

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

1:15 p.m., Thursday, August 19, 2010
San Mateo County Transit District Office¹
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, California

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- | | | |
|--|---------------|---------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/Hurley | No materials. |
| 2. Issues from the last C/CAG Board and CMEQ meetings: <ul style="list-style-type: none">• Adopted – San Mateo County Vehicle Registration Fee (VRF) for Local Transportation Improvements Expenditure Plan• Approved – Amendment to the FY 10/11 C/CAG Budget to provide funding for the VRF election costs up to \$950,000 and authorize payment to the County of San Mateo• Adopted – Resolution 10-37 authorizing the imposition of a \$10 VRF to be collected on vehicles registered in San Mateo County by placing a Measure on the November 2, 2010 ballot• Approved – FY 10/11 TFCA Program for San Mateo County including a program manager funding agreement with BAAQMD for \$1,004,153 and funding agreement with SamTrans for \$536,000 to provide shuttle services• Approved – Agreement with SMCTA to receive \$650,000 for joint and/or co-sponsored programs for FY 10/11• Approved – Amendment to the agreements with various cities and the Alliance for \$742,515 for provisions of CRP shuttle services for FY 10/11• Approved – Agreement between C/CAG for \$512,000 in CRP funds to provide Countywide Voluntary Trip Reduction Program for FY 10/11• Approved – Agreement between C/CAG and the Alliance for \$421,000 in TFCA to provide Countywide Voluntary Trip Reduction Program for FY 10/11 | Hoang | No materials. |
| 3. Approval of the Minutes from June 17, 2010 | Hoang | Page 1-3 |
| 4. Air Quality Conformity TIP Workshop (PM 2.5) (Presentation) | MTC | Handouts |
| 5. Update on the San Mateo County Safe Routes to School (SR2S) Program (Information) | Hoang | Page 4-11 |
| 6. Update on the \$10 Vehicle Registration Fee Ballot Measure (Information) | Hoang | Page 12-25 |
| 7. Regional Project and Funding Information (Information) | Wong/Higaki | Page 26-41 |
| 8. Executive Director Report | Napier | No materials |
| 9. Member Reports | All | |

¹ For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

2010 TAC Roster and Attendance					
Member	Agency	Jan	Mar	May	Jun
Jim Porter (Co-Chair)	San Mateo County Engineering	x			x
Joseph Hurley (Co-Chair)	SMCTA	x	x	x	x
Duncan Jones	Atherton Engineering		x	x	x
Randy Breault	Brisbane Engineering		x	x	
Syed Murtuza	Burlingame Engineering	x	x	x	x
Bill Meeker	Burlingame Planning				
Sandy Wong	C/CAG	x	x	x	x
Gene Gonzalo	Caltrans				
Robert Ovardia	Daly City Engineering	x	x	x	x
Tatum Mothershead	Daly City Planning	x	x		x
Ray Towne	Foster City Engineering	x	x	x	
Mo Sharma	Half Moon Bay	n/a	n/a	n/a	n/a
Chip Taylor	Menlo Park Engineering	x	x	x	x
Ron Popp	Millbrae Engineering	x	x	x	x
Van Ocampo	Pacifica Engineering	x	x	x	x
Peter Vorametsanti	Redwood City Engineering	x	x	x	x
Klara Fabry	San Bruno Engineering	n/a	x	x	x
Robert Weil	San Carlos Engineering		x	x	x
Larry Patterson	San Mateo Engineering	x	x	x	
Steve Monowitz	San Mateo County Planning	x			
Dennis Chuck	So. San Francisco Engineering	x	x	x	x
Kenneth Folan	MTC				

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

**June 17, 2010
MINUTES**

The one hundred eighty seventh (187th) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair Porter called the meeting to order at 1:20 p.m. on Thursday, June 17, 2010.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Rich Napier – C/CAG; John Hoang – C/CAG; Jean Higaki – C/CAG; Jim Bigelow – C/CAG CMEQ; Leticia Alvarez - City of Belmont; Dave Bishop – Town of Hillsborough

1. Public comment on items not on the agenda.

None.

