

# 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

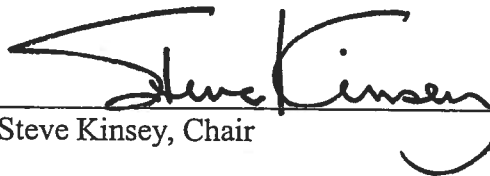
WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately \$100 million waiting for additional OA; and

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 21<sup>st</sup> 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 21<sup>st</sup> 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.

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**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.

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### **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.

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**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.

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### **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.

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**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.

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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.

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**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.

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**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.

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**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.

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- **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.

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**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.

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- **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.

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**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.

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- **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.

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**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.

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- **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

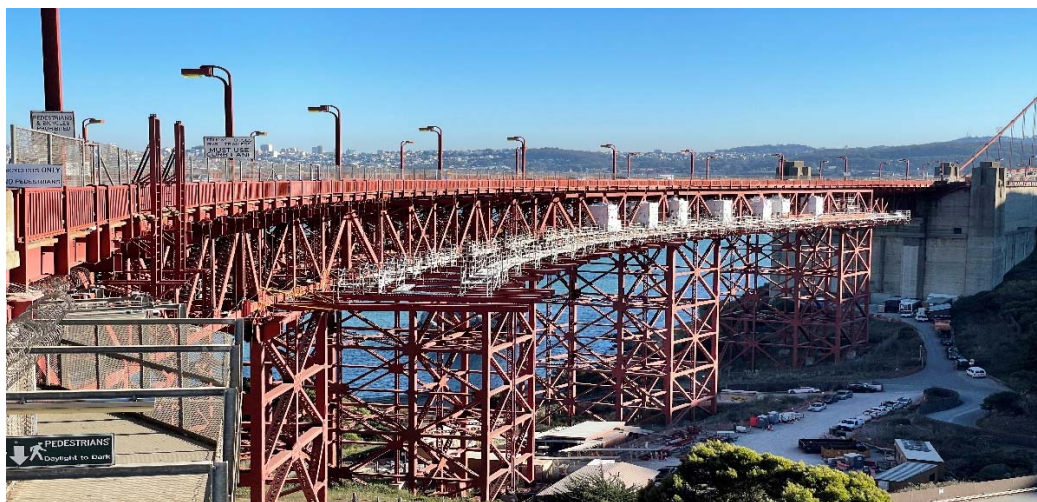
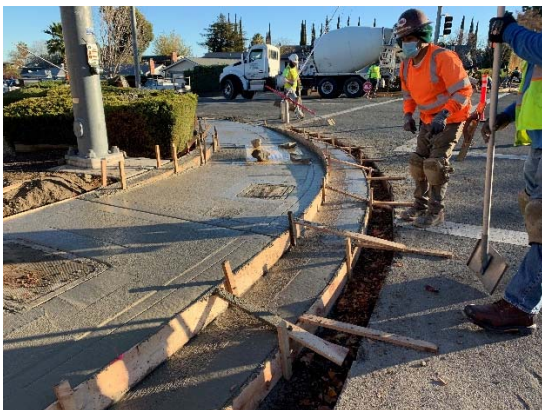
## *Project Delivery*

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



# Annual Listing of Federally Obligated Projects

Federal Fiscal Year 2020  
(October 1, 2019– September 30, 2020)



(Cover photos: (top left) Antioch: Pavement Rehabilitation Project; (top right) Bay Area Rapid Transit District: Railcar Procurement Program; (bottom) Golden Gate Bridge, Highway, and Transportation District: Golden Gate Bridge Suicide Deterrent System)



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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December 29, 2020

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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 2019-20

The Metropolitan Transportation Commission, as the Metropolitan Planning Organization (MPO) for the nine county San Francisco Bay Area, is required to publish a listing of projects using federal funds obligated in the previous federal fiscal year (Title 23 CFR 450.334). 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, 2019 through September 30, 2020), the region obligated approximately \$2.2 billion 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) and STP Transportation Alternatives set-aside, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, 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, 5309, 5337 and 5339, 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 2019-20  
December 29, 2020  
Page 2

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

Thank you for your interest in the FFY 2019-20 Annual Listing of Federally Obligated Projects.

Sincerely,

A handwritten signature in blue ink that reads "Theresa Romell". The signature is written in a cursive, flowing style.

Theresa Romell  
Director, Funding Policy and Programs

TR:js

J:\PROJECT\Funding\T5-FAST\Annual Listing\FY 2019-20 Annual Listing\Final Report\Annual Listing\_Public Release Letter\_FFY19-20.docx

Attachment: FFY2019-20 Annual Listing of Federally Obligated Projects

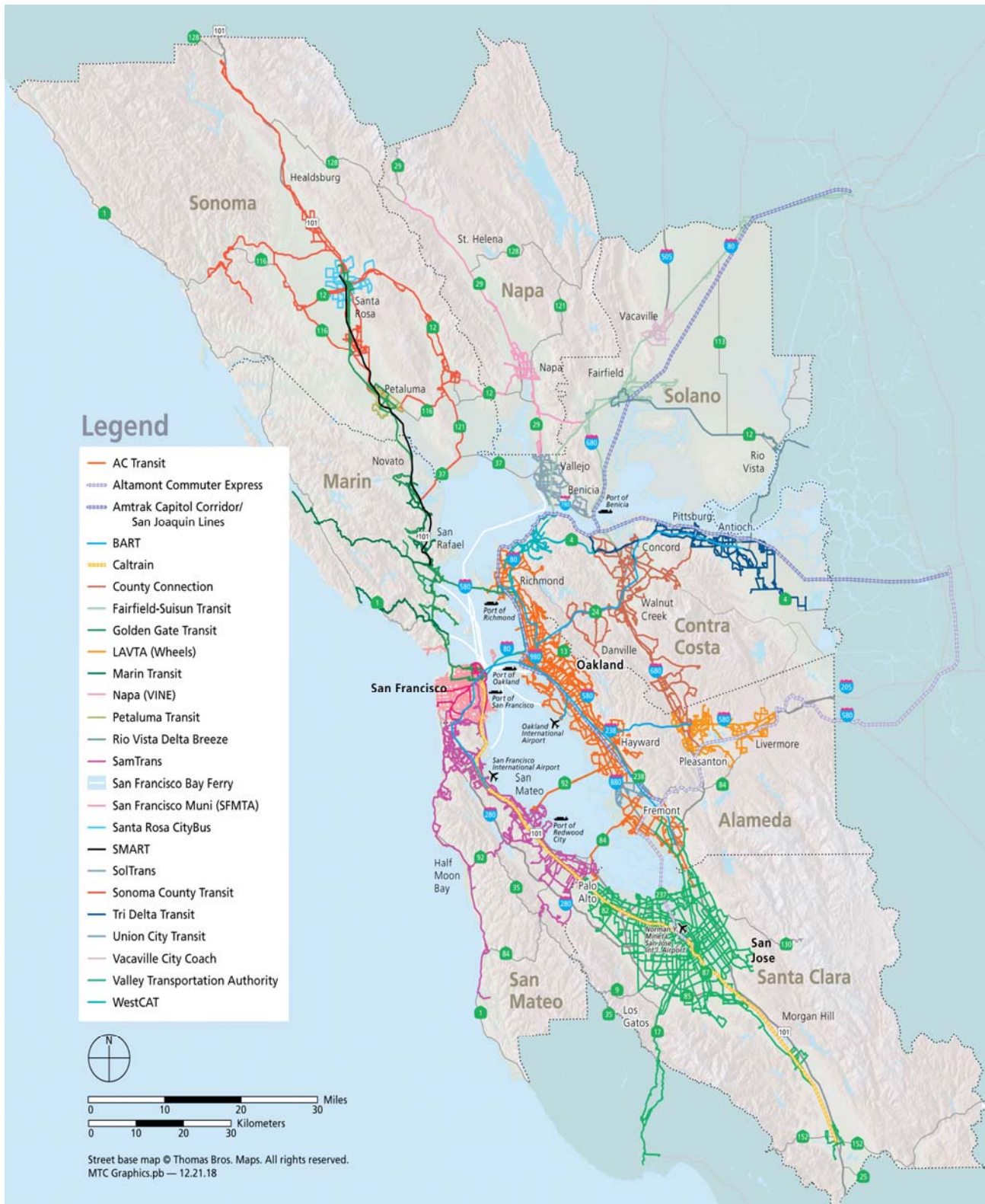
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BART: COVID-19 Emergency Transit Operations

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 fifth year of the FAST Act through Federal Fiscal Year (FFY) 2019-20 (October 1, 2019 – September 30, 2020).

### 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.

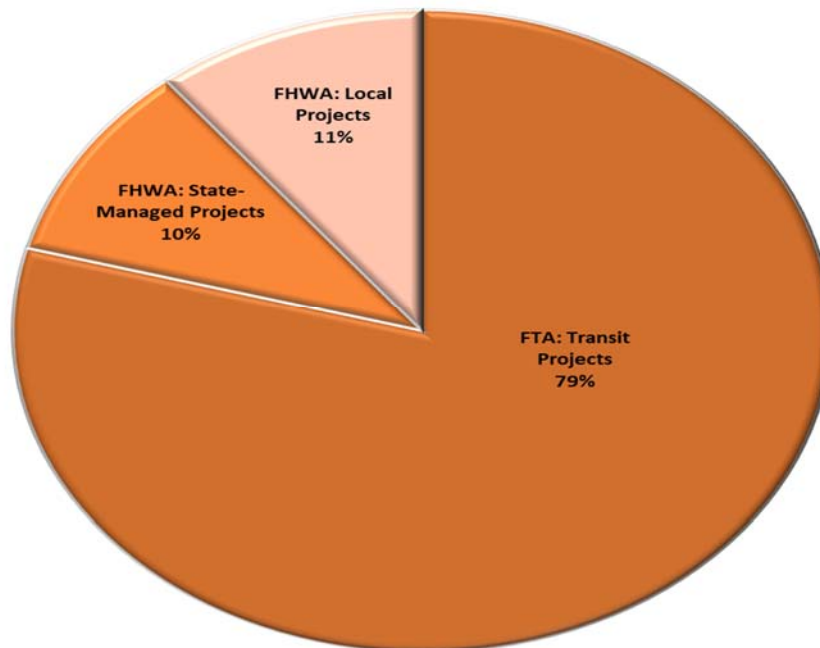
The 2019 TIP, which covers federal fiscal years 2018-19 through 2021-22, was approved by the Federal Highway Administration and Federal Transit Administration on December 17, 2018.

### Annual Obligated Project Listing Summary

This annual listing shows that approximately \$2,157 million of federal funds were obligated in the MTC region in FFY 2019-20, more than the \$1,272 million obligated in FFY2018-19. Of the \$2,157 million obligated, roughly (79%), or \$1,707 million, was obligated by the Federal Transit Administration (FTA) for transit projects. The remaining portion of funds (21%) were obligated by the Federal Highway Administration (FHWA) for highway, local road, bicycle and pedestrian facilities, and air quality improvement projects. Of the \$2,157 million obligated, local agencies obligated 11% for local projects on and off the state highway system, and the California Department of Transportation (State-Managed) obligated 10% for state highway related projects. This year's funding increase is due to the CARES Act of 2020 (*see Page 11 for more information*).

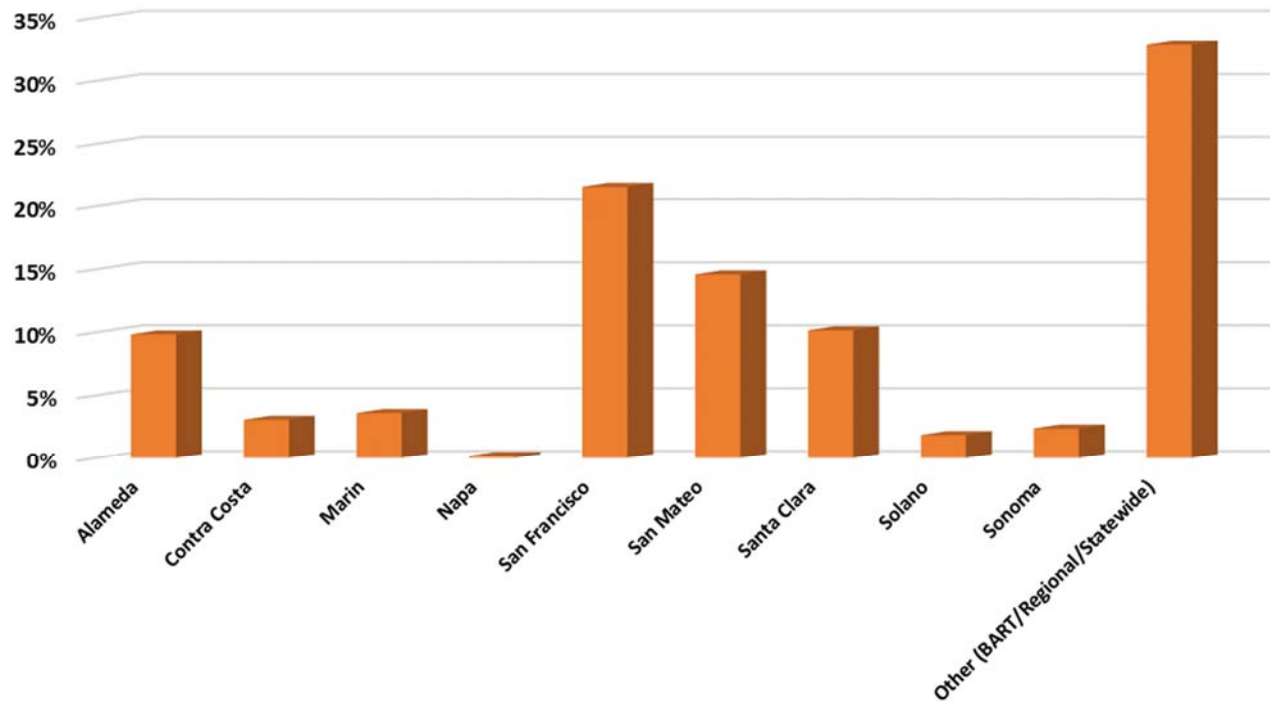
Chart A-1 illustrates the breakdown of obligations by obligating agency, rounded to the nearest million.

**A-1: MTC-Region Federal Obligations, FFY 2019-20**



Obligating Agency	Total Obligations*	Percent of Total*
Federal Transit Administration: Transit	\$1,708 million	79%
Federal Highway Administration: Local Projects	\$232 million	11%
Federal Highway Administration: State-Managed	\$217 million	10%
<b>Total</b>	<b>\$2,157 million</b>	<b>100%</b>

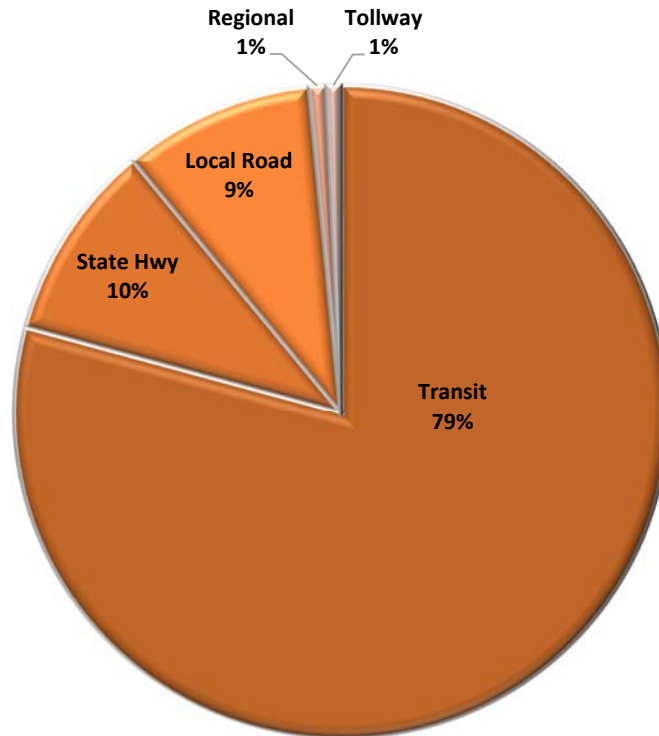
\*Totals are approximate due to rounding

**A-2 MTC-Region Federal Obligations by County, FFY 2019-20**

County	Total Obligations*	Percent of Total*
Alameda	\$214 million	10%
Contra Costa	\$64 million	3%
Marin	\$78 million	4%
Napa	\$4 million	<1%
San Francisco	\$464 million	22%
San Mateo	\$315 million	15%
Santa Clara	\$219 million	10%
Solano	\$40 million	2%
Sonoma	\$52 million	2%
Other (Multi-County/BART/Caltrain/GGBHTD/MTC/WETA)	\$709 million	33%
<b>Total</b>	<b>\$2,157 million</b>	<b>100%</b>

\*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/GGBHTD/MTC/WETA projects obligated the largest amount of federal funding (FHWA/ FTA) in FFY2019-20 with 33% of all federal funds, with the majority being awarded through the FTA. Multi-County/BART/Caltrain project funds serve multiple counties.

