 1. San Mateo County At Elliot Creek And At Finney Creek Install Rsp, Polyurethane Foam Injection And Drainage Systems.	ER	ER-21X2004	4/12/2019	(\$869,300.00)	
San Mateo	SM-170009	Woodside	Woodside School Safety Pathway Phase 3	CMAQ	ATPL-5333018	2/26/2019	\$136,000.00	
Santa Clara	SCL110138	Campbell	Harriet/McCoy/San Tomas Aquino Signalization	HSIP	HSIPL-5306027	3/25/2019	\$457,500.00	
Santa Clara	SCL170035	Campbell	Campbell - Winchester Blvd Overlay	STP	STPL-5306031	9/6/2019	\$554,000.00	
Santa Clara	SCL170036	Campbell	Eden Avenue Sidewalk Improvements	CMAQ	CML-5306029	4/17/2019	\$555,000.00	
Santa Clara	SCL170058	Gilroy	Downtown Monterey Road Rehabilitation	STP	STPL-5034027	3/22/2019	\$1,028,000.00	
Santa Clara	VAR170012	Gilroy	6 Bridges In Gilroy 37C0271, 37C0320, 37C0321, 37C0339, 37C0352, And 37C0363. Bridge Preventive Maintenance Program (BPMP)	HBP	BPMP-5034026	9/9/2019	\$201,768.00	
Santa Clara	VAR110045	Los Altos	Fremont Ave Br (37C0115) @ Permanente Crk Bridge Replacement	HBP	BHLS-5309004	10/15/2018	(\$1,686.67)	
Santa Clara	VAR110045	Los Altos	Fremont Ave Br (37C0115) @ Permanente Crk Bridge Replacement	NHPP	BHLS-5309004	10/15/2018	(\$70,131.90)	
Santa Clara	SCL170028	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	CMAQ	CML-5067021	12/13/2018	\$343,000.00	\$4,000,000
Santa Clara	SCL190021	Los Gatos	H9-04-015 Los Gatos Guardrail Upgrades	HSIP	HSIPL-5067022	9/6/2019	\$145,200.00	\$834,900
Santa Clara	SCL130018	Mountain View	Mountain View Various Rd Preservation & Bike lanes	STP	STPL-5124031	10/15/2018	(\$8,509.98)	
Santa Clara	SCL130019	Mountain View	Mountain View Non-Infrastructure SRTS	CMAQ	CML-5124030	10/27/2018	(\$32,281.31)	
Santa Clara	VAR170023	MTC	Freeway Performance Program: SR-84	STP	STPL-6084228	5/29/2019	(\$625,000.00)	
Santa Clara	SCL130041	Palo Alto	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	CMAQ	CML-5100027	9/16/2019	\$417,301.03	\$55,478
Santa Clara	SCL130041	Palo Alto	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	CMAQ	CML-5100027	9/16/2019	\$3,821,744.40	\$55,478
Santa Clara	SCL050083	San Jose	Coyote Creek Trail (Hwy 237-Story Road)	Earmark	HPLUL-5005151	4/12/2019	\$342,189.00	
Santa Clara	SCL050083	San Jose	Coyote Creek Trail (Hwy 237-Story Road)	Earmark	HPLUL-5005151	4/12/2019	\$689,910.00	
Santa Clara	SCL170029	San Jose	Tully Road Safety Improvements	CMAQ	CML-5005155	1/28/2019	\$1,623,640.00	\$8,550,360
Santa Clara	SCL170030	San Jose	McKee Road Safety Improvements	STP	STPL-5005154	1/28/2019	\$1,628,067.00	\$8,573,933
Santa Clara	SCL170031	San Jose	Mt Pleasant Ped & Bike Traffic Safety Improvements	CMAQ	CML-5005156	1/28/2019	\$168,207.00	\$991,793
Santa Clara	SCL170062	San Jose	Eastside Alum Rock (East of 680) Urban Village	STP	STPL-5005158	1/29/2019	\$400,000.00	
Santa Clara	VAR110007	San Jose	Park Avenue Bicycle Lane Improvements	HSIP	HSIPL-5005121	3/14/2019	(\$84,711.70)	
Santa Clara	VAR110007	San Jose	Ocala Avenue Improvements (HSIP6-04-016)	HSIP	HSIPL-5005135	6/12/2019	(\$107.30)	
Santa Clara	VAR110007	San Jose	Park Avenue Bicycle Lane Improvements	HSIP	HSIPL-5005121	3/14/2019	(\$212,257.24)	
Santa Clara	VAR110007	San Jose	Ocala Avenue Improvements (HSIP6-04-016)	HSIP	HSIPL-5005135	6/12/2019	(\$3,472.00)	
Santa Clara	SCL110053	Santa Clara	Santa Clara VERBS Program	CMAQ	CML-5019027	4/29/2019	(\$136,006.52)	
Santa Clara	SCL110108	Santa Clara Co	Isabel Bridge Replacement (37C0089)	HBP	BRLO-5937176	11/30/2018	\$756,000.00	
Santa Clara	SCL110108	Santa Clara Co	Isabel Bridge Replacement (37C0089)	HBP	BRLO-5937176	7/23/2019	\$692,262.00	
Santa Clara	SCL170019	Santa Clara Co	Uvas Road Pavement Rehabilitation	STP	STPL-5937219	11/16/2018	\$140,000.00	\$1,763,300
Santa Clara	SCL170032	Santa Clara Co	McKean Rd Pavement Rehabilitation	STP	STPL-5937220	12/7/2018	\$94,554.00	\$1,193,320
Santa Clara	VAR110007	Santa Clara Co	HSIP5-04-022 Stevens Canyon Rd Safety Improvement	HSIP	HRRRL-5937188	12/14/2018	(\$1,678.37)	
Santa Clara	VAR110007	Santa Clara Co	HSIP5-04-023 Clayton Road Safety Improvement	HSIP	HRRRL-5937189	12/14/2018	(\$9,204.16)	
Santa Clara	VAR110007	Santa Clara Co	HSIP5-04-021 Uvas Road Safety Improvement	HSIP	HRRRL-5937190	4/19/2019	(\$44,664.37)	
Santa Clara	VAR110007	Santa Clara Co	HSIP5-04-022 Stevens Canyon Rd Safety Improvement	HSIP	HRRRL-5937188	12/14/2018	(\$75,301.47)	
Santa Clara	VAR110007	Santa Clara Co	Watsonville Road Shoulder Widening (HSIP6-04-018)	HSIP	HSIPL-5937199	5/9/2019	(\$477,538.31)	