2. Issues from the last C/CAG and CMEQ meetings.

As shown on the Agenda.

3. Approval of the Minutes from May 20, 2010.

Approved.

4. Review and Recommend Approval of a \$10 Vehicle License Fee Expenditure Plan

John Hoang presented information on the proposed \$10 Vehicle License Fee (VRF) plan including background on Senate Bill 83 that enabled C/CAG to impose the fees. Hoang highlighted the polling results and indicated the tight timeframe for adopting the Expenditure Plan and placement of the VRF Measure on the November 2010 ballot, which will require the Board to adopt a “Ballot Measure Resolution” at a special July Board meeting. Hoang presented an overview of the draft Expenditure Plan and identified key issues. Discussions and recommendations TAC members were as follows:

Countywide Programs

The projects/programs under the countywide category will be administered by C/CAG. These projects would not be competitive. “Senior and disabled transit services” should be combined with “transit operations” and that Safe Routes to School (SR2S) include transit also, and be renamed “Safe Routes to School and Transit”. The SR2S program will fund the countywide program C/CAG is currently developing.

It was proposed to include bicycle and pedestrian projects under the list of eligible projects under the County Programs category. However, there are other pots of money that are available for bike/ped projects in the county (e.g., TDA Art. 3, Measure A, etc) therefore allocating funds specifically for bike/ped under the VRF Countywide category and would not be feasible.

The NPDES program listed under Countywide would provide funding to address shortfalls in meeting the Municipal Regional Permitting (MPR) requirements, which includes keeping trash and oil out of the system, which relates directly to operations and maintenance. It is important to assure that NPDES is funded since there is already an annual deficit of about \$750K for monitoring efforts and studies. For the NPDES, staff needs to make sure titles are descriptive enough and tasks are (i.e., trash elimination, green streets (LID), pcb/mercury elimination and monitoring.)

The ITS and Smart Corridors, which will primarily fund operations/maintenance activities, should be combined to allow more flexibility and be called “Regional Traffic Congestion Management”. Maintaining the category at a broad 50% is fine and allows flexibility, with the understanding that TAC will establish the detailed allocation plan. The Programs would be reviewed and updated every 5 years. Staff will need to make sure that approved measure language would not restrict or limit the types of changes C/CAG can make to the program every 5 years.

Local Streets and Roads Programs

The program would be on a reimbursement basis, similar to the current \$4 VRF, rather than a straight annual distribution to the cities/County. This allows C/CAG to monitor performance and provide annual reports that shows how the money is being spent. It was proposed that the LSR Programs’ percentage split be increase to 60%, however, keeping distribution at a 50/50 is more balanced and may be a better option. Considerations were made to not consider a guaranteed minimum amount to smaller cities and doing a straight allocation based on the Measure A formula. The program flexibility is good and allows jurisdictions to choose which projects to apply the funds to. The titles for the proposed programs and projects need to be refined to provide better descriptions, for instance, it was suggested that the Traffic congestion management be renamed to read “Roadway Maintenance and Traffic Congestion Management”.

Ballot

There are concerns about the \$18 VRF for parks measure that will also be on the November ballot and how it may affect the \$10 VRF. Also, current legislation allows for a simple majority vote on the \$10 VRF. There is also a possibility of a ballot measure that would restrict what can be considered a fee and therefore would require a 2/3rds vote for all taxes and fees. There may be opportunities to market the VRF measure regionwide if other counties are also placing a measure on the ballot. The order listed on ballot would be important as well as the possibility that November 2010 ballot may be a big with a lot of measures.

Term

Polling results indicate that we should look at expiration date. Although it may not make much of a difference there should be an expiration, similar to Measure A. Proposed options were 10 years or between 20 to 25 years.

The final TAC recommendations were as follows:

- No minimum guarantee amount for smaller cities under Local Streets and Roads category.
- Implement full \$10 VLF immediately on top of the current \$4 VLF. (\$14 for first 2 years)
- Program as presented with updated language provided by the TAC
- Have a term of 20 years.
- The percentage split between LSR and Countywide programs would be 50/50. Administration (up to 5%) would be taken out of the countywide program.