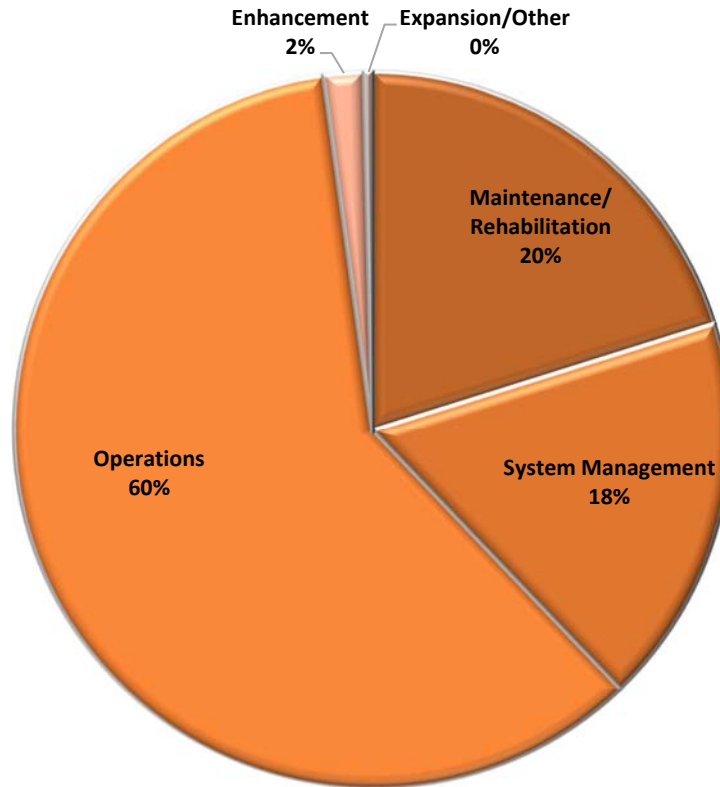
**A-3 MTC-Region Federal Obligations by System, FFY 2019-20**

System	Total Obligations*	Percent of Total*
Transit	\$1,707 million	79%
State Highway	\$211 million	10%
Local Road	\$203 million	9%
Tollway	\$15 million	1%
Regional (Planning/Outreach/Operations)	\$19 million	1%
Other (Public Land/Trail/Port/Freight Rail)	\$1 million	<1%
<b>Total</b>	<b>\$2,157 million</b>	<b>100%</b>

\*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 FFY2019-20 at 79%, or \$1,707 million of all federal obligations. State Highway projects received 10%, Local Road projects received 9%, Tollway received 1%, and Regional received 1% of the obligations. The remaining FFY 2019-20 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.



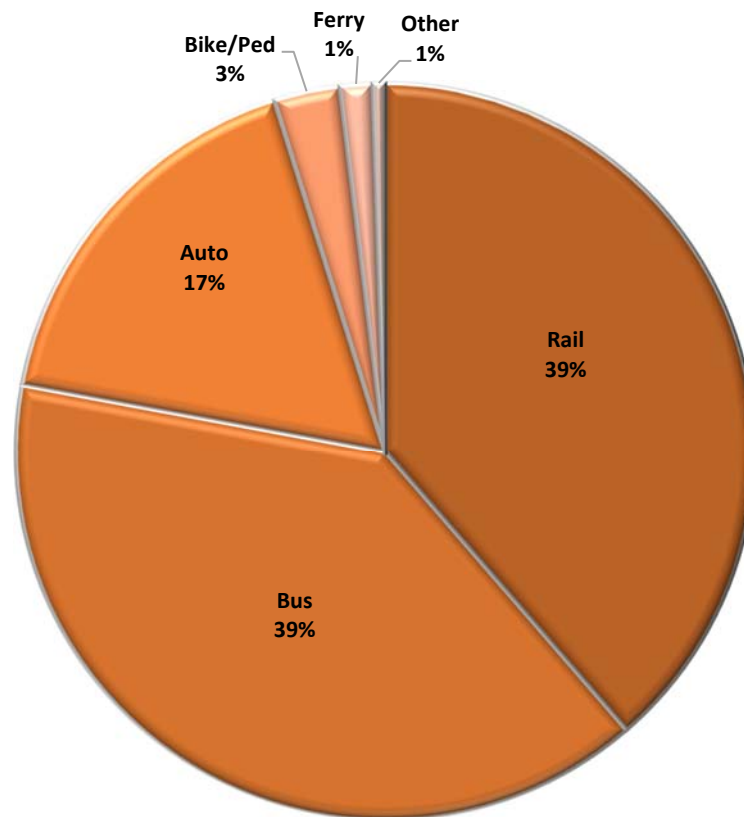
**A-4: MTC-Region Federal Obligations by Purpose, FFY 2019-20**

Purpose	Total Obligations*	Percent of Total*
Operations	\$1,303 million	60%
Maintenance/ Rehabilitation	\$438 million	20%
System Management	\$384 million	18%
Enhancement	\$39 million	2%
Expansion/Others	(\$8 million)	0%
<b>Total</b>	<b>\$2,157 million</b>	<b>100%</b>

\*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 FFY2019-20 approximately 60% of all federal investments were used to support the region's transportation operation needs. The remainder of obligations applied to maintenance/rehabilitation, system management, and enhancement projects. (*Expansion projects carried a negative net total due to project de-obligations from prior year obligations.*)

**A-5: MTC-Region Federal Obligations by Mode, FFY 2019-20**

Mode	Total Obligations*	Percent of Total*
Bus	\$847 million	39%
Rail	\$833 million	39%
Auto	\$372 million	17%
Bike/Ped	\$62 million	3%
Ferry	\$31 million	1%
Other (Planning & Freight)	\$11 million	1%
<b>Total</b>	<b>\$2,157 million</b>	<b>100%</b>

\*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 Bus, Rail, Auto, Bike/Pedestrian, Ferry, & Other (Planning & Freight). In FFY 2019-20, funds benefitting primarily Bus projects received the most obligations at approximately 39%, or \$847 million, of all obligations. Rail projects received \$833 million of all investments, with the remainder of investments focused on auto, 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, 2020.
  - 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.

### Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020

With the COVID-19 pandemic greatly impacting the transportation sector in FFY 2019-20, the President signed into law the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020. Among other purposes, the CARES Act provides emergency assistance to transit operators affected by the [COVID-19 pandemic](#). Funding distributed through the Federal Transit Administration is provided at a 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

MTC received and distributed the roughly \$1.3 billion in CARES Act funding for which Bay Area transit agencies were eligible. MTC developed the allocation formula through a partnership between MTC and transit agency staff, and the funds were distributed in April and July 2020. Most of these funds were obligated in FFY 2019-20, and as a result, the Bay Area's annual obligations substantially increased from previous years due to this one-time pandemic relief funding. These obligations are generally identified in Table 2 with the project name "COVID-19 Emergency Transit Operations" and total \$1,282,640,468.

### 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
CARES Act	Coronavirus Aid, Relief, and Economic Security (CARES) Act
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)
FBP	Ferry Boat Program
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

Abbreviation	Meaning
FTA 5309 FG	Federal Transit Administration section 5309 Fixed Guideways
FTA Ear 5309 Bus	Federal Transit Administration section 5309 Earmark – Bus
FTA Ear 5309 NS	Federal Transit Administration section 5309 Earmark – New Starts
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
MPM	Mile Post Marker
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

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Abbreviation	Meaning
PBA	<i>Plan Bay Area 2040</i>
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

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Abbreviation	Meaning
TIP	Transportation Improvement Program
TIGERII	Transportation Investment Generating Economic Recovery Cycle 2
TMC	Traffic Management Center
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 Funding Policy and Programs section:

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## PROJECT LISTINGS OF FEDERALLY OBLIGATED PROJECTS, FFY 2019-20

Table 1: FHWA and State-Managed Obligations, FFY 2019-20

Table 2: Federal Transit Administration Obligations, FFY 2019-20

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2019-20]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Alameda	ALA070054	ACTC	Various Locations In Alameda County Network Planing Study And Conceptual Design And Cost Estimate Estimate For Rail Improvement Through Out Alameda	EARMARK	HPLUL-6480011	11/4/2019	(\$258)	
Alameda	ALA150003	ACTC	Dublin Blvd. - North Canyons Pkwy Extension	EARMARK	FERPL17-6480021	5/7/2020	\$539,940	\$78,750,000
Alameda	ALA170087	ACTC	Freight Intelligent Transportation System (FITS)	EARMARK	TCESB1L-6480017	7/9/2020	\$21,364	
Alameda	ALA030002	Alameda County	Alameda: Vasco Road Safety Improvements	EARMARK	HPLUL-5933116	12/23/2019	(\$926,965)	
Alameda	ALA130018	Alameda County	Alameda Co-Variou Streets and Roads Preservation	STP	STPL-5933146	2/12/2020	\$1,779,000	\$2,453,000
Alameda	ALA190006	Alameda County	Alameda County - Vasco Road Safety Improvements	EARMARK	STPL-5933157	1/31/2020	\$483,644	
Alameda	ALA190006	Alameda County	Alameda County - Vasco Road Safety Improvements	STP	STPL-5933157	1/31/2020	\$443,320	
Alameda	REG110013	Alameda County	Various Locations Purchase Of Electric Vehicles	CMAQ	CML-5933109	1/28/2020	(\$20,611)	
Alameda	VAR110007	Alameda County	Redwood Rd.,Lake Chabot Rd., Miramar Ave., Kent Ave., Grant Ave., Blossom Way, Heyer Ave Bulb Out And Flashing Beacon	HSIP	HSIPL-5933129	11/20/2019	(\$10,920)	
Alameda	VAR170002	Alameda County	Alameda Co Unsignalized Intersection Imps H9-04-001	HSIP	HSIPL-5933152	10/30/2019	\$192,400	\$1,750,000
Alameda	VAR170002	Alameda County	Alameda Co-Signalized Intersection Imps H9-04-002	HSIP	HSIPL-5933153	10/31/2019	\$200,000	\$2,293,900
Alameda	VAR170002	Alameda County	H9-04-004 Tesla Road Safety Improvements	HSIP	HSIPL-5933155	10/31/2019	\$87,000	\$384,300
Alameda	VAR170002	Alameda County	H9-04-003 Alameda County Rural Roads Safety Imps	HSIP	HSIPL-5933154	11/19/2019	\$301,430	\$1,330,000
Alameda	VAR170002	Alameda County	Fairmont Drive Guardrails H8-04-003	HSIP	HSIPL-5933142	12/20/2019	\$828,500	
Alameda	VAR170002	Alameda County	Redwood Rd Safety Pullout H8-04-001 & Palomares Rd Safety Pullout H8-04-002	HSIP	HSIPL-5933141	5/5/2020	\$313,200	
Alameda	VAR170012	Alameda County	Castlewood Dr Between Foothill Rd And Pleasanton Sunol Rd, Unincorporated Alameda County Bridge	HBP	BRLS-5933159	3/13/2020	\$504,621	
Alameda	REG090001	Albany	Elementary Schools In City Of Albany SRTS Program	CMAQ	SRTSLNI-5178013	4/23/2020	(\$17,197)	
Alameda	ALA130029	Caltrans	Reconstruct I-880/SR92 Interchange - Replace Planting & Irrigation	EARMARK	HPLUL-6204118	7/13/2020	(\$327,818)	
Alameda	REG090003	Caltrans	On SR: 680. Near San Jose From Route 280 To Scott Creek Road Landscape Mitigation For Ramp Metering	CMAQ	CML-6204116	4/30/2020	(\$135,948)	
Alameda	VAR110012	Emeryville	San Pablo Ave (SR 123) Between 43rd & 47th Ave. Pedestrian Walkway	CMAQ	SRTSL-5106008	10/10/2019	(\$7,605)	
Alameda	VAR110045	Fremont	Old Canyon Rd Bridge Scour Countermeasure (33C0017)	HBP	BHLO-5322050	11/19/2019	(\$119,689)	
Alameda	VAR110045	Fremont	Bridge No. 33C0128, Niles Blvd, Over BART/UPRR	HBP	BRLO-5322019	12/2/2019	\$1,382,042	
Alameda	VAR170002	Fremont	Fremont Blvd Intersections Safety Imps H8-04-009	HSIP	HSIPL-5322057	12/9/2019	\$1,228,950	
Alameda	ALA150022	Hayward	City of Hayward Car Sharing Services	CMAQ	CMLNI-5050044	2/21/2020	(\$200,480)	
Alameda	ALA170066	Hayward	Winton Ave Complete Street	STP	STPL-5050047	6/23/2020	\$88,000	\$1,878,660
Alameda	ALA170068	Livermore	Livermore Pavement Rehabilitation - MTS Routes	STP	STPL-5053031	5/11/2020	\$1,382,000	
Alameda	ALA170040	MTC	I-880 Integrated Corridor Management North Segment	CMAQ	CML-6084210	1/8/2020	\$1,000,000	
Alameda	ALA190018	MTC	Freeway Performance Program: Alameda I-580	STP	STPL-6084259	2/19/2020	\$625,000	
Alameda	VAR190003	MTC	FPP: I-80 in Alameda, Contra Costa and SF	STP	STPLNI-6084263	7/16/2020	\$3,000,000	
Alameda	ALA170061	Newark	Thornton Avenue Pavement Rehabilitation	STP	STPL-5317016	1/10/2020	\$592,000	
Alameda	ALA110006	Oakland	Citywide AC Overlay AC Pavement	STP	STPL-5012110	3/17/2020	(\$7)	
Alameda	ALA130015	Oakland	Lake Merritt BART Bikeways	STP	STPL-5012125	5/6/2020	(\$344,642)	
Alameda	ALA150042	Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	HSIP	HSIPL-5012142	10/17/2019	\$1,145,250	
Alameda	ALA150043	Oakland	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP	HSIPL-5012140	1/23/2020	\$1,040,172	
Alameda	ALA150044	Oakland	19th St BART to Lake Merritt Urban Greenway	ATP-FED	ATPL-5012144	7/26/2020	\$3,457,000	
Alameda	ALA150047	Oakland	Oakland: Telegraph Ave Complete Streets	ATP-FED	ATPL-5012143	9/9/2020	\$3,677,000	
Alameda	VAR110007	Oakland	HSIP5-04-013 Market St (45th St/Arlington Ave)	HSIP	HSIPL-5012119	1/8/2020	(\$37,497)	
Alameda	VAR110007	Oakland	HSIP5-04-012 98th Ave Corridor	HSIP	HSIPL-5012118	6/26/2020	(\$35,809)	
Alameda	VAR110007	Oakland	HSIP5-04-011 W. MacArthur Blvd	HSIP	HSIPL-5012117	6/12/2020	(\$15,841)	
Alameda	VAR110007	Oakland	HSIP7-04-015 Market Street	HSIP	HSIPL-5012141	12/20/2019	\$1,242,270	
Alameda	VAR170002	Oakland	Foothill Blvd & MacArthur Blvd Pedestrian Safety	HSIP	HSIPL-5012159	10/17/2019	\$189,000	\$906,930
Alameda	VAR170002	Oakland	Bancroft Ave H8-04-013	HSIP	HSIPL-5012147	1/8/2020	\$2,554,800	
Alameda	VAR170002	Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	HSIP	HSIPL-5012149	1/8/2020	\$848,205	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2019-20]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Alameda	VAR170002	Oakland	High St H8-04-016	HSIP	HSIPL-5012152	1/8/2020	\$1,215,064	
Alameda	VAR170002	Oakland	Oakland Hills Guardrails H8-04-018	HSIP	HSIPL-5012148	1/8/2020	\$825,214	
Alameda	VAR170002	Oakland	Downtown Oakland H8-04-017	HSIP	HSIPL-5012151	1/16/2020	\$433,257	
Alameda	VAR170012	Oakland	Bridge #33C0215, Leimert Blvd, over Sausal Creek	HBP	STPLZ-5012124	12/2/2019	\$101,810	
Alameda	VAR170012	Oakland	Bridge No. 33C0373R, Edgewater Drive NB Over Elmhurst Canal, 0.2 Mi N/W Roland Way Replace Existing Two-Lane Bridge With A New Two-Lane Bridge	HBP	BRLS-5012160	2/18/2020	\$708,240	
Alameda	VAR170012	Oakland	Bridge No. 33C0373L, Edgewater Drive NB Over Elmhurst Canal, 0.2 Mi N/W Roland Way Replace Existing Two-Lane Bridge With A New Two-Lane Bridge	HBP	BRLS-5012161	2/18/2020	\$708,240	
Alameda	ALA170070	Pleasanton	Pavement Rehabilitation Hacienda Business Park	STP	STPL-5101031	3/19/2020	\$1,095,000	
Alameda	VAR170002	San Leandro	Davis St/Carpentier St Intersection Imps	HSIP	HSIPL-5041045	10/17/2019	\$216,750	
Alameda	VAR170002	San Leandro	E.14th St/144th Ave. Signal Improvements	HSIP	HSIPL-5041047	2/12/2020	(\$32,850)	
Alameda	VAR170002	San Leandro	E.14th St. / Joaquin Ave. Signal Improvements	HSIP	HSIPL-5041046	6/25/2020	\$275,400	
Alameda	040113P001S	State-Managed	In Alameda County In The City Of Oakland On SR 13 Near Broadway Terrace Emergency Relief -- Storm	ER	ER-19D1005	5/5/2020	(\$7,576)	
Alameda	04165424S	State-Managed	Oakland-S/O High St To S/O Fruitvale Ave Bridge Replacement	STP	IM-BRIM-8801059	1/2/2020	(\$26,499)	
Alameda	0417000285S	State-Managed	On SR: 13. In Alameda County, In Oakland, At 0.3 Mile North Of Broadway Terrace Replace Culvert, Backfill	ER	ER-31ST001	7/26/2020	\$1,150,800	
Alameda	0417000313S	State-Managed	On SR: 13. In Alameda Co., In Oakland, At Calaveras Ave. Construct Soldier Pile Wall, Regrade Slope	ER	ER-31T4001	8/6/2020	\$7,142,500	
Alameda	0417000349S	State-Managed	On SR: 84. In Alameda County, Near Fremont, At 0.5 To 0.8 Mile West Of Ruby Hills Drive Construct Rsp, Erosion Control, Repair Pcc Drainage Ditch.	ER	ER-31T8001	8/7/2020	\$1,372,100	
Alameda	0417000364S	State-Managed	On SR: 580. In Alameda County, In Oakland, From Oak Knoll Blvd To Seminary Ave. Reconstruct Embankment.	ER	ER-31TB001	8/28/2020	\$993,400	
Alameda	0417000410S	State-Managed	On SR: 680. In Alameda County, In Fremont, At Scott Creek Road Construct Rsp	ER	ER-31SX001	7/26/2020	\$456,700	
Alameda	041706U4S	State-Managed	On SR: 880. 5th Ave Overhead Seismic Retrofit Bridge Replace	IM	BRIM-IM-8801057	12/2/2019	(\$1,094,929)	
Alameda	ALA090028	State-Managed	On SR: 580. On I-580 In Alameda County Near Livermore 1 Mile East Of North Flynn Road Construct Retaining Wall And Climbing Lane (TC)	NHPP	IM-5801051	12/23/2019	(\$4,123,563)	
Alameda	MTC050006	State-Managed	On SR: 92, 880. On SR 92 And I-880 At Various Locations Perform Ramp Widening & Install Ramp Metering (TC)	NHS	NH-X001567	1/2/2020	(\$939)	
Alameda	REG070001	State-Managed	In Alameda County On I-80 In Oakland From The New SFOBB East Span Construct Bikeway	ER	ER-15A2004	1/23/2020	\$135,470	
Alameda	VAR110001	State-Managed	In Oakland From South Of 29th Ave To North Of 23rd Ave Improve On And Off Ramps (TC)	NHPP	NHPI-8801070	5/27/2020	\$950,000	
Alameda	VAR110001	State-Managed	In Hayward, At 500 Feet North Of Industrial Parkway West Install Weigh-In-Motion System In Both Directions	NHPP	IM-8801077	6/1/2020	\$1,121,000	
Alameda	VAR110003	State-Managed	On SR: 80, 580. In Oakland 0.1 Mile E/O Boston Ave O/C To 0.2 Miles W/O Rt 80/580 Junction Rehabilitate Pavement (TC)	NHPP	NHPI-X001588	8/28/2020	\$516,018	
Alameda	VAR110003	State-Managed	0.1 Mi E/O Boston Ave O/C To 0.2 Mi E/O Rt 80/580 Junction & Rt 80 @ Pm 2.1/3.0 Rehabilitate Pavement/Curb Ramps (TC)	NHPP	NHPI-X001602	12/27/2019	(\$883,625)	
Alameda	VAR110003	State-Managed	On SR: 13, 24, 80, 84, 92, 238, 580, 680, 880, 980. In Alameda County At Various Locations. Replace The Overhead Sign Panels (TC)	NHPP	NHP-X001599	11/20/2019	(\$630,022)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Alameda	VAR110004	State-Managed	In Dublin At The 580/680 Interchange Replace Metal Beam Guardrail W/Concrete Guardrail	HSIP	NSNHPIG-6801074	11/26/2019	(\$45,027)	
Alameda	VAR110004	State-Managed	In Fremont From SR 238 (Mission Blvd) To I-680 Construct Minor Safety Improvements (TC)	HSIP	HSNHP-P084043	6/23/2020	(\$462,961)	
Alameda	VAR110004	State-Managed	On SR: 880. In Alameda County From 0.4 Mi S/O Fremont Blvd O/C To 0.3 Mi S/O High St Install Median Concrete Barrier	HSIP	HSNHPI-HSN-8801074	8/13/2020	\$2,100,000	
Alameda	VAR110005	State-Managed	In Oakland On SR 13 Near Broadway Terrace. Repair Slope Slide With Retaining Wall	ER	ER-19C1004	10/10/2019	(\$243,862)	
Alameda	VAR110005	State-Managed	In Oakland On SR 13 Near Broadway Terrace. Repair Slope Slide With Retaining Wall	ER	ER-19C1004	5/6/2020	\$4,439	
Alameda	VAR110005	State-Managed	In Alameda County, On I-580 At Benedict Dr Off Ramp Construct A Soldier Beam And Lagging Wall (TC)	IM	NHPI-5801059	11/19/2019	(\$291,834)	
Alameda	VAR110005	State-Managed	Near Livermore At Stonecut Underpass. Repair Embankment, Install Retaining Wall (TC)	NHS	NHPI-5801066	12/10/2019	\$109,572	
Alameda	VAR110005	State-Managed	In Oakland At 0.1 Mile South Of Carson St Undercrossing Install Soldier Beam Tie-Back Retaining Wall (TC)	NHS	NHPI-P013026	7/26/2020	\$177,951	
Alameda	VAR110005	State-Managed	In Oakland At 0.1 Mile South Of Carson St Undercrossing Install Soldier Beam Tie-Back Retaining Wall (TC)	NHPP	NHPI-P013026	1/8/2020	(\$616,083)	
Alameda	VAR110005	State-Managed	In San Leandro At 150th Ave Off Ramp At PM 32.5 Construct Soldier Pile Retaining Wall (TC)	NHPP	NHPI-5801060	11/26/2019	(\$81,199)	
Alameda	VAR110005	State-Managed	On I-580 In Ashland From 164th Ave Offramp To 164th Ave Undercrossing Construct A Soldier Pile Wall And	NHPP	NHPI-5801063	11/26/2019	(\$60,801)	
Alameda	VAR110005	State-Managed	In Alameda County, On I-580 At Benedict Dr Off Ramp Construct A Soldier Beam And Lagging Wall (TC)	NHPP	NHPI-5801059	5/11/2020	\$87,879	
Alameda	VAR110005	State-Managed	In Alameda County, On I-580 At Benedict Dr Off Ramp Construct A Soldier Beam And Lagging Wall (TC)	NHPP	NHPI-5801059	11/19/2019	(\$244,609)	
Alameda	VAR110005	State-Managed	On SR: 13. In The City Of Oakland At 0.1 North Of Moraga Ave Undercrossing Install Tie-Back Retaining	NHPP	STP-P013033	9/18/2020	\$17,941	
Alameda	VAR110042	State-Managed	On SR: 880. In Oakland On I-880 From 0.3 Mi S/O 7th Street To 0.4 Mi S/O West Grand Avenue Storm Water Mitigation (TC)	NHPP	NHPI-8801071	1/10/2020	(\$592,796)	
Alameda	VAR110042	State-Managed	On SR: 880. In Oakland On I-880 From 0.3 Mi S/O 7th Street To 0.4 Mi S/O West Grand Ave Storm Water Mitigation (TC)	NHPP	NHPI-8801071	8/24/2020	\$36,347	
Alameda	VAR110042	State-Managed	On SR: 13. In Alameda County, In Berkeley, From Shattuck Ave To 7th St. Upgrade Curb Ramps And	NHPP	NH-P013031	1/21/2020	(\$65,420)	
Alameda	VAR110044	State-Managed	On SR: 24, 580, 680, 880, 980. Rts. 24, 580, 680, 880 And 980 At Various Locations. Rehabilitate Bridge Decks (TC)	NHPP	BHNHP-X001603	1/28/2020	(\$89,036)	
Alameda	VAR170004	State-Managed	On SR: 84. Alameda County In Fremont And Newark From Dumbarton Bridge To Decoto Road Separation Cold Plane AC Pavement And Place Rhma	STP	NH-P084053	9/10/2020	\$3,198,200	
Alameda	VAR170005	State-Managed	On SR: 880. In Alameda County At 0.1 Mile North Of Industrial Parkway Overcrossing Install Weigh-In-Motion System	NHPP	IM-8801085	2/28/2020	\$4,317,800	
Alameda	VAR170006	State-Managed	On SR: 880. Alameda County In Oakland From 0.2 Miles South Of The 29th Ave Overcrossing To 0.2 Mile North Of The 23rd Ave Crossing. Rehabilitate Roadway,	NHPP	IM-8801084	3/13/2020	\$3,204,950	
Alameda	VAR170006	State-Managed	On SR: 880. Alameda County In Oakland From 0.2 Miles South Of The 29th Ave Overcrossing To 0.2 Mile North Of The 23rd Ave Crossing.	NHPP	IM-8801084	9/18/2020	\$375,400	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Alameda	VAR170007	State-Managed	On SR: 238. Alameda County In San Lorenzo From 0.42 Mile West Of Hesperian Blvd Undercrossing To 0.52 Mile East Of Mission Blvd Under Crossing. Highway Lighting.	HSIP	HSIPL-2381006	4/30/2020	\$66,163	
Alameda	VAR170007	State-Managed	On SR: 13, 24. Alameda And Contra Costa Counties At Various Locations Install Lighting, Mgs And Concrete Median Barrier	HSIP	HSNH-000C507	3/23/2020	\$88,396	
Alameda	VAR170007	State-Managed	On SR: 880. Alameda County In Fremont At Various Location From 0.1 Mile North Of Auto Mall Pkwy Overcrossing To 0.1 Mile South Of Fremont Boulevard	NHPP	IM-8801086	5/8/2020	\$4,492,100	
Alameda	VAR170007	State-Managed	San Leandro Between Washington Ave And Marina Blvd Overcrossing. Roadside Slope Area Paving (TC)	NHPP	IM-8801079	12/20/2019	(\$239,763)	
Alameda	VAR170007	State-Managed	On SR: 13, 24. Alameda And Contra Costa Counties At Various Locations Install Lighting, Mgs And Concrete Median Barrier	HSIP	HSNH-000C507	3/23/2020	\$5,735,704	
Alameda	VAR170007	State-Managed	On SR: 112, 185. Alameda County On Route 112 And Route 185 At Various Locations Install Pedestrian Hybrid Beacons, Cold Plane, And Hma Overlay	HSIP	HSNH-X001510	3/23/2020	\$2,931,400	
Alameda	VAR170007	State-Managed	On SR: 238. Alameda County In San Lorenzo From 0.42 Mile West Of Hesperian Blvd Undercrossing To 0.52 Mile East Of Mission Blvd Under Crossing. Highway Lighting.	HSIP	HSIMG-2381006	4/30/2020	\$6,366,837	
Alameda	VAR170007	State-Managed	Construction On State Highway In Alameda County In Berkeley At Bancroft Way Install Traffic Signals, Widen Left Turn Lanes, Construct Curb Ramps	HSIP	HSNHG-P123004	5/5/2020	\$1,278,200	
Alameda	VAR170007	State-Managed	On SR: 13, 24. Alameda And Contra Costa Counties At Various Locations Install Lighting, Mgs And Concrete Median Barrier	HSIP	HSNH-000C507	9/16/2020	\$260,100	
Alameda	VAR170007	State-Managed	On SR: 13. Alameda County At Various Locations Install Accessible Pedestrian Signals, Restripes Crosswalks.	HSIP	HSNH-X001663	2/25/2020	\$2,349,700	
Alameda	VAR170008	State-Managed	In Alameda County, Near Livermore, At 0.3 Mile West Of Stone Cut Overhead. Repair-In-Kind	ER	ER-31SE005	7/13/2020	\$384,500	
Alameda	VAR170009	State-Managed	On SR: 80, 85, 580. Alameda And Santa Clara Counties At Various Location Upgrade Curb Ramps To ADA	NHPP	NH-000C506	3/19/2020	\$2,532,400	
Alameda	VAR170009	State-Managed	On SR: 13. Alameda County In Berkeley From Shattuck Ave To 7th St Upgrade Curb Ramps And Sidewalk	NHPP	IM-P013036	6/1/2020	\$2,150,229	
Alameda	VAR170010	State-Managed	On SR: 580. In Castro Valley, On EB East Castro Valley Blvd Undercrossing No. 33-0235L. Replace Bridge Deck	NHPP	IM-5801073	11/22/2019	(\$994,213)	
Alameda	VAR170010	State-Managed	On SR: 580. Alameda County In Oakland At Oakland Ave Undercrossing. Rehabilitate Bridge Deck, Replace Bridge Railing (TC)	NHPP	IM-5801072	12/3/2019	(\$1,294,003)	
Contra Costa	CC-170036	Antioch	Antioch Pavement Rehabilitation	STP	STPL-5038026	4/20/2020	\$2,474,000	
Contra Costa	REG090003	Caltrans	Freeway Performance Initiative (FPI)	CMAQ	CML-6204114	11/19/2019	(\$962,856)	
Contra Costa	CC-130001	CC County	Bailey Road-SR 4 Interchange	ATP-FED	ATPL-5928136	9/17/2020	\$3,380,000	
Contra Costa	CC-130034	CC County	West Contra Costa SRTS Non-Infrastructure Program	CMAQ	CML-5928121	11/20/2019	(\$324,612)	
Contra Costa	CC-170020	CC County	Fred Jackson Way First Mile/Last Mile Connection	ATP-FED	ATPL-5928151	10/25/2019	\$161,000	\$2,937,000
Contra Costa	CC-170027	CC County	Local Streets and Roads Preservation Project - CCC	STP	STPL-5928148	12/20/2019	\$180,413	
Contra Costa	VAR170002	CC County	H8-04-005 Countywide Guardrail Upgrades	HSIP	HSIPL-5928145	11/19/2019	\$1,139,600	
Contra Costa	VAR170002	CC County	San Pablo Dam Road Traffic Safety Improvements	HSIP	HSIPL-5928142	12/12/2019	\$625,000	
Contra Costa	VAR170002	CC County	H8-04-004 Walnut Creek Crosswalk Improvements	HSIP	HSIPL-5928144	12/20/2019	\$184,400	
Contra Costa	VAR170012	CC County	Marsh Dr Bridge 28c0442 over WC Channel	HBP	BRLS-5928128	12/2/2019	\$212,472	
Contra Costa	VAR170012	CC County	12 Bridges In Contra Costa County: 28C0207, 28C0389, 28C0227, 28C0495, 28C0398, 28C0382, 28C0150, 28C0122, 38C0329, 28C0396, 28C0171, And 28C0059	HBP	BPMP-5928155	12/6/2019	\$148,288	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Contra Costa	VAR170012	CC County	Two Bridges (28C-0143 And 28C-0145) On Marsh Creek Road Over Marsh Creek. Bridge Replacement	HBP	BRLS-5928125	1/22/2020	\$265,590	
Contra Costa	VAR170012	CC County	Marsh Dr Bridge 28c0442 over WC Channel	HBP	BRLS-5928128	1/22/2020	\$354,120	
Contra Costa	CC-130030	Clayton	Clayton Various Streets Preservation	STP	STPL-5386010	3/26/2020	(\$11,785)	
Contra Costa	CC-170022	Concord	Commerce Ave Complete Streets	STP	STPL-5135054	3/17/2020	\$1,440,000	
Contra Costa	CC-170039	Concord	Monument Blvd Class I Path	CMAQ	CML-5135059	4/30/2020	\$653,000	\$4,347,000
Contra Costa	VAR170002	Concord	Concord Citywide Traffic System Update (H9-04-008)	HSIP	HSIPL-5135056	10/17/2019	\$407,400	\$1,979,576
Contra Costa	CC-170030	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	STP	LPPSB1L-5239027	1/10/2020	\$544,000	
Contra Costa	CC-030002	Hercules	Hercules Intercity Rail Station	CMAQ	CML-5117015	11/19/2019	(\$481,167)	
Contra Costa	CC-170033	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	STP	STPL-5404028	12/20/2019	\$579,000	
Contra Costa	CC-170046	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	CMAQ	STPCML-5415014	12/12/2019	\$91,000	
Contra Costa	VAR170012	Moraga	Bridge No. 28C0137, Canyon Rd Over West Branch San Leandro Creek Replace Existing 2 Lane Bridge With New 2 Lane Bridge	HBP	BRLS-5415011	3/17/2020	\$188,568	
Contra Costa	CC-170041	Oakley	Oakley Street Repair and Resurfacing	STP	STPL-5477007	1/14/2020	\$969,000	
Contra Costa	VAR170002	Pittsburg	HSIP7-04-018, West Leland Rd. Signage and Striping	HSIP	HSIPL-5127031	10/23/2019	\$982,120	
Contra Costa	VAR170002	Pittsburg	Pittsburg H9-04-025 Traffic Signal Improvements	HSIP	HSIPL-5127037	10/23/2019	\$187,200	\$878,400
Contra Costa	VAR170002	Pittsburg	3 Intersections Of Stoneman Ave (At Meadowbrook Ave, Meadowbrook Circle, And Briarcliff Dr) Install various safety improvements	HSIP	HSIPL-5127034	7/7/2020	\$722,000	
Contra Costa	VAR170012	Pittsburg	Seismic Retrofit N Parkside Dr over Willow Pass Rd	HBP	STPLZ-5127024	12/10/2019	(\$32,650)	
Contra Costa	CC-130005	Pleasant Hill	Golf Club Rd Roundabout and Bike/Ped Improvements	CMAQ	CMSTPL-5375030	10/10/2019	(\$16,538)	
Contra Costa	CC-170044	Pleasant Hill	Pleasant Hill Rd Improvements	STP	STPL-5375034	1/3/2020	\$987,000	
Contra Costa	VAR170012	Pleasant Hill	Cottonwood Dr (Br # 28C0454); Norse Dr (Br # 28C0410); Viking Dr (Br # 28C0411); Elinora Dr (Br # 28C0349); And Monument Blvd (Br 28C0094) BPM	HBP	BPMP-5375033	1/2/2020	\$147,668	
Contra Costa	CC-150016	Richmond	The Yellow Brick Rd in Richmond's Iron Triangle	ATP-FED	ATPL-5137049	7/31/2020	\$5,277,000	
Contra Costa	CC-170057	Richmond	Richmond: Roadway Preservation and ADA	STP	STPL-5137052	9/11/2020	\$2,205,000	\$3,840,000
Contra Costa	VAR110012	Richmond	Various Locations Cross Walk Lighting School	CMAQ	SRTSL-5137038	6/26/2020	(\$1,344)	
Contra Costa	VAR170012	Richmond	In The City Of Richmond: Bridges 28C0472 And 28C0474 (Left/Right) On The Richmond Pkwy And Bridge 28C0317 On 13th St Bridge Preventative Maintenance	HBP	BPMP-5137046	11/19/2019	\$44,265	
Contra Costa	VAR170002	San Pablo	Intersection Church/Willow, El Portal/Mission Bell	HSIP	HSIPL-5303020	10/23/2019	\$163,170	\$750,870
Contra Costa	VAR170012	San Pablo	San Pablo Ave Over San Pablo Creek, At Road 20 Bridge Replacement	HBP	BRLS-5303021	3/17/2020	\$832,182	\$7,536,488
Contra Costa	CC-170026	San Ramon	San Ramon Valley Street Smarts	CMAQ	CMLNI-5437029	1/8/2020	\$391,000	
Contra Costa	0417000046L	State-Managed	Rheem Blvd At Intersection Of Center St Traffic Control, Road Closure, Detour; Erosion Protection; Fencing; Traffic Signal; Police Evacuation Due To Gas Line	ER	ER-30R0001	7/31/2020	\$214,680	
Contra Costa	0418000149L	State-Managed	Miner Rd In The City Of Orinda Emergency Repair For A Culvert.	ER	ER-32L0443	1/28/2020	(\$6)	
Contra Costa	0418000181L	State-Managed	Canyon Rd Bridge Over Moraga Creek Initial Response To Landslide Damaged Canyon Rd Bridge Closures	ER	ER-32L0466	1/31/2020	(\$258)	
Contra Costa	0418000419L	State-Managed	205 Miles Northwest Of Canyon Rd At The First Hairpin Turn In Unincorporated Orinda. Replace The First 50" Of Damaged 72" Corrugated Metal Pipe Culvert Inlet	ER	ER-32L0517	10/15/2019	\$163,060	
Contra Costa	0420000018L	State-Managed	Happy Valley Rd Happy Valley Rd Embankment Repair	ER	ER-32L0550	11/4/2019	\$74,542	
Contra Costa	1017000158S	State-Managed	On SR-4 At 0.4 Mile West Of Silver Creek Bridge, And On SR-89 At Postmile 5.36 In Alpine County Emergency Relief - Slope And Roadway Repair	ER	ER-31LA001	2/6/2020	\$41,997	
Contra Costa	VAR110003	State-Managed	On SR: 80, 580, 680. Contra Costa County At Various Locations Replace The Overhead Sign Panels (TC)	NHPP	NHP-X013029	10/31/2019	(\$1,074,929)	