Santa Clara	VAR110045	Santa Clara Co	Bridge #37C0575 Stevens Cyn Rd over Stevens Creek	HBP	BRLO-5937109	10/15/2018	(\$3,348.76)	
Santa Clara	VAR110045	Santa Clara Co	Bridge #37C0574 Stevens Cyn Rd over Stevens Creek	HBP	BRLO-5937107	10/17/2018	(\$5,071.88)	
Santa Clara	VAR110045	Santa Clara Co	Bridge #37C0053 San Tomas Expwy over Los Gatos Crk	HBP	BPMP-5937156	2/26/2019	(\$173,718.00)	
Santa Clara	VAR110045	Santa Clara Co	Bridge #37C0053 San Tomas Expwy over Los Gatos Crk	HBP	BPMP-5937156	6/14/2019	(\$7,177.33)	
Santa Clara	VAR110045	Santa Clara Co	Bridge #37C0575 Stevens Cyn Rd over Stevens Creek	HBP	BRLO-5937109	10/15/2018	(\$259,601.78)	
Santa Clara	VAR110045	Santa Clara Co	Bridge #37C0574 Stevens Cyn Rd over Stevens Creek	HBP	BRLO-5937107	10/17/2018	(\$328,618.10)	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2018-19]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Santa Clara	VAR170012	Santa Clara Co	Stevens Canyon Road Over Stevens Creek (Br 37C0574) Environmental Mitigation And Monitoring For Bridge Replacement Project (TC)	HBP	BRLO-5937208	9/16/2019	\$213,358.78	
Santa Clara	VAR170012	Santa Clara Co	Stevens Canyon Road Over Stevens Creek (Br 37C0575) Environmental Mitigation And Monitoring For Bridge Replacement Project(TC)	HBP	BRLO-5937209	9/16/2019	\$141,347.00	
Santa Clara	SCL070038	Saratoga	Saratoga Village Pedestrian Enhancements	CMAQ	CML-5332013	10/16/2018	\$123,974.14	
Santa Clara	040A7824S1	State-Managed	In Santa Clara County At Various Locations Upgrade Barrier/Guardrail End	HSIP	HSNHG-X085049	7/3/2019	\$18,489.16	
Santa Clara	040A7824S1	State-Managed	In Santa Clara County At Various Locations Upgrade Barrier/Guardrail End	STP	HSNHG-X085049	7/3/2019	\$2,231.05	
Santa Clara	0517000060S	State-Managed	On State Route: 152. In Santa Cruz County On Route 152 From Followfield Lane To County Line. Reconstruct Embankment, Repair Drainage System Remove And Haul Slide Material	ER	ER-31QF001	6/26/2019	(\$67,851.57)	
Santa Clara	REG090058	State-Managed	On State Route: 85. In San Jose From Rt 85/101 Separation To Guadalupe River Bridge Cold Planing, Rhma Overlay (TC)	STP	STP-S085050	12/21/2018	(\$190,389.16)	
Santa Clara	VAR110003	State-Managed	In Cupertino And Los Altos From Tantau Ave Overcrossing To Foothill Expressway Resurface Ac Shder Replace Pcc Slabs Guardrail (TC)	NHPP	NHPI-2801140	10/27/2018	(\$386,735.63)	
Santa Clara	VAR110003	State-Managed	On State Route: 152. In The City Of Gilroy On Sr 152 From Sr 101 To Sr 156 Pavement Preservation Project (TC)	STP	NHP-P152083	11/7/2018	(\$1,477,537.65)	
Santa Clara	VAR110004	State-Managed	On Sr 9 At Various Locations From 2.0 Miles East Of Heather Heights Rd To 6Th St Upgrade Shld And Provide Minor Realignment (TC)	STP	HSSTPG-S009019	5/16/2019	\$36,777.22	
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	ST-P130004	3/15/2019	(\$228,368.88)	
Santa Clara	VAR110031	State-Managed	On State Route: 152. On State Route 152 From Pacheco Creek To Santa Clara/Merced County Line Cold Plane Ac Pavement And Place Rhma-G (TC)	NHPP	NHP-P152086	11/7/2018	(\$869,939.69)	
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	NH-P087032	11/15/2018	(\$185,532.92)	
Santa Clara	VAR170006	State-Managed	On State Route: 152. Santa Clara County In Gilroy From 0.3 Mile West Of Santa Teresa Boulevard To Route 101. Roadway Rehab, Curb Ramps, Signals, And Striping Upgrades.	NHPP	NH-P152096	6/6/2019	\$15,314,200.00	
Santa Clara	VAR170006	State-Managed	Santa Clara From Portola Avenue To Lawrence Expressway Oc Rehabilitate Pavement	NHPP	NH-P082029	7/3/2019	\$8,115,800.00	
Santa Clara	VAR170007	State-Managed	On State Route: 152. In Santa Clara County Near Gilroy From 0.6 Mile West To 0.2 Mile East Of Prunedale. Drainage Improvements And Shoulder Widening (TC)	HSIP	HSNH-P152094	11/7/2018	\$5,181,100.00	
Santa Clara	VAR170007	State-Managed	On State Route: 280. Los Altos Hills At El Monte Road Undercrossing. Realign Northbound Off-Ramp (TC)	HSIP	HSIM-2801147	1/17/2019	\$40,000.00	
Santa Clara	VAR170008	State-Managed	On State Route: 35. Near Los Gatos, From 1.8 Miles To 2.8 Miles North Of Black Road. Mitigation Plant Establsih And Monitoring For Eas 4K710 And 4K800.	ER	ER-31L8004	10/19/2018	\$283,395.00	