Public comment

Jim Bigelow stated that the TAC does a great job and to keep it up.

Rich Napier, C/CAG Executive Director, indicated that staff is working on the ballot language, measure statement, and resolution. The process from this point forward is to discuss the VRF item at the City Manager's meeting on June 18th, present the item along with the TAC recommendations at the June 28th CMEQ meeting, and present to the Board for final adoption in July. All materials are due to the County's Elections office the first week of August.

For cities that are considering assessing property/parcel related fees to fund pertinent sections of the MPR, it was mentioned that complying with Prop 218 is a mail-in process and therefore increasing fees would not need to be placed on the November ballot. The City of Menlo Park has samples of how to estimate costs.

5. Regional Project and Funding Information

Jean Higaki presented the regional and project funding status provided by the Metropolitan Transportation Commission (MTC), reminding jurisdictions to submit invoices into Caltrans. Higaki also indicated that MTC/Caltrans has started to monitor the HSIP and SRTS program lists also, in addition, reminded jurisdictions to update information the TIP. Updates are due today.

6. San Mateo County Smart Corridor Project Update

Richard Napier announced that a Stakeholders Meeting has been set for June 24, 2010, 11:30 a.m. -1:30 p.m. to be held at the Foster City Community Center and encourage cities' located within the current project limits as well as other cities to attend the meeting.

7. Executive Director Report

None.

8. Member Reports

None.

End of meeting at 3:50 p.m.

C/CAG AGENDA REPORT

Date: August 19, 2010
To: CMP Technical Advisory Committee (TAC)
From: John Hoang
Subject: Update on the San Mateo County Safe Routes to School (SR2S) Program
(For further information contact John Hoang 363-4105)

RECOMMENDATION

That the TAC receives an update on the Safe Routes to Schools (SR2S) Program for San Mateo County

FISCAL IMPACT

\$1,429,000 in STP/CMAQ funds is available to San Mateo County jurisdictions for the FY 09/10 to FY 11/12. (Requires minimum 11.47% local match of \$185,142). Total cost is \$1,614,142.

SOURCE OF FUNDS

New Federal Transportation Act funding for Cycle 1 is from the Federal STP/CMAQ (Surface Transportation Program/Congestion Mitigation and Air Quality) funds; Local Match from Congestion Management funds and/or project sponsors (including cities, schools, and other eligible agencies)

BACKGROUND/DISSION

The Safe Routes to Schools (SR2S) program for San Mateo County is an element of the Metropolitan Transportation Commissions' (MTC) Climate Initiatives Program. The overall goal of the SR2S program is to enable and encourage children to walk or bicycle to schools by implementing projects and activities to improve health and safety, and also reduce traffic congestion due to school-related travels.

C/CAG, in partnership with the San Mateo County Health System, is facilitating the development and preparation of the new San Mateo County SR2S Strategic Plan. Development of the program is currently being performed by a Working Group and overseen by a Task Force consisting of schools, law enforcement, public works, cities, and health officials. This development process began in February 2010 and should be completed in the next several months. The draft San Mateo County SR2S Strategic Plan is attached for your information.

ATTACHMENT

- San Mateo County SR2S Strategic Plan (draft)

San Mateo County Safe Routes to School (SR2S) Strategic Plan (draft)

August 2010

The Safe Routes to Schools (SR2S) program for San Mateo County is an element of the Metropolitan Transportation Commissions' (MTC) Climate Initiatives Program. The overall goal of the Safe Routes to School (SR2S) program is to enable and encourage children to walk or bicycle to schools by implementing projects and activities to improve health and well-being, safety, and also reduce traffic congestion due to school-related travels.

Countywide Vision

Develop and implement a countywide SR2S plan establishing modularized programs and projects that focuses on the education, encouragement, and enforcement components and addresses the County's diverse communities and schools.

Goal: To increase the % of children in San Mateo County who walk and bike to school as their primary mode of to/from school transportation.

Objective: To create a San Mateo County SR2S Program that supports current walking/biking to school activities and encourages new activities.