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Contra Costa	VAR110004	State-Managed	On SR: 680. In Contra Costa County On I-680 At Various Locations. Upgrade Existing Mbgr Transition Railings.	HSIP	HSNHPIG-6801075	3/27/2020	(\$117,274)	
Contra Costa	VAR110004	State-Managed	On SR: 80, 580. In Contra Costa County On Rte 80 And 580 At Various Locations. Upgrade Existing Mbgr Transition Railings.	HSIP	HSNHPIG-X013028	10/23/2019	(\$753,259)	
Contra Costa	VAR110004	State-Managed	On SR: 160, 242, 680. In Contra Costa County On Rte 160, 242 And 680 At Various Locations. Upgrade Existing Mbgr Transition Railings.	HSIP	HSNHPIG-X013030	1/29/2020	(\$287,798)	
Contra Costa	VAR110005	State-Managed	In Contra Costa County On I-680 At PM R10.5 To R11.0. Slide Repair (TC)	NHS	NHPI-6801076	3/26/2020	\$61,729	
Contra Costa	VAR110005	State-Managed	On SR: 24. In Contra Costa County, In Lafayette, At 0.6 Miles From Happy Valley Rd. Construct A Tie-Back Wall.	NHPP	NHPI-P024033	1/21/2020	(\$87,143)	
Contra Costa	VAR110044	State-Managed	Near Marina Vista At Mococo Overhead Bridge And The S/B Mococo Off-Ramp Rehab Mococo Overhead Bdrge/Replace S/B Mococo (TC)	NHPP	ACNHPI-6801071	5/6/2020	\$993,789	
Contra Costa	VAR170007	State-Managed	Contra Costa County In And Near Pittsburg From 0.4 Mile West To 0.6 Mile East Of Willow Pass Rd Undercrossing And From 0.6 Mile West To 0.6 Mile East	HSIP	HSNHG-P004154	5/8/2020	\$4,565,000	
Contra Costa	VAR170008	State-Managed	On SR: 680. Contra Costa County At Alamo From 0.3 Mile South Of Livorna Rd Undercrossing To 0.6 Mile South Of Rudgear Rd Undercrossing.	STP	IM-6801085	4/30/2020	\$6,358,300	
Contra Costa	VAR170017	State-Managed	City Of Richmond, Located In Contra Costa County At The Intersection Of The Streets Harbour & Wright And The BNSF Crossing Grade Crossing	Other-Federal	STPLR-7500282	9/17/2020	\$1,750,716	
Marin	VAR170012	Fairfax	Bridge No. 27C0008, Meadow Way over San Anselmo Cr	STP	BRLO-5277025	7/31/2020	\$39,318	
Marin	VAR170012	Fairfax	Meadow Way Bridge Over San Anselmo Creek. Br. # 27C0008 Replace 1 Lane Timber Br. With 1 Lane Br. (TC)	STP	BRLO-5277025	7/31/2020	\$176,682	
Marin	MRN050019	GGBHTD	Golden Gate Bridge Wind Retrofit	HBP	BHLS-6003052	11/26/2019	\$6,057,559	\$30,818,268
Marin	MRN050019	GGBHTD	Golden Gate Bridge Suicide Deterrent System	HBP	BHLS-6003051	2/6/2020	\$8,942,441	\$30,818,268
Marin	MRN970016	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	HBP	BHLS-6003028	11/26/2019	(\$2)	
Marin	VAR170012	Larkspur	Bon Air Bridge (Bon Air Rd Over Corte Madera Creek). Br.# 27C0028 Bridge Replacement	HBP	BHLS-5166015	12/12/2019	\$8,631,675	
Marin	VAR170002	Marin County	Marin Co-Upgrade Non-Standard Guardrails H9-04-017	HSIP	HSIPL-5927123	10/23/2019	\$100,000	\$861,200
Marin	VAR170002	Marin County	HSIP8-04-010 Upgrade existing guardrails	HSIP	HSIPL-5927118	2/28/2020	\$1,064,000	
Marin	VAR170002	Marin County	HSIP8-04-011 Guardrail system installation	HSIP	HSIPL-5927119	4/30/2020	\$318,600	
Marin	VAR170002	Marin County	HSIP7-04-010 Lucas Valley Road PM 5.08	HSIP	HSIPL-5927112	9/9/2020	\$1,009,500	
Marin	VAR190004	MTC	SR 37 Corridor In Marin, Napa, Solano, Sonoma Counties, Between Us 101 And I-80. Develop A Comprehensive And Multi-Benefits Improvement Plan	STP	STPLNI-6084264	7/16/2020	\$1,000,000	
Marin	MRN150016	Novato	Vineyard Road From Wilson Ave. (Eastern Terminus) To Sutro Ave. (Western Limit Of City Boundary) Pavement Rehabilitation Of Entire Vineyard Rd.	STP	STPL-5361027	9/9/2020	\$265,000	
Marin	MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	STP	STPL-5361028	6/16/2020	(\$227,798)	
Marin	MRN190002	Novato	Novato Annual Pavement Rehabilitation	STP	STPL-5361030	3/11/2020	\$1,117,000	
Marin	VAR110045	Ross	27C-0078 Shady Lane Bridge Over Ross Creek Bridge Rehabilitation	HBP	BRLS-5176010	1/16/2020	(\$16,555)	
Marin	VAR110045	Ross	Norwood Ave. Bridge Over Ross Creek Bridge	HBP	BRLS-5176011	1/16/2020	(\$16,555)	
Marin	VAR110045	Ross	Sir Francis Drake Bridge Over Corte Madera Creek Bridge Rehabilitation	HBP	BRLS-5176012	1/16/2020	(\$19,999)	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2019-20]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Marin	MRN170021	San Anselmo	On Sir Francis Drake Blvd (SFDB) , From The Intersection Of SFDB, Red Hill Ave. & Center Blvd. (The Hub) To 50 Ft. North Of Bolinas Ave.	STP	STPL-5159025	3/2/2020	\$115,000	\$1,151,100
Marin	MRN170012	San Rafael	Francisco Boulevard East Sidewalk Widening	ATP-FED	ATPL-5043042	1/3/2020	\$4,025,000	\$2,100,000
Marin	VAR170002	San Rafael	H8-04-025 Third St & Hetherton St Signal Mod	HSIP	HSIPL-5043040	12/3/2019	\$523,900	
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	5/27/2020	\$3,685,000	
Marin	MRN110010	Sausalito	Gate 6 Road Intersection With State Hwy 101 On Ramp In Sausalito, Marin County. Signal Modification	CMAQ	CML-5098012	6/1/2020	\$250,000	
Marin	04132172S/9	State-Managed	Larkspur/San Rafael From Lucky Dr To San Pedro Rd HOV Lane	NHS	RCANH-ACNH-P101848	12/2/2019	(\$8,744,024)	
Marin	0414000368S	State-Managed	On SR: 1. In Marin County, Near Stinson Beach, From 2.3 To 2.6 Miles North Of Muir Wood Rd Construct Soldier Pile Walls	ER	ER-31T6001	8/7/2020	\$4,105,200	
Marin	0417000271S	State-Managed	In Marin County, In Near Muir Beach, At 0.7 Mile To 1.7 Miles North Of Panoramic Highway South Junction. Construct Soldier Pile Wall And Replace Culvert.	ER	ER-31SH001	6/23/2020	\$4,434,700	
Marin	0417000297S	State-Managed	On SR: 37. In Marin Co., In & Near Novato, From Rte 101 Separation To Novato Creek. Emergency Relief - Emergency Opening Storm Damage Repairs.	ER	ER-31SJ001	7/2/2020	\$6,459,300	
Marin	0417000305S	State-Managed	On SR: 1. In Marin County, Near Jenner, At 1.2 Miles North Of Muniz Ranch Rd Construct Soldier Pile Tie-Back	ER	ER-31SS001	7/9/2020	\$4,241,500	
Marin	0417000315S	State-Managed	On SR: 1. In Marin County, In Near Muir Beach, From Shasta Way To California Ave Construct Sheet Pile Walls, Timber Wall, And Rsp.	ER	ER-31T5001	8/7/2020	\$1,763,400	
Marin	0417000387S	State-Managed	On SR: 1. In Marin County, In Mill Valley, At The US-101 Separation Construct Soldier Pile Wall	ER	ER-31SG001	6/17/2020	\$426,600	
Marin	0417000521L	State-Managed	Lucas Valley Rd @ Mpm 10.16 Roadway Slip Out - Eo: Erosion Control, Traffic Control; Pr: CIDH Retaining Wall	ER	ER-32L0108	12/9/2019	(\$9,598)	
Marin	0417000524L	State-Managed	Los Ranchitos Rd Slide Repair Emergency Opening Slide Repair. Stabilize The Toe Of The Slope With A Soldier Pile Wall And Free Board To Catch Debris.	ER	ER-32L0153	11/4/2019	\$385,061	
Marin	0417000524L	State-Managed	Los Ranchitos Rd Slide Repair Emergency Opening Slide Repair. Stabilize The Toe Of The Slope With A Soldier Pile Wall And Free Board To Catch Debris.	ER	ER-32L0153	2/21/2020	(\$169,711)	
Marin	0417000525L	State-Managed	Sir Francis Drake Blvd @ MPM 8.83 Debris Retaining	ER	ER-32L0154	10/30/2019	\$598,820	
Marin	0417000525L	State-Managed	Sir Francis Drake Blvd @ MPM 8.83 Debris Retaining	ER	ER-32L0154	2/21/2020	(\$207,561)	
Marin	04226144S	State-Managed	On SR: 101. San Rafael-Coleman Ped Oc To San Pedro Rd Uc Construct HOV Lane And Bicycle Trail	STP	STPE-Q101127	9/9/2020	\$118,981	
Marin	043S5614S	State-Managed	On SR: 1. Near City Of Mill Valley N/O Ridgeview Ct Rd Storm Damage Repair Work	ER	ER-43I0004	9/2/2020	\$276,651	
Marin	MTC050009	State-Managed	In San Rafael 0.1 Mile N/O San Pedro Rd U/C To 0.1 Mile S/O S. Novato Blvd O/C Rehabilitate Pavement (TC)	STP	NH-Q101180	1/22/2020	\$25,342	
Marin	VAR110004	State-Managed	SF County On Rts 101 & 280, Also On Rt 101 In Marin County At Various Locations Construct Roadside Paving	NHPP	NHPI-000C412	7/2/2020	(\$528,149)	
Marin	VAR170007	State-Managed	Marin County Near Mill Valley From Redwood Highway Frontage Rd To ute 131 (Tiburon Blvd/East Blithedale Ave) Install Concrete Barrier And Drainage	HSIP	HSNHG-Q101341	5/5/2020	\$7,033,200	