Santa Clara	VAR170008	State-Managed	In Santa Clara Co, near Los Gatos, at Las Cumbres Rd to 1.2 Miles North of Las Cumbres Rd. Emergency Project - Mitigation Plant Establishment And Monitoring 4K710 And	ER	ER-31QW005	11/5/2018	\$278,869.00	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2018-19]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Santa Clara	VAR170010	State-Managed	In Various Cities On Routes 101 And 237 At Various Locations. Bridge Rail Upgrade At 8 Locations (G13 Contingency Project) (TC).	NHPP	ACNH-X085058	4/19/2019	\$2,250,000.00	
Santa Clara	VAR991005	State-Managed	Near Gilroy At Uvas Creek Planting And Environmental Mitigation (TC)	STP	STP-S152077	8/9/2019	\$210,223.29	
Santa Clara	SCL110140	Sunnyvale	Intersection of W. Remington and Michelangelo Dr.	HSIP	HSIPL-5213055	11/28/2018	\$176,700.00	
Santa Clara	SCL110149	Sunnyvale	Advance Dilemma Zone Detection Phase 1	HSIP	HSIPL-5213058	9/6/2019	\$715,800.00	\$715,800
Santa Clara	SCL170017	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	ATP-ST	ATPL-5213068	4/19/2019	\$72,000.00	\$6,059,000
Santa Clara	VAR170002	Sunnyvale	H9-04-034 Advanced Dilemma Zone Detection Phase 2	HSIP	HSIPL-5213071	5/31/2019	\$186,000.00	
Santa Clara	SCL110002	VTA	Santa Clara County - US 101 Express Lanes	Earmark	FERPL18-6264087	5/29/2019	\$3,278,274.74	\$405,609,725
Santa Clara	SCL130040	VTA	Montague Expy Ped Bridge at Milpitas BART	CMAQ	FTACML-6264084	2/7/19	\$3,560,000.00	
Santa Clara	SCL170065	VTA	IDEA Cat 2: Valley Transportation Authority	STP	FTASTP-6264086	1/31/19	\$845,000.00	
Santa Clara	VAR110007	VTA	Capitol Expressway Pedestrian Improvements	HSIP	HSIPL-6264063	12/14/2018	(\$21,974.29)	
Solano	SOL110059	Benicia	E. 5th St/Vecino St Pedestrian Improvements	HSIP	HSIPL-5003030	2/27/2019	\$365,940.00	
Solano	SOL110060	Benicia	Military West/West 7th St Intersection Improvement	HSIP	HSIPL-5003029	2/20/2019	\$223,380.00	
Solano	SOL190010	Benicia	Benicia: H9-04-005 Guardrail Upgrades	HSIP	HSIPL-5003032	9/6/2019	\$135,000.00	\$861,000
Solano	SOL190011	Benicia	Benicia H9-04-006 Pedestrian Crossing Enhancements	HSIP	HSIPL-5003033	9/6/2019	\$28,000.00	\$222,000
Solano	SOL170006	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	ATP-ST	ATPL-5132047	9/6/2019	\$88,000.00	\$1,700,000
Solano	SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	EARMARK	HPLUL-5923122	4/4/2019	\$30,080.06	\$31,427,301
Solano	SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	EARMARK	HPLUL-5923122	4/4/2019	\$367,558.72	\$31,427,301
Solano	SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	EARMARK	HPLUL-5923122	9/5/2019	\$94,000.00	\$31,427,301
Solano	SOL090035	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	CMAQ	CML-5923110	7/3/2019	(\$0.01)	
Solano	SOL170004	Solano County	Traffic Safety Improvements HSIP8-04-027	HSIP	HSIPL-5923119	10/27/2018	\$1,654,800.00	
Solano	VAR110007	Solano County	Solano County Guardrail Project 2013	HSIP	HRRRL-5923106	10/22/2018	(\$40.36)	
Solano	VAR110007	Solano County	Dixon Ave-Putah Creek Road Safety Improvement	HSIP	HRRRL-5923115	11/7/2018	(\$2,331.96)	
Solano	VAR110007	Solano County	Solano County Guardrail Project 2013	HSIP	HRRRL-5923106	10/22/2018	(\$10.40)	
Solano	VAR110007	Solano County	Dixon Ave-Putah Creek Road Safety Improvement	HSIP	HRRRL-5923115	11/7/2018	(\$39.13)	
Solano	VAR110007	Solano County	Pleasants Valley Road Safety Improvement	HSIP	HRRRL-5923105	4/19/2019	(\$1.06)	
Solano	VAR110007	Solano County	Hartley - Rockville Road Safety Improvement	HSIP	HSIPL-5923113	4/16/2019	(\$4,225.17)	
Solano	SOL150004	STA	STA SR2S Infrastructure & Non-infrastructure	ATP-REG	ATPL-5030062	4/17/2019	\$2,542,000.00	
Solano	0016000185L	State-Managed	City Of Dixon @ First Street & Uprx Xing Grade Crossing Hazard Elimination (TC).	STP	STPLR-7500242	6/11/2019	\$99,600.00	
Solano	0016000185L	State-Managed	City Of Dixon @ First Street & Uprx Xing Grade Crossing Hazard Elimination (TC).	STP	STPLR-7500242	8/1/2019	\$33,700.00	
Solano	040T10U2/9S	State-Managed	Nh 12 Near Suisun City/Scandia To Currie Rd Rehabilitate Roadway	STP	STP-P012102	5/31/2019	\$60,384.51	
Solano	040T10U2/9S	State-Managed	Nh 12 Near Suisun City/Scandia To Currie Rd Rehabilitate Roadway	STP	STP-P012102	5/31/2019	\$84,108.70	
Solano	040T10U4S	State-Managed	On State Route: 12. 1.1 Km E/O Walters Rd In Suisun To Currie Rd. Rehabilitate Roadway	STP	STP-P012100	5/22/2019	(\$68,821.15)	
Solano	0413000081S	State-Managed	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade existing fender systems, concrete ramps, swing gate systems, modify the ferry boat deck surface, install traffic counter &	FBP	FBP-P084051	8/5/2019	\$381,842.40	