Organizational Structure

As the Congestion Management Agency for San Mateo County, C/CAG will administer the funding for the county, serving as the fiscal agent for the Program. C/CAG will lead in facilitating the development and preparation of the new San Mateo County SR2S Plan. Implementation and activities will be conducted by 1) individual school/community grant recipients and 2) education and technical consultants. The proposed organization and input structure to create the SR2S Program, which would be in place through the allocation of funds and prior to implementation, are indicated below:

The San Mateo County Task Force is made-up of individuals representing the following organizational perspectives: schools, law enforcement, public works, cities, health, community-based, active transportation and others. The Task Force will meet as needed to review and comment on program development and implementation proposals put forth by the Technical Workgroup. The Task Force does not have any binding authority, but serves as an advisory body to ensure the San Mateo County SR2S Program is developed as thoughtfully and comprehensively as possible and that ongoing changes are made over time. *(Expanded description provided separately)*

The Technical Workgroup is a subgroup of the Task Force and is made-up of 4-6 individuals. The Technical Workgroup conducts research, drafts working papers and creates program and Call for Proposal guidelines for review and comment by the Task Force. The Technical Workgroup works with MTC (funder) for clarification regarding program requirements, funding timelines, reporting requirements etc... The Technical Workgroup should consider themselves the "worker bees" in developing the program. The Technical Workgroup may become the Call for Proposal Selection Committee.

The School Wellness Policy Committee is a group that is convened monthly by the San Mateo County Health System to strengthen and support the implementation of school wellness policies. The SWPC is made-up of school wellness representatives. The SCWPC will review the Call for Proposals, champion applications from local

schools/collaboratives and advise on the Toolkit development. This committee will serve as “eyes and ears” with the schools and ensure that guidelines and support is realistic and maximizes opportunities for local success.

Funding

The SR2S Program will be funded by MTC and as of 2010 has a committed allocation of \$1.429 million over three years. The intent is to sustain or increase this funding over time, which will require a long-term strategy not detailed in this document.

Both of the proposed implementation strategies indicated below include a phased approach starting with a Pilot Program targeting selective schools and projects. The completed projects will then be evaluated to determine whether the project was successful or not and make improvements prior to full implementation. The proposed implementation options are as follows:

- **Option 1**
Pilot Project in FY 2010/11 (\$429,000) and Full Implementation in FY 2011/12 (\$1.0M) and local match
- **Option 2** (*if obligation authority is available in FY 2009/10*)
Planning activities (Toolkit development) in FY 2009/10 (\$29,000), Pilot Project in FY 2010/11 (\$400,000) and Full Implementation in FY 2011/12 (\$1.0M) and local match

C/CAG will work closely with the San Mateo County Transportation Authority to consider potential Measure A funds as part of the plan to sustain the SR2S Program in San Mateo County.

Program Components

The program will focus on the following key components:

Education - traffic/pedestrian safety, workshops/lesson that incorporates health/environment, crossing guard training

Encouragement - outreach, brochures, events, contest (examples include Walking School Bus, Walk and Roll to School Days, Bike Train, Helmet Giveaways, Walk to School Wednesday, Walk to School Week)

Enforcement - look at rules of the roads, speeding, partner with law enforcement, increase presence around schools

Many cities and schools have already implemented various safe routes to school programs associated with education, encouragement, and enforcement over the years. Potential programs and projects that are under considerations include, but are not limited to, the following:

<i>Project/Program</i>	<i>Description</i>
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Walking School Bus	Volunteers escort group of children walking to school
Walk to School Day	Wednesday, Walk and Roll Fridays, International Walk to School Day
Walk to School Week	Same as Walk to School Day but weeklong event
Walk Audits	Walkabout out in the field to identify potential safety issues and solutions. To be performed during the drop-of or pick-up periods
Operation Lifesaver	Focuses on crossings at railroad tracks
Bike Train	Escorted group of children bicycling to school
Classroom Lessons	Helmet Safety, Rules of the Roads for bicycling, Health benefits of walking/biking
Helmet Giveaways	Provide free helmets to school children bicycling to school
SR2S Parent Survey	Collects information from parents (e.g., distance between home/school, mode of travel, routes, safety concerns)
School Pool Program	Groups of parents who takes turns carpooling and dropping off their children at the same school
School Surveys	Evaluate existing conditions for schools (help identify school for pilot project implementation)
Parent Surveys	Collects information from parents (e.g., distance between home/school, mode of travel, routes, safety concerns)
<i>Others</i>	<i>To be determined</i>

These projects and programs descriptions will be expanded upon and will include additional information such as lead agency, partners, and cost associated with implementation.