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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Marin	VAR170010	State-Managed	On SR: 101. Marin County, In San Rafael, From Rte 101 Northbound Off-Ramp To 2nd Street. Replace San Rafael Harbor Bridge.	STP	SB1IM-Q101343	9/10/2020	\$8,833,550	
Napa	NAP170007	Napa	Vine Trail Gap Closure - Soscol Avenue Corridor	STP	STPL-5042061	9/11/2020	\$650,000	
Napa	VAR170012	Napa	Third St, Trancas St, Main St, Jefferson St, Lincoln Ave, Soscol Ave, California Blvd Perform Preventive Maintenance Work	HBP	BPMP-5042059	1/8/2020	\$12,329	
Napa	VAR170002	St. Helena	Silverado Trail Guardrail Replacement H9-04-032	HSIP	HSIPL-5051005	12/3/2019	\$70,000	\$486,100
Napa	0415000069S	State-Managed	On SR: 29. In Napa Co, In Napa, From Imola Ave To First Street Emergency Relief - Earthquake Damage	ER	ER-25E2001	9/2/2020	\$4,493	
Napa	0415000070S	State-Managed	On SR: 29. In Napa Co, In & Near Napa, At Napa River Bridge Oh & Imola Ave Emergency Relief - Earthquake	ER	ER-25E1001	9/2/2020	\$2,278	
Napa	0416000450L	State-Managed	Daf 22: Silverado Trail Bridge At Taplin Rd (Mpm 15.35) Napa County Earthquake Repair - Silverado Trail Bridge At Taplin Rd Structural Repair	ER	ER-26E0005	6/23/2020	\$44,264	
Napa	0416000451L	State-Managed	Daf 23: Silverado Trail Bridge At MPM 26.5 Napa County Earthquake Repair - Silverado Trail Bridge At Mpm 26.5 Structural Repair	ER	ER-26E0006	6/23/2020	\$44,264	
Napa	0417000299S	State-Managed	On SR: 128. In Napa County, Near Rutherford, At 1.2 Miles West Of Berryessa Knoxville Rd. Grading And Remove Slide Debris.	ER	ER-31SW001	7/26/2020	\$167,000	
Napa	0417000516S	State-Managed	On SR: 121. In Napa County, Near Napa, From 1.2 To 2.1 Miles North Of Wooden Valley Rd Replace Culverts	ER	ER-31T7001	8/7/2020	\$1,475,700	
Napa	0418000020L	State-Managed	Berryessa Knoxville Rd @ MPM 4.4 Eo Agency - Site Response And Routinely Monitor.	ER	ER-32L0348	5/28/2020	(\$281,268)	
Napa	0418000089L	State-Managed	Howell Mountain Rd @ Mpm 3.62 Eo Agency - Monitor Site For Dangers To The Traveling Public. Patch Asphalt As Needed & Other Repairs As Needed.	ER	ER-32L0422	8/19/2020	(\$280,978)	
Napa	0418000283L	State-Managed	Petrified Forest Rd From Pm 0.50 To Pm 1.80. Eo Work - Reinstalled 2 Damaged Culverts	ER	ER-38H0002	11/19/2019	(\$141,945)	
Napa	REG070001	State-Managed	Near Lake Hennessey From 2.8 Miles To 3.0 Miles East Of Silverado Replace Roadway Section And Upgrade Drainage (TC)	STP	STP-S128051	7/24/2020	\$419,258	
Napa	REG070001	State-Managed	Near The City Of Calistoga - 1.4 Miles To 1.9 Miles North Of Tubbs Lane Slope Stabilization (TC)	NHPP	STP-P029110	12/26/2019	(\$1)	
Napa	VAR110003	State-Managed	Marin, Napa And Sonoma Counties At Various Locations Replace Overhead Sign Panels (TC)	NHPP	NHP-000C415	7/9/2020	(\$982,282)	
Napa	VAR110005	State-Managed	Near The City Of Winters At 1.8 Miles East Of Wragg Canyon Road Construct Roadway Retaining System (TC)	NHS	NHPI-P128057	1/8/2020	\$59,512	
Napa	VAR110044	State-Managed	In Napa County On Route 29 At Napa River Bridge (Br # 21-0018) Scour Replace Bridge (TC)	STP	STP-P029122	4/8/2020	(\$999,524)	
Napa	VAR110044	State-Managed	On SR: 29. On SR 29 About 6 Miles North Of The City Of Calistoga At Troutdale Creek Bridge Replace Bridge And Realignment (TC)	STP	STP-P029117	6/23/2020	(\$923,252)	
Regional	MTC990015	BAAQMD	Spare the Air Program	CMAQ	CML-6297003	10/31/2019	(\$0)	
Regional	REG090039	MTC	Regional Streets and Roads Program	STP	STPLNI-6084262	6/24/2020	\$3,000,000	\$350,000
Regional	REG090042	MTC	Nine County San Francisco Bay Area 511 Traveler Information	CMAQ	STPCML-6084176	4/23/2020	(\$50,383)	
Regional	REG090065	MTC	San Francisco Bay Area Climate Initiatives Program Public Education (TC)	CMAQ	CML-6084164	10/10/2019	(\$235,006)	
Regional	REG170007	MTC	Bay Area Regional Incident Management Program	CMAQ	CML-6160020	12/11/2019	(\$152,767)	
Regional	REG170013	MTC	511 Next Gen	STP	STPLNI-6084255	10/21/2019	\$4,553,970	\$5,372,000