Solano	0413000081S	State-Managed	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade existing fender systems, concrete ramps, swing gate systems, modify the ferry boat deck surface, install traffic counter &	FBP	FBP-P084051	8/14/2019	\$95,460.60	
Solano	0413000081S	State-Managed	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade existing fender systems, concrete ramps, swing gate systems, modify the ferry boat deck surface, install traffic counter &	FBP	FBP-P084051	8/5/2019	\$188,909.60	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2018-19]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Solano	041300081S	State-Managed	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade existing fender systems, concrete ramps, swing gate systems, modify the ferry boat deck surface, install traffic counter &	FBP	FBP-P084051	8/14/2019	\$47,227.40	
Solano	041300081S	State-Managed	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade existing fender systems, concrete ramps, swing gate systems, modify the ferry boat deck surface, install traffic counter &	FBP	FBP-P084051	8/5/2019	\$212,088.80	
Solano	041300081S	State-Managed	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade existing fender systems, concrete ramps, swing gate systems, modify the ferry boat deck surface, install traffic counter &	FBP	FBP-P084051	8/14/2019	\$53,022.20	
Solano	041500072S	State-Managed	On State Route: 37. In Solano Co, In Vallejo, From Walnut Avenue To Mare Island Channel Emergency Relief - Earthquake Damage	ER	ER-25E4001	12/12/2018	(\$332,821.74)	
Solano	MTC050006	State-Managed	On State Route: 80. Rt 80 In The City Of Vacaville At Alamo Drive Westbound Lengthen Onramp (TC)	IM	IM-0802364	8/7/2019	\$178,402.39	
Solano	SOL070020	State-Managed	On State Route: 12, 80. In Fairfield At I-80 And Sr 12 Construct A Two-Lane Wb I-80/Wb Sr 12 (TC)	NHPP	NHP-X095025	1/17/2019	\$1,327,950.00	
Solano	VAR110003	State-Managed	On State Route: 12, 37, 80, 113, 505, 680, 780. Solano County On Routes 80, 12, 37, 113, 505, 680 And 780 At Various Locations Replace Overhead And Roadside Signs (TC)	NHPP	NHP-X095028	3/15/2019	(\$295,363.30)	
Solano	VAR110031	State-Managed	On State Route: 780. On Sr 780 From The Park Rd U/C To Lemon Street Place Rhma Overlay (TC)	NHPP	NHPI-7802366	11/7/2018	(\$336,974.22)	
Solano	VAR170004	State-Managed	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)	NHS	NH-P012122	2/28/2019	\$203.41	
Solano	VAR170004	State-Managed	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)	NHS	NH-P012122	2/28/2019	\$93.81	
Solano	VAR170004	State-Managed	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)	NHS	NH-P012122	11/28/2018	(\$269,322.97)	
Solano	VAR170010	State-Managed	Solano County In Fairfield At Dan Wilson Creek Bridge Deck Bridge Rehabilitation (TC)	HBP	BHIM-0802370	8/20/2019	\$3,934,100.00	
Solano	SOL110058	Suisun City	Sunset Ave/ Walters Rd Improvements HSIP7-04-023	HSIP	HSIPL-5032030	12/13/2018	\$181,800.00	
Solano	SOL190007	Suisun City	Suisun City Pedestrian Crossing Improvements	HSIP	HSIPL-5032033	9/6/2019	\$62,000.00	\$201,100
Solano	VAR170002	Suisun City	HSIP7-04-024 SR12 Advance Warning Devices	HSIP	HSIPL-5032031	4/17/2019	\$126,000.00	
Solano	SOL130005	Vacaville	Allison Bicycle / Ped Improvements	CMAQ	CML-5094062	6/13/2019	(\$0.50)	
Solano	SOL190005	Vacaville	H9-04-036 Vacaville Ped Crossing Enhancements	HSIP	HSIPL-5094072	9/6/2019	\$41,400.00	\$184,700
Solano	SOL190006	Vacaville	H9-04-035 Vacaville Signal Improvements	HSIP	HSIPL-5094071	9/6/2019	\$450,000.00	\$2,027,700
Solano	VAR170012	Vacaville	Buck Avenue Over Alamo Creek Bridge Replacement	HBP	BRLS-5094066	2/28/2019	\$17,706.00	
Solano	SOL110035	Vallejo	Vallejo Downtown Streetscape	STP	TCSPCML-5030058	2/28/2019	(\$357,918.25)	
Solano	SOL110035	Vallejo	Vallejo Downtown Streetscape	STP	STPL-5030061	5/8/2019	\$357,918.00	
Solano	SOL190008	Vallejo	H9-04-038 Vallejo HSIP 5 Pedestrian Crossings	HSIP	HSIPL-5030066	9/6/2019	\$25,000.00	\$221,000
Solano	SOL190009	Vallejo	H9-04-037 Vallejo: HSIP 6 HAWK Installation	HSIP	HSIPL-5030065	9/6/2019	\$150,000.00	\$1,155,800
Solano	VAR170012	Vallejo	Sacramento Street Bridge (23C0152)	HBP	STPLZ-5030056	4/3/2019	\$295,690.00	
Sonoma	SON130016	Cloverdale	Cloverdale - Safe Routes to School Phase 2	STP	STPL-5039023	6/12/2019	\$100,000.00	
Sonoma	SON110007	Cotati	Downtown Specific Plan Area Revitalization	CMAQ	CML-5383010	10/16/2018	(\$0.31)	
Sonoma	SON170015	Cotati	E. Cotati Avenue Street Rehabilitation Project	STP	STPL-5383012	5/9/2019	\$675,000.00	