Further strategies will be defined to coordinate with cities and schools in developing eligible infrastructure type projects (improvement of pathways, sidewalks, crosswalks, signals, speed signs, traffic calming, ramps) to compete for federal and state Safe Routes to School funding.

Recommendations

- Established SR2S coordinators (main, regional, city, school districts and/or school levels) or community coalitions (stakeholders include key partners, schools, elected officials, local government, law enforcement, public health, parents, residents)
- Develop a “Toolkit” that identifies a list of projects/programs that can be implemented in various schools and establish priorities for funding. (Coordinate with the City of Menlo Park and the San Mateo County Health Department)
- Request a letter of interest from schools to identify existing programs currently being implemented. Based on the participation, interest, and results, schools may be identified to participate in the Pilot Project
- Hold workshop(s) to provide information to potential applications regarding the County’s SR2S Plan and process
- Perform outreach to students and PTAs

- Implement the SR2S Program in phases with the initial phase referred to as the Pilot project for a limited number of projects for a small but representative number of schools.
- Develop an evaluation process to measure a project's performance and success taking into account cost to implement, resources required, effectiveness, sustainability, etc
- Evaluate effectiveness of Pilot program/projects and measure impacts and performance prior to full countywide implementation

Schedule

C/CAG will continue developing the San Mateo County SR2S Program over the next several months and anticipate finalizing the implementation plan in the second half of 2010. Based on the Plan's recommendations, C/CAG plan to issue a "Call for Projects" for the FY 2011/12 funding cycle. A tentative schedule is provided below:

<i>Timeframe</i>	<i>Activity/Work Product Overview</i>	<i>Primary Responsible Group</i>
June – October, 2010	Development of a "Tool Kit" that identifies a list of projects/programs that can be implemented as components of a SR2S program; developed with consultant expertise.	School Wellness Policy Committee and CCAG
May – October, 2010	Determine evaluation strategy and hire consultant/contractor if determined necessary.	Technical Workgroup
July - September, 2010	Determine centralized technical assistance and educational activities and consultant/contractor requirements and process as determined necessary.	Technical Workgroup
August /September, 2010	Draft call for proposal documents	Technical Workgroup
September/October, 2010	Release call for projects/Letter of Interest; individual outreach to contacts/drum-up interest and support.	Task Force
October/November, 2010	Hold information convening/Q&A Session for interested applicants	Task Force
October, 2010	Due date for interest forms.	
November, 2010	Notification of selection.	Task Force
October 2010– February 2011	Content finalization for contractor/consultant pool.	Technical Workgroup/Task Force/School Wellness Policy Committee
Spring, 2011 and Fall 2011	Begin implementation of first year projects.	ALL Awardees

The San Mateo County Safe Routes to School (SR2S) Task Force Committee is made-up of individuals representing the following organizational perspectives: schools, law enforcement, public works, cities, health, community-based, active transportation and others. The Task Force will meet as needed to review and comment on program development and implementation proposals put forth by the Technical Workgroup. The Task Force does not have any binding authority, but serves as an advisory body to ensure the San Mateo County SR2S Program is developed as thoughtfully and comprehensively as possible and that ongoing changes are made over time.

Meetings will take place to coincide with opportunities for input. Staff will try to keep meetings to a minimum with the intent of 5-6 meetings during the first year.