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Regional	REG170013	MTC	511 Next Gen	STP	STPLNI-6084260	2/18/2020	\$11,300,000	\$5,372,000
Regional	VAR110004	State-Managed	I-580 Dougherty O/C - MacArthur Blvd U/C, I-680 Grimmer Ave U/C To Amador Vly Blvd Update Mbgr Transition Railings	HSIP	HSNHPIG-X001593	11/26/2019	(\$0)	
Regional	VAR170005	State-Managed	On SR: 0. In Alameda, Contra Costa, Santa Clara, San Mateo, San Francisco, Sonoma, Marin, Napa And Solano Counties On Various Routes And At Various Locations.	NHPP	NH-000C457	10/15/2019	\$16,689,600	
Regional	VAR170007	State-Managed	On SR: 12. Marin And Sonoma Counties At Various Locations Pave Gores And Roadside Areas, Construct	STP	ST-000C511	12/19/2019	\$2,426,100	
Regional	VAR170007	State-Managed	On SR: 185. Alameda County At Various Locations Install Accessible Pedestrian Signal And Re-Stripe Crosswalk	HSIP	HSNH-X001664	2/28/2020	\$3,113,400	
Regional	VAR170007	State-Managed	On SR: 80, 82, 130, 152. In San Francisco County On Rte 35 And 82 At Various Locations; Also In Santa Clara County, On Rte 82, 130 And 152 At Various Locations.	HSIP	HSST-000C460	10/15/2019	\$380,000	
Regional	VAR170007	State-Managed	On SR: 4, 13, 24, 61, 80, 84, 112, 123, 160, 185, 238, 242, 580, 680, 880. In Alameda And Contra Costa Counties, On Various Routes At Various Intersection Locations.	HSIP	HSST-000C459	11/27/2019	(\$323,788)	
Regional	VAR170007	State-Managed	On SR: 4, 13, 24, 61, 80, 84, 112, 123, 160, 185, 238, 242, 580, 680, 880. In Alameda And Contra Costa Counties, On Various Routes At Various Intersection Locations.	HSIP	HSST-000C459	6/5/2020	(\$41,839)	
Regional	VAR170007	State-Managed	On SR: 12, 101, 116, 121, 128. In Sonoma County On Rte 12, 101, 116 And 121 At Various Locations; Also, In Napa County On Route 128 Near Calistoga From 0.5 To 1.0.	HSIP	HSST-000C458	6/26/2020	(\$315,330)	
Regional	VAR170007	State-Managed	On SR: 80, 82, 130, 152. In San Francisco County On Rte 35 And 82 At Various Locations; Also In Santa Clara County, On Rte 82, 130 And 152 At Various Locations.	HSIP	HSST-000C460	9/16/2020	\$120,000	
Regional	VAR170009	State-Managed	On SR: 185. In Alameda And Contra Costa Counties At Various Location Construct Curb Ramps & Pedestrian Facilities To Meet ADA Standard	NHPP	NH-000C515	9/9/2020	\$1,780,500	
San Francisco	SF-130021	SF Port	At Pier 70 In San Francisco, Along 19th St And Georgia St, Between Illinois St And 20th St. Roadway Extension And Bicycle And Pedestrian Improvements	STP	STPL-6169013	1/21/2020	\$1,000,000	
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	HBP	BRLS-6272047	11/27/2019	\$3,629,730	
San Francisco	0417000545L	SFDPW	O'Shaughnessy Blvd Between Malta Ave And Del Vale Dr Debris Removal, Road Repair, And Slope Stabilization	ER	ER-32L0204	11/19/2019	\$2,341,619	
San Francisco	SF-130001	SFDPW	SF- Better Market Street Transportation Elements	Other-Federal	BUILDL-5934185	9/18/2020	\$15,000,000	\$371,154,899
San Francisco	VAR170012	SFDPW	In San Francisco, On 3rd St, Crossing Over The Mission Creek Channel Between Berry St And Terry A Francois Blvd; Br. # 34C0025 Bridge Rehabilitation Work	HBP	BRLS-5934177	12/2/2019	\$15,315,823	
San Francisco	REG090001	SFMTA	Denman Safe Routes to School	CMAQ	SRTSL-6328050	1/31/2020	(\$14,195)	
San Francisco	REG090001	SFMTA	Denman Safe Routes to School	CMAQ	SRTSL-6328050	1/31/2020	\$9,706	
San Francisco	REG090001	SFMTA	Tenderloin Safe Routes to School	CMAQ	SRTSL-6328051	6/26/2020	(\$87,038)	
San Francisco	SF-110037	SFMTA	Throughout City And County Of San Francisco Bicycle Sharing Pilot	Other-Federal	VPPL-6328054	10/10/2019	(\$724,389)	
San Francisco	SF-130015	SFMTA	Mansell Corridor Complete Streets	STP	STPL-6328066	3/19/2020	(\$43,433)	
San Francisco	SF-160022	SFMTA	Twin Peaks Connectivity Planning	STP	STPL-6328072	2/28/2020	(\$14,220)	
San Francisco	SF-160022	SFMTA	Twin Peaks Connectivity Planning	STP	STPL-6328072	4/8/2020	(\$1)	
San Francisco	VAR-110007	SFMTA	South Van Ness Signals (HSIP6-04-014)	HSIP	HSIPL-6328069	3/26/2020	(\$209,075)	
San Francisco	044A5102/9S	State-Managed	In SF On I-280 @ Pm 5.2-6.0, Bridge #34-0046 Replace Bridge Hinges (TC)	HBP	BHIM-2801130	11/25/2019	(\$209,715)	
San Francisco	SF-991030	State-Managed	US 101 Doyle Drive Replacement	STP	NH-X075046	9/11/2020	\$15,000,000	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
San Francisco	SF-991030	State-Managed	On SR: 101. In San Francisco Route 101 PM 8.3 To 9.8 Presidio Pkwy-Phase II Concessionaire Pmts P3 (TC)	NHPP	NH-X075041	9/23/2020	\$15,629,638	
San Francisco	VAR170006	State-Managed	On SR: 1. City And County Of San Francisco At The General Douglas Macarthur Tunnel Remove And Replace Lights With LED, And Upgrade Lighting System.	NHPP	NH-P001665	3/23/2020	\$3,578,300	
San Francisco	VAR170007	State-Managed	On SR: 101, 280. In The City And County Of San Francisco, San Mateo And Santa Clara Counties At Various Locations. Mvp And Pave Gore Area.	NHPP	NH-000C497	2/26/2020	\$3,567,400	
San Francisco	VAR170010	State-Managed	On SR: 101. The City And County Of San Francisco At Alemany Circle Undercrossing Replace Bridge Deck	HBP	NH-Q101366	9/18/2020	\$12,265,254	
San Mateo	VAR170002	Brisbane	Guadalupe Canyon Pkwy Safety Improvements	HSIP	HSIPL-5376015	3/26/2020	\$108,234	
San Mateo	SM-170020	Burlingame	Burlingame: Broadway PDA Lighting Improvements	CMAQ	-5171023	6/24/2020	\$720,000	
San Mateo	SM-170021	Burlingame	Burlingame Street Resurfacing	STP	STPL-5171024	3/5/2020	\$571,000	
San Mateo	REG090003	Caltrans	On SR: 84, 880. In Alameda Co. In The City Of Fremont I-880 Auto Mall Pkwy To Mowry Ave; Also In City Of Newark SR-84 From Thornton Ave To Newark Blvd.	CMAQ	CML-6204130	6/11/2020	\$962,856	
San Mateo	SM-110047	Caltrans	SR92/EI Camino Real (SR82) Ramp Modifications	EARMARK	HP21L-6204106	8/11/2020	\$623,425	\$217,000
San Mateo	SM170022	Colma	Colma - Mission Road Bike/Ped Improvements	CMAQ	CML-5264006	2/12/2020	\$625,000	
San Mateo	SM-150012	Daly City	Daly City Central Corridor Bike/Ped Safety	ATP-FED	ATPL-5196040	7/2/2020	\$1,719,000	
San Mateo	SM-170023	Daly City	Daly City Street Resurfacing and Slurry Seal	STP	STPL-5196042	1/2/2020	\$1,310,000	
San Mateo	SM-170024	East Palo Alto	East Palo Alto Citywide Street Resurfacing	STP	STPL-5438018	3/5/2020	\$416,000	
San Mateo	VAR110012	East Palo Alto	EPA Safe Routes to Schools - Cycle 3	CMAQ	SRTSL-5438013	1/28/2020	(\$27,899)	
San Mateo	SM-170025	Foster City	Foster City - Pavement Rehabilitation	STP	STPL-5409017	11/19/2019	\$441,000	
San Mateo	SM-170027	Menlo Park	Menlo Park-Santa Cruz Avenue & Middle Avenue Rehab	STP	STPL-5273026	1/21/2020	\$647,000	
San Mateo	SM-170028	Millbrae	Millbrae Street Rehabilitation	STP	STPL-5299016	3/5/2020	\$387,000	
San Mateo	SM-190004	MTC	FPP: US 101 Adaptive Ramp Metering	CMAQ	CMLNI-6084254	11/26/2019	\$2,500,000	
San Mateo	SM-170029	Pacifica	Pacifica - Palmetto Sidewalk Extension	CMAQ	CML-5350023	11/8/2019	\$330,000	
San Mateo	SM-110065	Redwood City	Middlefield Rd and Woodside Rd Intersection	CMAQ	CML-5029031	2/19/2020	(\$0)	
San Mateo	SM-150003	Redwood City	Redwood City Downtwn Transit Area Improvments-	STP	STP-5029034	6/5/2020	(\$555)	
San Mateo	SM-170032	Redwood City	Redwood City Pavement Preservation	STP	STPL-5029036	1/31/2020	\$1,266,000	
San Mateo	SM-170033	San Bruno	Huntington/San Antonio Street Rehabilitation	STP	STPL-5226024	3/26/2020	\$673,000	
San Mateo	SM-090008	San Carlos	US101/Holly St I/C Mod and Bike/Ped Overcrossing	CMAQ	ATPCML-5267026	12/27/2019	(\$1,000,000)	
San Mateo	SM-170034	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	CMAQ	CML-5267022	1/16/2020	\$500,000	
San Mateo	SM-170035	San Carlos	Cedar and Brittan Ave Pavement Rehab	STP	STPL-5267023	1/16/2020	\$575,000	
San Mateo	SM-150016	San Mateo	San Mateo Downtown Parking Tech Implementation	CMAQ	CML-5102048	1/31/2020	(\$243,643)	
San Mateo	SM-170012	San Mateo County	Canada Road and Edgewood Road Resurfacing	STP	STPL-5935078	1/8/2020	(\$45,874)	
San Mateo	SM-170012	San Mateo County	Canada Road and Edgewood Road Resurfacing	STP	STPL-5935078	3/17/2020	(\$0)	
San Mateo	SM-170036	South San Francisco	SSF Pavement Rehabilitation	STP	STPL-5177042	2/12/2020	\$1,027,000	
San Mateo	VAR170002	South San Francisco	Spruce/Commercial Aves Traffic Signal Project	HSIP	HSIPL-5177041	12/12/2019	\$444,000	
San Mateo	VAR170012	South San Francisco	7 Bridges On Colma Creek And San Bruno Chanel: Bridge Numbers:35C0021, 35C0031, 35C0047, 35C0078, 35C0079, 35C0101, 35C0164	HBP	BPMP-5177039	11/19/2019	\$115,089	
San Mateo	0016000021L	State-Managed	City Of Redwood City @ Broadway & Caltrain Xing Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500231	9/3/2020	(\$33,008)	
San Mateo	0016000054L	State-Managed	City Of Redwood City @ Main St & Caltrain Xing Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500236	3/19/2020	(\$70,760)	
San Mateo	0016000055L	State-Managed	City Of Redwood City @ Whipple & Caltrain Xing Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500237	4/13/2020	(\$12,222)	
San Mateo	0414000502S	State-Managed	San Mateo Co, In Daly City, At Clarinada Ave Emergency Relief- Repair Slip Out	ER	ER-27C8001	6/22/2020	(\$5,924)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
San Mateo	0415000198S	State-Managed	San Mateo Co, In So San Francisco, Fr Oyster Pt Blvd To San Francisco Co Line Emergency Relief- Repair Pavement & Drainage System	ER	ER-27C5001	6/23/2020	\$54,066	
San Mateo	0417000272S	State-Managed	On SR: 84. In San Mateo County, Near Sky Londa, At Grandview Drive Construct Soldier Pile Tile-Back Wall	ER	ER-31SN001	7/2/2020	\$6,916,700	
San Mateo	0417000279S	State-Managed	On SR: 35. In San Mateo County, Near Sky Londa, At 0.1 Mile North Of Bear Creek Rd. Construct Soldier Pile Wall	ER	ER-31SM001	7/9/2020	\$1,916,300	
San Mateo	0417000314S	State-Managed	On SR: 35. In San Mateo County, Near Skylonda, At 0.1 Mile North Of Chapman Rd Construct Soldier Pile Tie-	ER	ER-31SL001	7/9/2020	\$4,237,800	
San Mateo	0417000405S	State-Managed	On SR: 1. In San Mateo County, Near Pescadero, From Pescadero Creek Rd To 1.6 Miles North Of Pescadero Creek Rd Construct Gabion Wall, Rsp, And Sheet Pile	ER	ER-31TA001	8/28/2020	\$198,067	
San Mateo	SM-130030	State-Managed	On SR: 82. Grand Blvd Initiative Complete Streets Program Construct Median Landscaping And Other Sustainable/Green Streetscape Features.	NHPP	NH-P082028	2/24/2020	\$1,991,000	
San Mateo	VAR110004	State-Managed	On SR: 101. Near Palo Alto From Santa Clara County Oline To 0.4 Mile South Of San Bruno Ave At Various Locations. Construct Roadside Paving And Relocate	NHPP	NH-Q101296	4/9/2020	(\$413,018)	
San Mateo	VAR110004	State-Managed	In San Mateo County At Various Locations Replace Metal Beam Guardrail W/Concrete Guardrail	HSIP	HSNHPG-X081028	1/2/2020	(\$128,667)	
San Mateo	VAR110005	State-Managed	On SR 84 In The City Of Woodside At The SR 84 And I-280 Separation Repair Washout And Construct Secant	NHPP	NHP-P084044	1/16/2020	(\$939,600)	
San Mateo	VAR110044	State-Managed	On SR: 280. In The City Of San Bruno, On Rte 280 At The Sneath Lane Overcrossing Seismic Retrofit (TC)	NHPP	NHPI-2801137	6/15/2020	(\$348,059)	
San Mateo	VAR170004	State-Managed	On SR: 35, 109. San Mateo County On Rte 35 From 2 Miles South Of Junction Rte 92 To Rte 92 And In Menlo Park On Rte 109 From Notre Dame Ave To Rte 84	STP	ST-X081031	1/9/2020	(\$335,548)	
San Mateo	VAR170006	State-Managed	On SR: 1. San Mateo / Santa Cruz County Line To 0.1 Mile South Of Bean Hollow Rd Cold Plane AC , Place Rhma; And Cold In Place Recycling (Foamed AC)	NHPP	NH-P001671	9/9/2020	\$9,342,500	
San Mateo	VAR170009	State-Managed	On SR: 84, 280. San Mateo County Near La Honda On Rte 84 From 0.1 Mile East Of Hildebrand Rd To 0.2 Mile East Of La Honda Creek Bridge And On Rte 280 From 0.3	NHPP	NH-X081033	9/16/2020	\$1,855,200	
San Mateo	VAR170017	State-Managed	City Of San Mateo At 4th Ave And The Peninsula Corridor Joint Powers Board, California Section 130 Grade Crossing Improvement Project.	Other-Federal	STPLR-7500281	9/17/2020	\$1,770,000	
San Mateo	VAR170017	State-Managed	In The City San Mateo, Caltrain Railroad Grade Crossing At 5th Ave In The County Of San Mateo Highway-Railroad Grade Crossing Safety Improvements	Other-Federal	STPLR-7500280	5/11/2020	\$1,200,000	
San Mateo		State-Managed	City Of Redwood City @ Whipple & Caltrain Xing Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500237	4/13/2020	(\$463)	
San Mateo	SM-170037	Woodside	Road Rehabilitation - Town of Woodside	STP	STPL-5333019	12/2/2019	\$242,000	
Santa Clara	SCL170037	Cupertino	Cupertino Pavement Maintenance Phase 2	STP	STPL-5318031	3/17/2020	\$769,000	
Santa Clara	VAR170002	Cupertino	Homestead/ De Anza TS Safety Improvement H9-04-011	HSIP	HSIPL-5318030	10/17/2019	\$31,000	\$182,300
Santa Clara	VAR170012	Gilroy	6 Bridges In Gilroy 37C0271, 37C0320, 37C0321, 37C0339, 37C0352, And 37C0363. Bridge Preventive Maintenance Program (BPMP)	HBP	BPMP-5034026	12/10/2019	\$97,383	
Santa Clara	SCL170039	Milpitas	Street Resurfacing 2020 & 2021	STP	STPL-5314011	2/13/2020	\$1,030,642	\$2,978,358
Santa Clara	SCL170040	Mountain View	West Middlefield Road Improvements	STP	STPL-5124035	12/12/2019	\$1,136,000	
Santa Clara	VAR170002	Mountain View	Intersection improvements to Shoreline and Villa	HSIP	HSIPL-5124034	11/19/2019	\$400,725	
Santa Clara	SCL170001	MTC	Regional Planning Activities and PPM - Santa Clara	STP	STPL-6084206	12/2/2019	(\$1,200,000)	
Santa Clara	SCL130041	Palo Alto	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	CMAQ	CML-5100027	11/19/2019	\$110,955	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Santa Clara	SCL170041	Palo Alto	Palo Alto Street Resurfacing	STP	STPL-5100028	12/2/2019	\$1,009,000	
Santa Clara	VAR170002	Palo Alto	Page Mill Road Safety Project H8-04-019	HSIP	HSIPL-5100029	4/15/2020	\$946,170	
Santa Clara	04924688L	San Jose	Coyote Creek Trail (Hwy 237-Story Rd)	EARMARK	HPLUL-5005087	3/24/2020	(\$367,517)	
Santa Clara	SCL110034	San Jose	San Jose - San Carlos Multimodal Phase 2	STP	STPCML-5005104	11/19/2019	(\$103,588)	
Santa Clara	SCL110034	San Jose	San Jose - San Carlos Multimodal Phase 2	CMAQ	STPCML-5005104	11/19/2019	(\$326,700)	
Santa Clara	SCL130004	San Jose	San Jose - Better Bikeways	CMAQ	CML-5005160	10/25/2019	\$908,132	
Santa Clara	SCL130006	San Jose	San Jose Citywide SRTS Program	CMAQ	CML-5005133	1/16/2020	(\$310,804)	
Santa Clara	SCL130007	San Jose	Jackson Ave Bicycle and Pedestrian Improvements	CMAQ	CML-5005125	11/19/2019	(\$29,743)	
Santa Clara	SCL130010	San Jose	San Jose Pedestrian Oriented Traffic Signals	CMAQ	CML-5005127	10/10/2019	(\$46)	
Santa Clara	SCL130010	San Jose	San Jose Pedestrian Oriented Traffic Signals	CMAQ	CML-5005143	11/19/2019	(\$1,095)	
Santa Clara	SCL130011	San Jose	St. John Street Multi-Modal Improvements - Phase 1	STP	RPSTPL-5005132	11/1/2019	(\$0)	
Santa Clara	SCL170044	San Jose	San Jose Pavement Maintenance	STP	STPL-5005163	9/16/2020	\$2,483,076	\$14,159,062
Santa Clara	VAR110007	San Jose	North First Street Bicycle Lane Improvements	HSIP	HSIPL-5005123	3/24/2020	(\$101,945)	
Santa Clara	VAR170002	San Jose	McLaughlin Ave Safety Elements HSIP7-04-022	HSIP	HSIPL-5005157	12/20/2019	\$2,513,970	
Santa Clara	VAR170002	San Jose	White Road Safety Elements H8-04-022	HSIP	HSIPL-5005150	1/2/2020	\$1,005,030	
Santa Clara	VAR170002	San Jose	Senter Road Safety Elements H8-04-021	HSIP	HSIPL-5005149	1/8/2020	\$2,959,110	
Santa Clara	SCL170042	Santa Clara	Santa Clara Streets and Roads Preservation	STP	STPL-5019034	1/3/2020	\$2,356,000	
Santa Clara	SCL110108	Santa Clara County	San Antonio Valley Rd Over Isabel Creek (Br #37C0089), Unincorporated Santa Clara Co. Environmental Mitigation, Planting, Monitoring, Maintenance And	HBP	BRLO-5937215	12/11/2019	\$1,082,954	
Santa Clara	SCL110121	Santa Clara County	East San Jose Pedestrian Improvements	CMAQ	CML-5937191	11/1/2019	(\$263,326)	
Santa Clara	SCL170019	Santa Clara County	Uvas Road Pavement Rehabilitation	STP	STPL-5937219	2/18/2020	\$1,561,000	
Santa Clara	SCL170032	Santa Clara County	McKean Rd Pavement Rehabilitation	STP	STPL-5937220	4/15/2020	\$1,056,446	
Santa Clara	SCL170033	Santa Clara County	Capitol Expressway Pavement Rehabilitation	STP	STPL-5937218	4/20/2020	\$4,800,000	
Santa Clara	VAR110045	Santa Clara County	Bridge #37C0182 Central Expwy over Wolfe Rd	HBP	BPMP-5937159	10/10/2019	(\$9,301)	
Santa Clara	VAR110045	Santa Clara County	Central Expressway / Wolfe Rd, Bridge 37C0182 Bridge Preventive Maintenance	HBP	BPMP-5937159	10/10/2019	(\$0)	
Santa Clara	VAR110045	Santa Clara County	Bridge #37C0095 Uvas Rd over Little Uvas Creek	HBP	BRLO-5937124	12/10/2019	\$362,973	
Santa Clara	VAR170012	Santa Clara County	Bridge #37C0172 New Ave over Red Fox Creek	STP	BRLO-5937182	12/11/2019	\$1,100,000	
Santa Clara	VAR991007	Santa Clara County	Uvas Rd/Uvas Creek, Bridge 37C0093 Environmental Mitigation For Replacement Project	HBP	BRLS-5937169	7/26/2020	(\$0)	
Santa Clara	SCL130026	Saratoga	Prospect Rd Complete Streets	CMAQ	CML-5332022	3/5/2020	\$1,075,000	
Santa Clara	0417000290S	State-Managed	On SR: 9. In Santa Clara Co., Near Saratoga, From The Santa Cruz County Line To Sanborn Road. Emergency Relief - Emergency Opening Storm Damage Repairs.	ER	ER-31SY001	7/26/2020	\$6,182,000	
Santa Clara	0417000335S	State-Managed	On SR: 130. In Santa Clara County, Near San Jose, At 2.0 Miles West Of Quimby Rd Construct Tie-Back Wall And Sheet Pile Wall	ER	ER-31T1001	7/26/2020	\$1,993,000	
Santa Clara	0419000183L	State-Managed	Bailey Ave In San Jose Between Monterey Rd And Santa Teresa Blvd Repair Ac Pavement Surface And Related	ER	ER-32L0541	11/26/2019	\$427,564	
Santa Clara	043A4004S	State-Managed	In SCL Co From Holstien Creek Bridge To 1.7 Km East Of Holstien Creek Bridge Construct Left Turn Pocket (TC)	NHS	NSNH-P152075	1/8/2020	\$38,651	
Santa Clara	VAR110001	State-Managed	On SR: 17. In Santa Clara County On SR 17 In Los Gatos At 0.1 Mile North Of Blossom Hill Rd Overcrossing. Install Weigh-In-Motion System (TC)	NHPP	NHP-P017111	1/28/2020	(\$347,874)	
Santa Clara	VAR110003	State-Managed	In Cupertino, From Tantau Ave Overcrossing To Foothill Expressway Rehabilitate Pavement/Curb Ramps (TC)	NHS	NHPI-2801143	3/26/2020	\$40,467	
Santa Clara	VAR110003	State-Managed	In Cupertino, From Tantau Ave Overcrossing To Foothill Expressway Rehabilitate Pavement/Curb Ramps (TC)	NHPP	NHPI-2801143	10/10/2019	(\$918,681)	
Santa Clara	VAR110003	State-Managed	On SR: 101. In Morgan Hill And San Jose From E. Dunne Ave To 0.6 Mi N/O Silicon Valley Blvd Pavement Rehabilitation (TC)	NHPP	NHP-Q101283	12/9/2019	(\$3,310,507)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Santa Clara	VAR110003	State-Managed	In The City Of Gilroy On SR 152 From SR 101 To SR 156 Pavement Preservation Project (TC)	STP	NHP-P152083	12/9/2019	\$77,801	
Santa Clara	VAR110004	State-Managed	Sunnyvale @ Var Locations (0.5 Mile W/O Lawrence Expwy To 0.7 Mile E/O SR 82/85 Drainage Improvement Project (TC)	HSIP	HSNHP-P082025	10/25/2019	(\$1,108,058)	
Santa Clara	VAR110004	State-Managed	Sunnyvale @ Var Locations (0.5 Mile W/O Lawrence Expwy To 0.7 Mile E/O SR 82/85) Drainage Improvement Project (TC)	HSIP	HSNHP-P082025	4/20/2020	(\$67,826)	
Santa Clara	VAR110004	State-Managed	On SR: 152. Near Gilroy At Rte 152/Frazier Lake Rd Intersection. Construct Right Turn Lane And Install Traffic Signal	HSIP	HSNHPG-P152087	12/3/2019	(\$1,145,662)	
Santa Clara	VAR110004	State-Managed	Santa Clara County In And Near Gilroy At Various Locations From 1.1 Miles East Of Watsonville Rd To Install Rumble Strip And Pavement Delininations	HSIP	HSNHG-P152092	3/26/2020	(\$209,087)	
Santa Clara	VAR110005	State-Managed	In Santa Clara County Near San Jose From 0.1 Mile East Of Crothers Rd To 0.06 Mile West Of Clayton Rd. Construct Retaining Wall (TC)	NHS	ST-P130004	3/26/2020	\$9,352	
Santa Clara	VAR110005	State-Managed	On SR: 9. In Saratoga 0.84 Mile West Of Sanborn Rd Storm Damage Repair/Tie-Back Wall (TC)	STP	STP-S009018	9/17/2020	\$108,920	
Santa Clara	VAR110005	State-Managed	On SR: 9. In Santa Clara County Near Saratoga, 0.3 Miles South Of Sanborn Rd On SR 9. Construct Retaining Wall	STP	ST-P009023	3/26/2020	(\$328,826)	
Santa Clara	VAR170004	State-Managed	On State Route: 87. Santa Clara County In San Jose From Route 87/880 Separation To Route N87-N101 / 101 Connector Separation.	NHPP	NH-P087033	6/5/2020	\$3,153,900	
Santa Clara	VAR170004	State-Managed	On SR: 130. Santa Clara County In And Near San Jose From White Rd To 1.0 Miles East Of Three Springs Rd Cold Plane Asphalt Concrete Pavement And RHMA-G	STP	ST-P130005	12/9/2019	\$3,809,600	
Santa Clara	VAR170007	State-Managed	Santa Clara County Near Gilroy At Various Locations From 0.1 Mile West Of Pole Line Rd To 0.2 Mile West Of Burchell Rd Construct Highway Planting And Unlined	HSIP	HSST-P152095	5/5/2020	\$1,835,900	
Santa Clara	VAR170007	State-Managed	On SR: 280. Los Altos Hills At El Monte Rd Undercrossing. Realign Northbound Off-Ramp (TC)	HSIP	HSIM-2801147	6/5/2020	(\$29,623)	
Santa Clara	VAR170008	State-Managed	In Santa Clara County In Saratoga On Rte 9 North Of Pierce Rd (Pm 5.97) Install Rock Slope Protection And Replace Culvert	ER	ER-29S6005	8/26/2020	\$42,400	
Santa Clara	VAR170008	State-Managed	In Santa Clara County, Near Gilroy, At Sargent Bridge And Overhead No. 39-0006L. Inject Foundation Grout, Construct Rock Slope Protection, And Install Drainage	ER	ER-27F3002	1/22/2020	\$123,057	
Santa Clara	VAR170008	State-Managed	Near Gilroy, At Sargent Bridge And Overhead No. 39-0006L. Permanent Restoration Of Roadway Settlement And Southern Abutment Wingwall Movement.	ER	ER-27E9005	1/29/2020	\$796,770	
Santa Clara	VAR170012	Sunnyvale	Bridge No. 37C0765 Fair Oaks Ave Over Caltrain, UP	HBP	BRLS-5213039	11/19/2019	\$16,559,098	
Santa Clara	SCL070002	VTA	I-880/I-280/Stevens Creek I/C Improvements	EARMARK	HPLUL-6264030	10/30/2019	(\$268,098)	
Solano	VAR170002	Benicia	E. 5th St/Vecino St Pedestrian Improvements	HSIP	HSIPL-5003030	10/25/2019	\$122,103	
Solano	VAR170002	Benicia	Military West/West 7th St Intersection Improvement	HSIP	HSIPL-5003029	12/9/2019	\$93,850	
Solano	SOL130013	Dixon	West A Street Preservation	STP	STPL-5056019	11/19/2019	(\$72,076)	
Solano	SOL170006	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	ATP-FED	ATPL-5132047	8/6/2020	\$172,000	\$1,612,000
Solano	VAR170002	Rio Vista	Rio Vista: H9-04-026 Pedestrian Crossings	HSIP	HSIPL-5099015	10/18/2019	\$44,500	\$204,600
Solano	SOL070012	Solano County	Cordelia Hills Sky Valley	EARMARK	HPLUL-5923094	7/8/2020	(\$427,693)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Solano	SOL170016	Solano County	Suisun Valley Rd, Abernathy Rd., Mankas Corners Rd., Rockville Rd.(Non-Participating) Construct 4.6 Miles And 1.94 Miles (Non-Participating) Of 6 Foot Class 2 Bike	STP	STPL-5923123	11/26/2019	\$132,000	\$3,297,000
Solano	VAR170002	Solano County	Guardrail Repair and Installation HSIP8-04-028	HSIP	HSIPL-5923118	11/19/2019	\$435,900	
Solano	VAR991007	Solano County	Pleasants Valley Road Bridge (23C0096)	HBP	BRLS-5923096	12/10/2019	(\$442,650)	
Solano	SOL110019	STA	Solano Safe Routes to School Program	CMAQ	CML-6249036	2/12/2020	\$1,209,000	
Solano	0415000072S	State-Managed	In Solano Co, In Vallejo, From Walnut Ave To Mare Island Channel Emergency Relief - Earthquake Damage	ER	ER-25E4001	11/25/2019	(\$28,767)	
Solano	0417000273S	State-Managed	On SR: 113. In Solano County, Near Dixon, At 1.5 Miles North Of Creed Rd Reconstruct Culvert And Roadway	ER	ER-31SP001	7/2/2020	\$1,170,800	
Solano	0417000274S	State-Managed	On SR: 128. In Solano County, Near Winters, From 0.2 Mile To 0.3 Nuke West If The Yolo County Line Rock Blasting, Rock Scaling, Repair AC Pavement	ER	ER-31SZ001	7/26/2020	\$812,000	
Solano	0417000533S	State-Managed	On SR: 220. In Solano County, At Ryer Island, At 0.9 Mile West Of East Ryer Rd Construct Shoulder Backing	ER	ER-31SQ001	7/16/2020	\$414,200	
Solano	0418000139S	State-Managed	Washout Causing Drainage Inlet To Plug, Resulting In Flooding Of Frontage Road Along SB Rte 505, Near Offramp To Allendale Rd, In Allendale, Solano County.	ER	ER-31TG005	9/16/2020	\$290,200	
Solano	0418000145L	State-Managed	Shiloh Rd At 3.72 Miles South Of SR 12. Emergency Opening (EO), Road Closure, Install Barricades, Signage, K-Rails, And Detour.	ER	ER-32L0441	10/23/2019	\$394,046	
Solano	0418000157L	State-Managed	West 7th St At Carolina Dr Repair Erosion Of Creek Be And Undermining Of Sidewalk.	ER	ER-32L0450	2/19/2020	\$345,659	
Solano	0418000162L	State-Managed	Lake Herman Rd From East 2nd St To 200Ft West Of East 2nd St Slope Failure Repair.	ER	ER-32L0449	4/22/2020	\$368,075	
Solano	0418000163L	State-Managed	At 5300 East 2nd St. Slope Failure Repair.	ER	ER-32L0451	4/22/2020	\$116,256	
Solano	SOL070020	State-Managed	I-80/I-680/Rte 12 Interchange Project Improve I-80/I-680/Rte 12 Interchange, Including Connecting I-80 To SR 12W, I-680 NB To SR 12W (Jameson Canyon)	NHPP	IM-X095034	9/24/2020	\$8,241,300	
Solano	VAR110003	State-Managed	On SR: 680. In Solano County, From Rte 780 To 80 Rehabilitate Pavement (TC)	NHPP	NHPI-6801073	12/23/2019	(\$3,442,780)	
Solano	VAR110004	State-Managed	On SR: 29. In Solano County, On Rte 29, At Various Locations. Install Crosswalk Safety Enhancements. (TC)	HSIP	HSNH-P029124	6/9/2020	(\$561,803)	
Solano	VAR110044	State-Managed	I-80/I-680/Rte 12 Interchange Project Improve I-80/I-680/Rte 12 Interchange, Including Connecting I-80 To SR 12W, I-680 NB To SR 12W (Jameson Canyon)	NHPP	IM-7802369	6/11/2020	(\$905,326)	
Solano	VAR170007	State-Managed	Solano County Near Rio Vista On Rte 12 From 0.2 Mile West To 0.2 Mile East Of Rte 113 And On Rte 113 From Rte 12 To 0.2 Mile North Of Rte 12 Install Single Lane	HSIP	HSNHG-X095032	5/8/2020	\$6,264,000	
Solano	SOL170012	Vacaville	Vacaville - Pavement Preservation	STP	STPL-5094068	1/8/2020	\$1,193,000	
Solano	VAR170002	Vacaville	H9-04-036 Vacaville Ped Crossing Enhancements	HSIP	HSIPL-5094072	4/30/2020	\$184,700	
Solano	VAR170012	Vacaville	Buck Ave Over Alamo Creek Bridge Replacement	HBP	BRLS-5094066	12/12/2019	\$101,420	
Solano	VAR170012	Vacaville	In Solano County: Aldridge Road Over Putah Creek Bridge 23C0236 Bridge Replacement.(Tc)	HBP	BRLO-5094065	12/10/2019	\$30,000	
Solano	VAR110045	Vallejo	Bridge - Mare Island Causeway West Approach	HBP	BRLS-5030054	6/29/2020	(\$0)	
Solano	VAR110045	Vallejo	Bridge - Mare Island Causeway West Approach	HBP	BRLS-5030054	1/21/2020	(\$7,009)	
Solano	VAR170012	Vallejo	Sacramento Street Bridge (23C0152)	HBP	STPLZ-5030056	3/19/2020	\$6,876,126	
Sonoma	SON110054	Healdsburg	Healdsburg Pedestrian Safety and Access Improvmnts	CMAQ	CML-5027019	10/10/2019	(\$980)	
Sonoma	VAR110045	Healdsburg	Healdsburg Ave. Bridge Over The Russian River 20C0065 Bridge Rehabilitation	HBP	BRLS-5027010	10/31/2019	(\$23,130)	
Sonoma	VAR170002	Petaluma	H9-04-023-Various Intersection Safety Improvements	HSIP	HSIPL-5022062	9/9/2020	\$230,900	
Sonoma	VAR170002	Petaluma	H9-04-024 Various Safety Imps- Petaluma Blvd North	HSIP	HSIPL-5022063	9/9/2020	\$356,100	