Sonoma	SON170011	Petaluma	Petaluma Blvd South Road Diet at E Street	STP	STPL-5022060	2/20/2019	\$286,000.00	\$2,972,000
Sonoma	SON190001	Petaluma	H9-04-023-Variou Intersection Safety Improvements	HSIP	HSIPL-5022062	9/6/2019	\$18,000.00	\$230,900
Sonoma	SON190003	Petaluma	H9-04-024 Various Safety Imps- Petaluma Blvd. Nort	HSIP	HSIPL-5022063	9/6/2019	\$20,000.00	\$356,100

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2018-19]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2019
Sonoma	SON130017	Santa Rosa	Santa Rosa Cmplt Sts Road Diet on Transit Corridor	STP	STP-5028076	3/26/2019	(\$324,658.76)	
Sonoma	VAR170002	Santa Rosa	Highway Safety Improvement Program (HSIP) Cycle 6	HSIP	HSIPL-5028073	3/26/2019	(\$107,589.02)	
Sonoma	VAR170002	Santa Rosa	Flashing Yellow Arrow Signal Conversion H8-04-026	HSIP	HSIPL-5028078	5/8/2019	\$884,000.00	\$884,000
Sonoma	SON170025	Son Co Reg Park	Joe Rodota Trail Bridge Replacement	STP	STPL-5920164	9/6/2019	\$241,000.00	\$598,000
Sonoma	SON070004	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	Earmark	HPLUL-6364015	7/30/2019	(\$22,474.09)	
Sonoma	SON070004	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	STP	FERPL16-6204127	1/23/2019	\$3,400,000.00	\$60,787,000
Sonoma	SON130014	Sonoma County	Sonoma County - Safe Routes to School Program	STP	STPLNI-5920145	1/22/2019	(\$321,368.75)	#N/A
Sonoma	SON170008	Sonoma County	Lakeville Road Rumble Strip and Enhanced Striping	HSIP	HSIPL-5920156	11/16/2018	\$806,900.00	
Sonoma	VAR170012	Sonoma County	Sonoma Creek Br. @ Boyes Blvd (Br.20C-0262) . Bridge Replacement	HBP	STPLZ-5920059	2/21/2019	\$802,185.00	
Sonoma	VAR170012	Sonoma County	Wohler Rd. At Markwest Cr. Br # 20-0139 Replace Bridge, Local Seismic (TC)	HBP	STPLZ-5920056	4/24/2019	\$707,786.00	
Sonoma	MTC050011	State-Managed	On State Route: 12. In Eldridge, At Madrone Road Install Traffic Signals	STP	HSSTP-P012111	12/21/2018	(\$223,064.00)	
Sonoma	N/A	State-Managed	Taylor Mountain Trails	Other-Federal	NRT-RT49012	7/19/2019	\$1,375,504.80	
Sonoma	VAR110003	State-Managed	On State Route: 1. Near Bodega Bay, From Marin/Sonoma County Line To 0.8 Mile North Of Bay Hill Rd. Rehabilitate Pavement (TC)	STP	STP-P001597	3/20/2019	(\$347,280.70)	
Sonoma	VAR110005	State-Managed	On State Route: 121. State Route 121 Near The Community Of Schellville At 0.6 Mile South Of Napa Road Repair Roadway Pavement Slipout (TC)	STP	STP-P121027	9/6/2019	\$59,860.22	
Sonoma	VAR110005	State-Managed	On State Route: 116. Near Guerneville, East Of Mays Canyon Road. Construct Soldier Pile Wall.(TC)	STP	ACSTP-P116048	3/22/2019	(\$681,923.67)	
Sonoma	VAR110005	State-Managed	On State Route: 121. State Route 121 Near The Community Of Schellville At 0.6 Mile South Of Napa Road Repair Roadway Pavement Slipout (TC)	STP	STP-P121027	12/7/2018	(\$453,723.59)	
Sonoma	VAR110005	State-Managed	On State Route: 116. Near Guerneville, East Of Mays Canyon Road. Construct Soldier Pile Wall.(TC)	STP	ACSTP-P116048	3/22/2019	(\$80,377.76)	
Sonoma	VAR170007	State-Managed	On SR: 116. Sonoma Co near Cotati from 0.3 mile east of Hessel Rd to 0.1 mile east of Bartleson Rd widen Hwy to accomodate left-lurn and merge lane.	HSIP	HSNH-P116050	5/22/2019	\$6,969,800.00	
Sonoma	VAR170008	State-Managed	On State Route: 101. Sonoma County In Healdsburg At Grant Undercrossing Stabilize Abutments And Embankment Slope By Injection Grout (TC)	NHPP	NH-Q101337	3/15/2019	\$385,439.00	
Sonoma	VAR110012	Windsor	Multiple Schools In Windsor Unified School District Conduct Pedestrian And Bke Safety Education	CMAQ	SRTSLNI-5472015	1/16/2019	(\$23,445.08)	

Total Obligations: \$536,349,162.97

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2018-19]

County	TIP ID	Operator	Project Name	FTA Grant Number	Program	FTA Grant Date	FTA Grant Amount	Funding Later than 2019
Alameda	ALA170048	ACE	ACE Fixed Guideway (Capital Lease)	CA-2018-019	5337	2/25/2019	\$134,360	\$1,630,000
Alameda	ALA170048	ACE	ACE Fixed Guideway (Capital Lease)	CA-2019-014	5307	2/25/2019	\$1,355,640	\$1,630,000
Alameda	ALA090065	BART	BART: Fare Collection Equipment	CA-2019-126	5337	8/19/2019	\$6,211,000	\$6,211,000
Alameda	ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	CA-2019-100	5307	8/22/2019	\$245,149	
Alameda	ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	CA-2019-100	5339	8/22/2019	\$385,021	
Alameda	ALA990077	LAVTA	LAVTA: ADA Paratransit Operating Subsidy	CA-2019-100	5307	8/22/2019	\$158,153	\$206,163
Alameda	ALA990077	LAVTA	LAVTA: ADA Paratransit Operating Subsidy	CA-2019-100	5307	8/22/2019	\$191,012	\$206,163