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Sonoma	SON170016	Rohnert Park	Rohnert Park Various Streets Rehabilitation	STP	STPL-5379022	3/26/2020	\$1,035,000	
Sonoma	SON150010	SCTA	Santa Rosa Car Share	CMAQ	CMLNI-6364018	3/17/2020	(\$60,743)	
Sonoma	SON130004	Sebastopol	Sebastopol Various Streets and Roads Preservation	STP	STPL-5123015	3/5/2020	(\$64,656)	
Sonoma	SON110050	Sonoma County	Central Sonoma Valley Trail	CMAQ	CML-5920142	1/8/2020	(\$1)	
Sonoma	SON170010	Sonoma County	Sonoma County - River Road Pavement Rehab	STP	STPL-5920167	3/11/2020	\$3,264,000	
Sonoma	SON170013	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	STP	STPL-5920166	9/9/2020	\$2,600,000	
Sonoma	SON170014	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	STP	STPL-5920175	1/21/2020	\$664,000	\$2,741,000
Sonoma	VAR170012	Sonoma County	Sonoma Creek Br. @ Boyes Blvd (Br.20C-0262) . Bridge Replacement	HBP	STPLZ-5920059	8/31/2020	\$1,229,020	
Sonoma	VAR170012	Sonoma County	Wohler Rd. At Markwest Cr. Br # 20-0139 Replace Bridge, Local Seismic (TC)	STP	STPLZ-5920056	5/14/2020	\$6,659,000	
Sonoma	0415000062S	State-Managed	On SR: 121. In Napa County, Near Napa At Cuttings Wharf Road Emergency Relief - Earthquake Damage	ER	ER-25E0001	9/2/2020	\$1,501	
Sonoma	0415000243S	State-Managed	Sonoma Co, In Geyserville, At 0.9 Mi N Of Geyserville Ave Emergency Relief- Construct Rsp	ER	ER-27D2001	7/20/2020	\$46,415	
Sonoma	0416000315S	State-Managed	In Sonoma Co., Near Jenner, At 0.4 Mi. North Of Calle Del Sol. Emergency Relief - Repair Wash Out.	ER	ER-29R7001	8/11/2020	(\$1,047,055)	
Sonoma	0417000292S	State-Managed	On SR: 116. In Sonoma County, Near Schellville, At 0.1 Mile East Of County Dump Rd Construct Geosynthetic Reinforced Embankment, Replace Culvert.	ER	ER-31T3001	7/31/2020	\$719,600	
Sonoma	0417000381S	State-Managed	On SR: 116. In Sonoma County, Near Petaluma, From 0.6 Mile To 0.9 Mile East Of Lakeville Highway. Reconstruct Embankment With Lightweight Fill.	ER	ER-31T2001	7/31/2020	\$1,719,200	
Sonoma	0418000272L	State-Managed	Fitch Mountain Rd Mud Flow Slip Out Over Road, Down Trees And Road Settlement, Damage To Base And Pavement Closing Two Lanes Due To Winter Storms.	ER	ER-32L0502	10/15/2019	\$267,466	
Sonoma	0418000273L	State-Managed	Calistoga Rd Slope Erosion Slip Out Adjacent To Creek, Road Damage To Asphalt And Road Base And Support Slope Due To Winter Storms.	ER	ER-32L0503	10/15/2019	\$21,565	
Sonoma	0420000056L	State-Managed	Petrified Forest Road; Steward Point-Skags Spring Road; Westside Road Eo Works: Trees Down In Roadway, Earth Slip Out To Road Blocking Traffic Lane	ER	ER-32L0565	12/9/2019	\$97,792	
Sonoma	04245402/9S	State-Managed	SON 101 Fr Rt 12 To Steele Lane Widen Freeway To 6	NHS	NH-Q101065	6/1/2020	\$410,138	
Sonoma	04259414S	State-Managed	On SR: 128. Sonoma Co-Rte 128,Pm 5.4 At Russian River Br. Landscape Mitigation	ER	ER-43J1003	9/2/2020	\$174,301	
Sonoma	044A8704S	State-Managed	Near Kellog At Maacama Crk And Redwood Crk Br Bridge Replacement	HBP	BRSTP-P128044	11/26/2019	(\$12,773)	
Sonoma	MTC050011	State-Managed	City Of Cotati From 0.5 Mile E/O Stony Point Rd To 0.2 Mile W/O Alder Ave Left Turn Channelization At Madrone Ave (TC)	HSIP	ACHSSSTP-P116045	12/3/2019	\$88,818	
Sonoma	SON110001	State-Managed	On SR: 101. In The City Of Santa Rosa At College Ave Undercrossing Major Widening Project (TC)	NHPP	NHP-Q101236	3/23/2020	(\$199,264)	
Sonoma	VAR110003	State-Managed	Near Bodega Bay, From Marin/Sonoma County Line To 0.8 Mile North Of Bay Hill Rd. Rehabilitate Pavement	STP	STP-P001597	12/3/2019	\$43,010	
Sonoma	VAR110005	State-Managed	Near Guerneville, East Of Mays Canyon Rd. Construct Soldier Pile Wall. (TC)	STP	STP-P116048	1/8/2020	\$37,809	
Sonoma	VAR170005	State-Managed	On SR: 37. Sonoma County Near Novato At 0.6 Miles East Of Lakeville Highway Replace 300 Feet Of Pavement With Concrete; Pavement And Install Scales	NHPP	NH-P037216	6/1/2020	\$2,364,400	



[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2019-20]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later Than 2020
Sonoma	VAR170008	State-Managed	On SR: 1. Sonoma County Near Jenner At 0.1 Mile South Of Russian Gulch Bridge. Construct Retaining Wall, Drainage System, And Rock Slope Protection.	STP	ST-P001648	10/23/2019	\$4,043,200	
Sonoma	VAR170009	State-Managed	On SR: 116. In Sebastopol From Keating Ave To Willow St; Also From Mckinley St To Joe Rodora Trail. Upgrade Curb Ramps, Driveways And Sidewalks (TC)	NHPP	NH-P116049	2/28/2020	(\$636,000)	

**Total Obligations: \$448,992,172**

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2019-20]

County	TIP ID	Operator	Project Name	FTA Grant Number	Program	FTA Grant Date	FTA Grant Amount	Funding Later Than 2020
Alameda	ALA170059	AC Transit	San Pablo and Telegraph Ave Rapid Bus Upgrades	CA-2020-225	CMAQ*	9/8/2020	\$3,881,319	
Alameda	ALA190023	AC Transit	AC Transit: COVID-19 Emergency Transit Operations	CA-2020-115	5307	6/20/2020	\$80,366,395	
Alameda	ALA190023	AC Transit	AC Transit: COVID-19 Emergency Transit Operations	CA-2020-115-01	5307	8/28/2020	\$33,793,809	
Alameda	ALA170048	ACE	ACE Fixed Guideway (Capital Lease)	CA-2020-077	5337	5/21/2020	\$1,490,000	\$2,212,500
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2020-010	5307	1/10/2020	\$104,211	\$7,367,932
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2020-010	5337	1/10/2020	\$6,055,789	\$7,367,932
Alameda	ALA190024	ACE	ACE: COVID-19 Emergency Transit Operations	CA-2020-097	5307	5/21/2020	\$2,680,453	
Alameda	ALA190026	LAVTA	LAVTA: COVID-19 Emergency Transit Operations	CA-2020-078	5307	6/2/2020	\$3,501,369	
Alameda	ALA190026	LAVTA	LAVTA: COVID-19 Emergency Transit Operations	CA-2020-216	5307	8/18/2020	\$3,317,752	
Alameda	ALA190027	Union City Transit	Union City Transit: COVID-19 Emergency Transit Operations	CA-2020-158	5307	8/12/2020	\$922,560	
Alameda	ALA190027	Union City Transit	Union City Transit: COVID-19 Emergency Transit Operations	CA-2020-158-01	5307	8/14/2020	\$1,023,851	
Contra Costa	CC-190013	CCCTA	CCCTA: COVID-19 Emergency Transit Operations	CA-2020-125	5307	6/16/2020	\$7,067,680	
Contra Costa	CC-190013	CCCTA	CCCTA: COVID-19 Emergency Transit Operations	CA-2020-125-01	5307	8/18/2020	\$4,745,001	
Contra Costa	CC-99T001	CCCTA	CCCTA: ADA Paratransit Assistance	CA-2020-233	5307	8/26/2020	\$1,218,311	
Contra Costa	CC-190014	ECCTA	ECCTA: COVID-19 Emergency Transit Operations	CA-2020-074	5307	5/28/2020	\$3,891,364	\$279,851
Contra Costa	CC-190014	ECCTA	ECCTA: COVID-19 Emergency Transit Operations	CA-2020-074-01	5307	8/24/2020	\$3,853,423	\$279,851
Contra Costa	CC-170008	WCCTA	WestCAT Replace (6) 2008 35ft Revenue Vehicles	CA-2020-091	5307	5/22/2020	\$2,745,360	
Contra Costa	CC-170009	WCCTA	WestCAT: Purchase (6) Electronic Fareboxes	CA-2020-091	5307	5/22/2020	\$85,494	
Contra Costa	CC-190015	WCCTA	WCCTA: COVID-19 Emergency Transit Operations	CA-2020-075	5307	5/21/2020	\$2,218,204	
Contra Costa	CC-190015	WCCTA	WCCTA: COVID-19 Emergency Transit Operations	CA-2020-075-01	5307	8/18/2020	\$1,799,643	
Contra Costa	CC-990045	WCCTA	WestCat: ADA Paratransit Operating Subsidy	CA-2020-091	5307	5/22/2020	\$248,845	
Marin	MRN190013	Marin Transit	Marin Transit: COVID-19 Emergency Transit Operations	CA-2020-094	5307	5/21/2020	\$5,199,037	\$1,039,772
Marin	MRN190013	Marin Transit	Marin Transit: COVID-19 Emergency Transit Operations	CA-2020-094-01	5307	9/11/2020	\$3,937,498	\$1,039,772
Marin	MRN110047	MCTD	MCTD: ADA Paratransit Assistance	CA-2020-148-01	5307	9/25/2020	\$697,574	
Marin	MRN150011	MCTD	MCTD - Replace Shuttle Vehicles	CA-2020-148-01	5307	9/25/2020	\$952,020	
Marin	MRN170007	MCTD	MCTD - Replace Diesel Vehicles	CA-2020-148-01	5307	9/25/2020	\$697,000	
Napa	NAP030004	NVTA	NVTA: ADA Operating Assistance	CA-2020-166	5307	7/20/2020	\$70,704	
Napa	NAP090008	NVTA	NVTA Equipment Replacement and Upgrades	CA-2020-166	5339	7/20/2020	\$214,207	
Napa	NAP190005	NVTA	NVTA: COVID-19 Emergency Transit Operations	CA-2020-111	5307	6/2/2020	\$2,461,683	\$240,051
Napa	NAP190005	NVTA	NVTA: COVID-19 Emergency Transit Operations	CA-2020-111-01	5307	8/21/2020	\$1,675,538	\$240,051
Regional/Multi-County	ALA090065	BART	BART: Fare Collection Equipment	CA-2020-086	5307	5/21/2020	\$6,211,000	
Regional/Multi-County	ALA190025	BART	BART: COVID-19 Emergency Transit Operations	CA-2020-084	5307	5/19/2020	\$251,637,050	
Regional/Multi-County	ALA190025	BART	BART: COVID-19 Emergency Transit Operations	CA-2020-084-01	5307	8/21/2020	\$125,416,405	
Regional/Multi-County	BRT030004	BART	BART Train Control Renovation	CA-2020-086	5337	5/21/2020	\$10,000,000	
Regional/Multi-County	BRT030005	BART	BART: Traction Power System Renovation	CA-2020-086	5337	5/21/2020	\$10,000,000	
Regional/Multi-County	BRT97100B	BART	BART: Rail, Way and Structures Program	CA-2020-086	5337	5/21/2020	\$17,000,000	
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2020-086	5307	5/21/2020	\$865,835	
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2020-086	5337	5/21/2020	\$1,896,182	
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2020-086	5307	5/21/2020	\$22,228,344	\$722,334,219
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2020-086	5337	5/21/2020	\$23,238,892	\$722,334,219
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2020-217	CMAQ*	8/12/2020	\$23,800,000	\$722,334,219
Regional/Multi-County	SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	CA-2020-133	5337	6/23/2020	\$948,354	
Regional/Multi-County	SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	CA-2019-007-01	5337	11/27/2019	\$819,309	
Regional/Multi-County	SM-190011	Caltrain	Caltrain: COVID-19 Emergency Transit Operations	CA-2020-065	5307	5/12/2020	\$49,292,725	
Regional/Multi-County	SM-190011	Caltrain	Caltrain: COVID-19 Emergency Transit Operations	CA-2020-219	5307	8/19/2020	\$15,344,609	
Regional/Multi-County	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2020-209	5307	8/18/2020	\$2,200,000	\$11,390,000
Regional/Multi-County	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2020-260	FBP	9/18/2020	\$676,044	\$11,390,000
Regional/Multi-County	MRN150015	GGBHTD	GGBHTD Ferry Propulsion Systems Replacement	CA-2020-260	FBP	9/18/2020	\$1,325,546	\$5,610,000
Regional/Multi-County	MRN190001	GGBHTD	Golden Gate Ferry: New Vessel	CA-2020-209	5307	8/18/2020	\$5,900,000	\$22,000,499
Regional/Multi-County	MRN190014	GGBHTD	GGBHTD: COVID-19 Emergency Transit Operations	CA-2020-092	5307	5/21/2020	\$30,163,006	
Regional/Multi-County	MRN190014	GGBHTD	GGBHTD: COVID-19 Emergency Transit Operations	CA-2020-230	5307	8/28/2020	\$21,417,456	
Regional/Multi-County	REG190001	MTC	MTC: COVID-19 Emergency Transit Operations	CA-2020-224	5307	8/18/2020	\$12,844,194	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 5	CA-2020-129	5307	6/23/2020	\$2,890,391	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 5	CA-2020-055	5307	5/6/2020	\$179,803	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 5	CA-2020-129	5307	5/6/2020	\$44,192	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 5	CA-2020-106	5307	5/28/2020	\$275,000	
Regional/Multi-County	VAR170025	MTC	GL: Lifeline Transportation Program Cycle 5	CA-2020-006	5307	4/24/2020	\$290,000	
Regional/Multi-County	VAR190006	MTC	GL: Transit Operating Assistance	CA-2020-153	5307	7/14/2020	\$1,535,279	
Regional/Multi-County	VAR190006	MTC	GL: Transit Operating Assistance	CA-2020-166	5307	7/20/2020	\$2,703,862	
Regional/Multi-County	VAR190006	MTC	GL: Transit Operating Assistance	CA-2020-161	5307	8/27/2020	\$890,000	
Regional/Multi-County	VAR190006	MTC	GL: Transit Operating Assistance	CA-2020-194	5307	7/29/2020	\$2,485,247	
Regional/Multi-County	VAR190007	MTC	GL: Transit Preventive Maintenance	CA-2020-148-01	5307	9/25/2020	\$70,520	

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2019-20]

County	TIP ID	Operator	Project Name	FTA Grant Number	Program	FTA Grant Date	FTA Grant Amount	Funding Later Than 2020
Regional/Multi-County	VAR190007	MTC	GL: Transit Preventive Maintenance	CA-2020-153	5307	7/14/2020	\$648,760	
Regional/Multi-County	VAR190007	MTC	GL: Transit Preventive Maintenance	CA-2020-194	5307	7/29/2020	\$1,000,000	
Regional/Multi-County	REG090057	WETA	WETA: Ferry Major Component Rehab/Replacement	CA-2020-229	5307	8/21/2020	\$2,000,000	
Regional/Multi-County	VAR190008	WETA	WETA: COVID-19 Emergency Transit Operations	CA-2020-089	5307	5/21/2020	\$12,529,213	
Regional/Multi-County	VAR190008	WETA	WETA: COVID-19 Emergency Transit Operations	CA-2020-246	5307	9/22/2020	\$6,227,645	
San Francisco	SF-190001	SFMTA	Woods Bus Facility Modernization	CA-2020-017	5339	2/14/2020	\$3,617,415	
San Francisco	SF-190007	SFMTA	SFMTA: COVID-19 Emergency Transit Operations	CA-2020-066	5307	5/20/2020	\$197,190,672	
San Francisco	SF-190007	SFMTA	SFMTA: COVID-19 Emergency Transit Operations	CA-2020-066-01	5307	8/26/2020	\$176,592,087	
San Francisco	SF-190009	TBJPA	TJPA: COVID-19 Emergency Transit Operations	CA-2020-228	5307	8/28/2020	\$583,287	
San Mateo	SF-010028	Caltrain	Caltrain Electrification	CA-2020-059	5307	5/12/2020	\$97,987,868	\$217,554,259
San Mateo	SF-010028	Caltrain	Caltrain Electrification	CA-2017-014-04	5309	8/21/2020	\$100,000,000	\$217,554,259
San Mateo	SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	CA-2020-133	5337	6/23/2020	\$4,397,667	
San Mateo	SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	CA-2019-007-01	5337	11/27/2019	\$12,893,000	
San Mateo	SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	CA-2020-133	5337	6/23/2020	\$8,773,374	
San Mateo	SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	CA-2020-133	5307	6/23/2020	\$62,350	\$1,399,569
San Mateo	SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	CA-2019-007-01	5337	11/27/2019	\$599,129	\$1,399,569
San Mateo	SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	CA-2020-133	5337	6/23/2020	\$441,258	\$1,399,569
San Mateo	SM-150010	SamTrans	SamTrans - Replacement of Cutaway Buses	CA-2020-051	5307	5/12/2020	\$481,096	
San Mateo	SM-190010	SamTrans	SamTrans: COVID-19 Emergency Transit Operations	CA-2020-067	5307	5/13/2020	\$28,341,472	\$977,565
San Mateo	SM-190010	SamTrans	SamTrans: COVID-19 Emergency Transit Operations	CA-2020-218	5307	8/19/2020	\$16,561,063	\$977,565
San Mateo	SM-990026	SamTrans	SAMTRANS: ADA Paratransit Operating Subsidy	CA-2020-051	5307	5/12/2020	\$1,885,096	
Santa Clara	SCL050002	VTA	VTA: Rail Replacement Program	CA-2020-007	5337	1/2/2020	\$5,692,305	
Santa Clara	SCL090044	VTA	VTA: TP OCS Rehab & Replacement	CA-2020-007	5337	1/2/2020	\$12,520,000	
Santa Clara	SCL110099	VTA	VTA: Light Rail Bridge and Structure - SG Repair	CA-2020-007	5337	1/2/2020	\$1,080,000	
Santa Clara	SCL170010	VTA	VTA: Guadalupe Train Wash Replacement	CA-2020-007	5337	1/2/2020	\$800,000	
Santa Clara	SCL190027	VTA	VTA: SCADA Hardware, Software, Network Upgrade	CA-2020-007	5337	1/2/2020	\$4,447,296	
Santa Clara	SCL190035	VTA	VTA - "Not on Transit" Training/Education Program	CA-2020-220	OTHER FEDERAL	8/20/2020	\$350,000	
Santa Clara	SCL190038	VTA	VTA: COVID-19 Emergency Transit Operations	CA-2020-064	5307	5/12/2020	\$72,932,222	\$991,374
Santa Clara	SCL190038	VTA	VTA: COVID-19 Emergency Transit Operations	CA-2020-064-01	5307	8/18/2020	\$67,652,110	\$991,374
Solano	SOL190020	City of Fairfield	Fairfield: COVID-19 Emergency Transit Operations	CA-2020-085	5307	5/28/2020	\$2,002,985	
Solano	SOL190020	City of Fairfield	Fairfield: COVID-19 Emergency Transit Operations	CA-2020-085-01	5307	8/18/2020	\$1,935,831	
Solano	SOL190022	City of Vacaville	Vacaville: COVID-19 Emergency Transit Operations	CA-2020-104	5307	5/21/2020	\$488,659	
Solano	SOL190022	City of Vacaville	Vacaville: COVID-19 Emergency Transit Operations	CA-2020-104-01	5307	8/27/2020	\$1,301,228	
Solano	SOL070032	SolTrans	SolTrans: Preventive Maintenance	CA-2020-006	5307	4/24/2020	\$1,000,000	
Solano	SOL090034	SolTrans	SolTrans: Bus Replacement (Alternative Fuel)	CA-2020-006	5307	4/24/2020	\$843,701	
Solano	SOL090034	SolTrans	SolTrans: Bus Replacement (Alternative Fuel)	CA-2020-006	5339	4/24/2020	\$457,580	
Solano	SOL110025	SolTrans	SolTrans: ADA Paratransit Operating Subsidy	CA-2020-194	5307	7/29/2020	\$305,060	
Solano	SOL110025	SolTrans	SolTrans: ADA Paratransit Operating Subsidy	CA-2020-006	5307	4/24/2020	\$294,296	
Solano	SOL110040	SolTrans	SolTrans: Operating Assistance	CA-2020-006	5307	4/24/2020	\$2,419,610	
Solano	SOL190021	SolTrans	SolTrans: COVID-19 Emergency Transit Operations	CA-2020-081	5307	5/21/2020	\$2,590,800	
Solano	SOL190021	SolTrans	SolTrans: COVID-19 Emergency Transit Operations	CA-2020-081-01	5307	8/18/2020	\$2,941,048	
Sonoma	SON150007	City of Petaluma	Petaluma Transit: ADA Set-Aside	CA-2020-257	5307	9/15/2020	\$89,821	
Sonoma	SON170005	City of Petaluma	Petaluma: Transit Yard & Facilities Improvements	CA-2020-257	5307	9/15/2020	\$85,432	
Sonoma	SON170005	City of Petaluma	Petaluma: Transit Yard & Facilities Improvements	CA-2020-257	5339	9/15/2020	\$5,096	
Sonoma	SON170017	City of Petaluma	Petaluma AVL Equipment	CA-2020-257	5307	9/15/2020	\$100,000	
Sonoma	SON190004	City of Petaluma	Petaluma: Purchase Replacement Paratransit Van	CA-2020-257	5339	9/15/2020	\$150,880	
Sonoma	SON190005	City of Petaluma	Petaluma Transit: Security Systems Upgrade	CA-2020-257	5307	9/15/2020	\$40,000	
Sonoma	SON190008	City of Petaluma	Petaluma: COVID-19 Emergency Transit Operations	CA-2020-123	5307	8/18/2020	\$498,342	\$562,604
Sonoma	SON170003	SantaRosa Bus	Santa Rosa CityBus - Paratransit Operations	CA-2020-153	5307	7/14/2020	\$251,035	
Sonoma	SON190009	SantaRosa Bus	Santa Rosa CityBus: COVID-19 Emergency Transit Operations	CA-2020-095	5307	5/26/2020	\$2,493,979	
Sonoma	SON190009	SantaRosa Bus	Santa Rosa CityBus: COVID-19 Emergency Transit Operations	CA-2020-095-01	5307	8/28/2020	\$1,581,689	
Sonoma	SON190010	SMART	SMART: COVID-19 Emergency Transit Operations	CA-2020-080	5307	5/20/2020	\$10,375,471	
Sonoma	SON190010	SMART	SMART: COVID-19 Emergency Transit Operations	CA-2020-080-01	5307	8/21/2020	\$4,577,061	
Sonoma	SON030005	Son Co Transit	Sonoma Co Transit: Preventive Maintenance Program	CA-2020-055	5307	5/6/2020	\$2,560,000	
Sonoma	SON190007	Son Co Transit	Sonoma Co Transit: COVID-19 Emergency Transit Operations	CA-2020-093	5307	6/2/2020	\$2,464,786	\$1,099,696
Sonoma	SON190007	Son Co Transit	Sonoma Co Transit: COVID-19 Emergency Transit Operations	CA-2020-093-01	5307	8/27/2020	\$2,208,113	\$1,099,696

**Total Obligations: \$1,707,854,227**