Contra Costa	CC-99T001	CCCTA	CCCTA: ADA Paratransit Assistance	CA-2019-114	5307	8/1/2019	\$1,207,623	\$1,218,311
Contra Costa	CC-150021	WCCTA	WestCAT - AVL System with APC Element.	CA-2019-098	5307	9/9/2019	\$294,105	
Contra Costa	CC-170010	WCCTA	WestCAT Replace 5 35ft and 4 40ft Vehicles	CA-2019-098	5307	9/9/2019	\$3,877,781	
Contra Costa	CC-170011	WCCTA	WestCAT: Purchase (9) Electronic Fareboxe	CA-2019-098	5307	9/9/2019	\$128,241	
Contra Costa	CC-170012	WCCTA	WestCAT - Replace (2) DAR MiniVans	CA-2019-098	5307	9/9/2019	\$255,840	
Contra Costa	CC-170013	WCCTA	WestCAT: Purchase of (2) Radio Systems	CA-2019-098	5307	9/9/2019	\$1,600	
Contra Costa	CC-990045	WCCTA	WestCat: ADA Paratransit Operating Subsidy	CA-2019-098	5307	9/9/2019	\$244,729	\$248,485
Marin	MRN030010	GGBHTD	GGBHTD: Fixed Guideway Connectors	CA-2019-072	5337	7/19/2019	\$13,500,000	\$2,020,000
Marin	MRN030010	GGBHTD	GGBHTD: Fixed Guideway Connectors	CA-2019-081	5337	6/26/2019	\$3,000,000	\$2,020,000
Marin	MRN030010	GGBHTD	GGBHTD: Fixed Guideway Connectors	CA-2019-081	5337	6/26/2019	\$4,000,000	\$2,020,000
Marin	MRN050025	GGBHTD	GGBHTD: Facilities Rehabilitation	CA-2019-072	5307	7/19/2019	\$976,459	\$1,875,000
Marin	MRN050025	GGBHTD	GGBHTD: Facilities Rehabilitation	CA-2019-072	5307	7/19/2019	\$7,623,541	\$1,875,000
Marin	MRN130015	GGBHTD	GGBHTD - Transit Systems Enhancements	CA-2019-072	5307	7/19/2019	\$171,757	\$174,393
Marin	MRN150005	GGBHTD	MS Sonoma Ferry Boat Refurbishment	CA-2019-081	FBD	6/26/2019	\$329,018	
Marin	MRN150005	GGBHTD	MS Sonoma Ferry Boat Refurbishment	CA-2019-081	FBD	6/27/2019	\$331,111	
Marin	MRN150005	GGBHTD	MS Sonoma Ferry Boat Refurbishment	CA-2019-081	FBD	6/26/2019	\$333,931	
Marin	MRN150005	GGBHTD	MS Sonoma Ferry Boat Refurbishment	CA-2019-081	FBD	6/26/2019	\$696,857	
Marin	MRN150005	GGBHTD	MS Sonoma Ferry Boat Refurbishment	CA-2019-081	PFGP	6/26/2019	\$6,000,000	
Marin	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2019-072	5337	7/19/2019	\$2,000,000	\$338,022
Marin	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2019-081	5337	6/26/2019	\$500,000	\$338,022
Marin	MRN150015	GGBHTD	GGBHTD Ferry Propulsion Systems Replacement	CA-2019-041	5337	6/27/2019	\$500,000	\$226,938
Marin	MRN150015	GGBHTD	GGBHTD Ferry Propulsion Systems Replacement	CA-2019-072	5337	7/19/2019	\$500,000	\$226,938
Marin	MRN150015	GGBHTD	GGBHTD Ferry Propulsion Systems Replacement	CA-2019-072	5337	7/19/2019	\$2,000,000	\$226,938
Marin	MRN170008	GGBHTD	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	CA-2019-081	5339	6/16/2019	\$3,188,701	
Marin	MRN170008	GGBHTD	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	CA-2019-081	5339	6/26/2019	\$163,602	
Marin	MRN170008	GGBHTD	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	CA-2019-081	5307	6/26/2019	\$44,508,402	
Marin	MRN170008	GGBHTD	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	CA-2019-081	5307	6/26/2019	\$596,375	
Marin	MRN170009	GGBHTD	GGBHTD: Replace Paratransit Vehicles	CA-2019-081	5339	6/26/2019	\$437,246	
Marin	MRN170009	GGBHTD	GGBHTD: Replace Paratransit Vehicles	CA-2019-081	5339	6/26/2019	\$119,956	
Marin	MRN170024	GGBHTD	Replace 14 - 22' Gas Body-on-Chassis Vehicles	CA-2019-072	5339	7/19/2019	\$149,863	
Marin	MRN170024	GGBHTD	Replace 14 - 22' Gas Body-on-Chassis Vehicles	CA-2019-072	5339	7/19/2019	\$894,817	
Marin	MRN110047	MCTD	MCTD: ADA Paratransit Assistance	CA-2019-073	5307	7/18/2019	\$687,028	\$697,574
Marin	MRN150010	MCTD	MCTD - Relocate Transit Maintenance Facility	7178-2017-1	5339	8/30/2019	\$4,400,000	
Marin	MRN170006	MCTD	MCTC: Replace Articulated Vehicles	CA-2019-073	5307	7/18/2019	\$7,216,000	
Napa	NAP050009	NVTA	Park & Ride Lots in Napa County	CA-2019-024	STP	3/21/2019	\$96,058	
Napa	NAP050009	NVTA	Park & Ride Lots in Napa County	CA-2019-024	STP	3/21/2019	\$411,073	
Regional/Multi-County	BRT030004	BART	BART Train Control Renovation	CA-2019-126	5337	8/19/2019	\$407,116	\$5,000,000
Regional/Multi-County	BRT030004	BART	BART Train Control Renovation	CA-2019-126	5337	8/19/2019	\$9,155,966	\$5,000,000
Regional/Multi-County	BRT030005	BART	BART: Traction Power System Renovation	CA-2019-126	5337	8/19/2019	\$17,000,000	\$17,000,000
Regional/Multi-County	BRT97100B	BART	BART: Rail, Way and Structures Program	CA-2019-126	5337	8/19/2019	\$252,318	\$8,500,000
Regional/Multi-County	BRT97100B	BART	BART: Rail, Way and Structures Program	CA-2019-126	5337	8/19/2019	\$16,747,682	\$8,500,000
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2019-126	5307	8/19/2019	\$84,820	\$933,468
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2019-126	5307	8/19/2019	\$706,727	\$933,468

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2018-19]

County	TIP ID	Operator	Project Name	FTA Grant Number	Program	FTA Grant Date	FTA Grant Amount	Funding Later than 2019
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2019-126	5307	8/19/2019	\$1,673,848	\$933,468
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2019-126	5307	8/19/2019	\$5,651,220	\$16,678,146
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2019-126	5370	8/19/2019	\$17,478,914	\$16,678,146
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2019-126	5337	8/19/2019	\$3,633,458	\$16,678,146
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2017-014-03	5309	7/23/2019	\$14,305,214	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2017-014-03	5309	7/23/2019	\$58,651,379	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2017-014-03	5309	7/23/2019	\$100,000,000	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2018-005-01	5307	7/31/2019	\$51,834,884	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2018-005-02	5307	7/31/2019	\$11,495,741	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2018-005-02	5307	7/31/2019	\$14,235,214	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2018-005-02	5307	7/31/2019	\$17,570,185	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2018-005-02	5307	7/31/2019	\$21,962,013	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2018-005-02	5307	7/31/2019	\$56,086,495	\$37,203,128
Regional/Multi-County	SF-010028	Caltrain	Caltrain Electrification	CA-2019-006	CMAQ	2/1/2019	\$11,188,000	\$37,203,128
Regional/Multi-County	REG150004	MTC	GL: Lifeline Cycle 4 5307 JARC	CA-2018-051	5307	5/23/2019	\$13,020	
Regional/Multi-County	REG150004	MTC	GL: Lifeline Cycle 4 5307 JARC	CA-2018-051	5307	5/23/2019	\$59,083	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 5	CA-2018-090-01	5307	6/25/2019	\$51,053	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 6	CA-2019-073	5307	7/18/2019	\$174,163	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 7	CA-2019-076	5307	8/13/2019	\$74,053	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 8	CA-2019-076	5307	8/13/2019	\$74,056	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 9	CA-2019-087	5307	7/31/2019	\$91,689	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 10	CA-2019-087	5307	7/31/2019	\$184,622	
Regional/Multi-County	REG090057	WETA	WETA: Ferry Major Component Rehab/Replacement	CA-2019-064	5337	7/8/2019	\$720,000	\$3,562,400
San Francisco	SF-030013	SFMTA	SFMTA: Wayside Fare Collection Equipment	CA-2019-103	5337	8/30/2019	\$2,000,000	
San Francisco	SF-050024	SFMTA	SFMTA:Train Control & Trolley Signal Rehab/Replace	CA-2019-103	5337	8/30/2019	\$8,640,000	\$13,752,000
San Francisco	SF-070005	SFMTA	Van Ness Avenue Bus Rapid Transit	CA-2019-103	5337	8/30/2019	\$1,830,000	
San Francisco	SF-150007	SFMTA	SFMTA Farebox Replacement	CA-2019-104	5307	8/5/2019	\$336,000	
San Francisco	SF-170006	SFMTA	SFMTA: Station-area Ped and Bike Access Improvemnt	CA-2019-103	5337	8/30/2019	\$1,000,000	
San Francisco	SF-170018	SFMTA	SFMTA: 60' Motor Coach Mid-Life Overhaul	CA-2019-104	5307	8/5/2019	\$19,392,931	
San Francisco	SF-170019	SFMTA	SFMTA: 40' Motor Coach Mid-Life Overhaul	CA-2019-104	5307	8/5/2019	\$16,928,241	
San Francisco	SF-170021	SFMTA	SFMTA: Rehab Historic Streetcars	CA-2019-103	5337	8/30/2019	\$1,042,907	
San Francisco	SF-190002	SFMTA	L-Taraval - SGR Project Elements	CA-2019-103	5337	8/30/2019	\$4,070,000	
San Francisco	SF-190003	SFMTA	Muni Metro East Facility - Boiler Replacement	CA-2019-103	5337	8/30/2019	\$4,100,000	
San Francisco	SF-190004	SFMTA	SFMTA-Facilities Condition Assessment Repairs	CA-2019-103	5337	8/30/2019	\$900,000	
San Francisco	SF-190004	SFMTA	SFMTA-Facilities Condition Assessment Repairs	CA-2019-104	5307	8/5/2019	\$5,000,000	
San Francisco	SF-95037B	SFMTA	SF Muni Rail Replacement Program	CA-2019-103	5337	8/30/2019	\$16,736,000	\$4,288,000
San Francisco	SF-970073	SFMTA	SFMTA: Cable Car Vehicle Renovation Program	CA-2019-103	5337	8/30/2019	\$1,042,907	
San Francisco	SF-970170	SFMTA	SFMTA: Overhead Line Recon. & Traction Power Prog	CA-2019-103	5337	8/30/2019	\$20,000,000	
San Francisco	SF-990022	SFMTA	SFMTA: ADA Paratransit operating support	CA-2019-104	5307	8/5/2019	\$4,343,542	\$4,410,218
San Francisco	SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab	CA-2019-103	5337	8/30/2019	\$4,000,000	
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$449,045	\$208,072
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$451,903	\$208,072
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$455,751	\$208,072
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$821,903	\$208,072
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$842,669	\$208,072
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$223,428	\$208,072
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$323,111	\$208,072
San Francisco	MTC050029	WETA	SF Ferry Terminal/Berthing Facilities	CA-2019-096	FBP	7/23/2019	\$330,849	\$208,072
San Francisco	SF-110053	WETA	WETA: Replace Ferry Vessels	CA-2019-064	5337	7/8/2019	\$15,306,920	
San Mateo	SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	CA-2019-086	5337	7/31/2019	\$4,397,667	\$6,596,500

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2018-19]

County	TIP ID	Operator	Project Name	FTA Grant Number	Program	FTA Grant Date	FTA Grant Amount	Funding Later than 2019
San Mateo	SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	CA-2019-086	5337	7/31/2019	\$8,759,333	\$6,596,500
San Mateo	SM-150011	SamTrans	SamTrans - Purchase of Replacement Minivans	CA-2019-087	5307	7/31/2019	\$481,302	
San Mateo	SM-990026	SamTrans	SAMTRANS: ADA Paratransit Operating Subsidy	CA-2017-104-01	5307	4/20/2019	\$1,809,609	\$941,268
San Mateo	SM-990026	SamTrans	SAMTRANS: ADA Paratransit Operating Subsidy	CA-2019-087	5307	7/31/2019	\$1,854,074	\$941,268
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2019-152	5307	8/27/2019	\$1,334,240	\$5,000,000
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2019-152	5307	8/27/2019	\$12,330,821	\$5,000,000
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2019-152	5339	8/27/2019	\$191,226	\$5,000,000
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2019-152	5339	8/27/2019	\$3,347,837	\$5,000,000
Santa Clara	SCL050046	VTA	VTA: ADA Operating Set Aside	CA-2019-152	5307	8/27/2019	\$157,949	\$1,985,358
Santa Clara	SCL050046	VTA	VTA: ADA Operating Set Aside	CA-2019-152	5307	8/27/2019	\$3,650,772	\$1,985,358
Santa Clara	SCL170009	VTA	VTA: Chaboya Yard Well Removal	CA-2019-152	5307	8/27/2019	\$120,000	
Santa Clara	SCL190023	VTA	VTA: Bus CCTV Replacement	CA-2019-152	5307	8/27/2019	\$2,640,000	
Santa Clara	SCL190024	VTA	VTA: Transit Center Park and Ride Rehab	CA-2019-152	5307	8/27/2019	\$1,600,000	
Santa Clara	SCL190025	VTA	VTA: Gigabit Ethernet Network	CA-2019-152	5307	8/27/2019	\$960,000	
Santa Clara	SCL190026	VTA	VTA: HVAC Replacement	CA-2019-152	5307	8/27/2019	\$1,448,265	
Solano	SOLO10007	Vacaville	Vacaville Transit: Operating Assistance	5607-2019-1	5307	9/18/2019	\$890,000	\$890,000
Sonoma	SON150007	Petaluma	Petaluma Transit: ADA Set-Aside	CA-2019-113	5307	7/24/2019	\$86,485	
Sonoma	SON170017	Petaluma	Petaluma AVL Equipment	CA-2019-113	5307	7/24/2019	\$60,000	
Sonoma	SON030012	SantaRosa Bus	Santa Rosa City Bus: Transit Enhancements	CA-2019-027	CMAQ	5/2/2019	\$411,000	
Sonoma	SON150008	SantaRosa Bus	SantaRosa Bus: Bus Replacement Purchase	CA-2019-074	5307	7/15/2019	\$431,309	
Sonoma	SON150008	SantaRosa Bus	SantaRosa Bus: Bus Replacement Purchase	CA-2019-074	5339	7/15/2019	\$877,999	
Sonoma	SON170026	SantaRosa Bus	Santa Rosa CityBus: Electric Bus Replacement	CA-2019-074	5339	7/15/2019	\$1,206,518	\$890,067
Sonoma	SON170026	SantaRosa Bus	Santa Rosa CityBus: Electric Bus Replacement	CA-2019-074	5339	7/15/2019	\$1,780,133	\$890,067
Sonoma	SON030005	Son Co Transit	Sonoma Co Transit: Preventive Maintenance Program	CA-2019-032	5307	5/6/2019	\$1,280,000	\$2,560,000
Sonoma	SON150012	Son Co Transit	Sonoma County Transit: Replacement CNG Buses	CA-2018-051	STP	5/23/2019	\$199,667	
Sonoma	SON150013	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	CA-2019-032	5307	5/6/2019	\$425,800	
Sonoma	SON150013	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	CA-2019-032	5307	5/6/2019	\$25,581	
Sonoma	SON150013	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	CA-2019-032	5307	5/6/2019	\$26,116	
Sonoma	SON150013	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	CA-2019-032	5339	5/6/2019	\$235,476	
Sonoma	SON150013	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	CA-2018-051	5307	5/23/2019	\$430,080	
Sonoma	SON150013	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	CA-2018-051	5339	5/23/2019	\$180,009	
Total Obligations:							\$735,782,357	