Your Focused Role as a Representative on the Task Force:

- 1) **Program Plan Review:** Review the program plan drafted by the Technical Workgroup and provide validation where suggestions coincide with your perspective and suggestions for improvement.
- 2) **Call for Proposal Release:** Make contact with anyone and everyone to make sure they know about the proposal, to answer questions and to encourage them to apply or complete the letter of interest.
- 3) **Review Award Recommendations:** Review the award recommendations put forth by a subcommittee to ensure selection coincides with evaluation criteria and intent of the program.
- 4) **Provide Input on Evaluation Measures:** Provide input on suggestions for evaluation and review findings as available.
- 5) **Get the Word Out:** A component of the program plan includes the availability of “packaged” education and assessment pieces that consultants and contractors can provide to schools/collaboratives for free.

Your Broad Role as a Representative on the Task Force:

- 1) **Champion SR2S** – be an advocate for walking and biking to school; know why this is an important strategy for green, for health, for sustainability, for education, for safety, for congestion management and talk about it all over the place.
- 2) **Identify where SR2S work is already taking place**, either as an official SR2S program or as a related activity. Identify what is working and who else might benefit from hearing about this work.
- 3) **Identify where more SR2S work needs to take place.** Where do you see lines of drop off traffic? Where is there parent interest? School interest? Community interest? Where is there no interest where there should be?
- 4) **Identify the barriers to SR2S implementation and suggest ways of overcoming these barriers.** Be realistic about the challenges, but don’t leave the Task Force there, come up with ideas for how the local program can address these barriers.

Suggest additional funding. **The local \$ won’t be enough for all the work that needs to be done. Make suggestions about leveraging capital funds, other state/federal or private funds.**

SR2S Task Force Members

The Task Force is open to any city/agency/school staff or elected officials who have expressed interest in participating (or have been recommended by others). The Task Force strives to include representatives from the various regions of the County (north, central, south, coast side) for geographic equity and representatives from diverse background including education, health, planning, transit, public works, and safety/law enforcement.

Name	Agency
Gina Papan	City of Millbrae Council
Arthur Lloyd	Samtrans Board
Sue Lempert	MTC
Chip Taylor	City of Menlo Park Public Works
S.T. Mayer	San Mateo Co. Health Department
Patricia Brown	RWC Schools
Ruth Woods	Ravenswood School District
Meda Okelo	City of East Palo Alto
Peter Burchyns	County Office of Education
James Tjogas	Cabrillo USD
Christine Maley-Grubl	Peninsula Traffic Congestion Relief Alliance
Kelly Green	Caltrain/Samtrans
Corinne Winter	Silicon Valley Bike Coalition
Anne Hipskind	Cabrillo USD
Susan Sanchez	Cunha Intermediate School
Doris Estremera	San Mateo Co. Health Department
Cathleen Baker	San Mateo Co. Health Department
Ken Faljean	City of Redwood City PD
Kevin Daley	City of Belmont PD
Mike Otte	SMSO
Adam Reininger	SMSO
Eileen Manning-Villar	Pacific School District
Collete Rudd	17th District PTA
Josephine Peterson	Pacifica School District
Susana Vickrey	Pacifica School District
Dominic Javellana	City of Brisbane Police
Gary Heap	City of San Mateo Public Works
Mike Brosnan	City of South San Francisco Police
Lea Edwards	Foster City Public Works
Richard Napier	C/CAG
Sandy Wong	C/CAG
John Hoang	C/CAG

SR2S Workgroup Members

Name	Agency
ST Mayer	San Mateo County Health Dept
Doris Estremera	San Mateo County Health Dept
Corinne Winter	Silicon Valley Bike Coalition
Chip Taylor	City of Menlo Park Public Works
Adam Reininger	SMSO
Sandy Wong	C/CAG
John Hoang	C/CAG

C/CAG AGENDA REPORT

Date: August 19, 2010
To: CMP Technical Advisory Committee (TAC)
From: John Hoang
Subject: Update on the \$10 Vehicle Registration Fee Ballot Measure
(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the TAC receives an update on the \$10 Vehicle Registration Fee ballot Measure

FISCAL IMPACT

If a \$10 VRF measure is approved by the voters in November 2010, the expected annual revenue will be approximately \$6,700,000.

SOURCE OF FUNDS

Vehicle registration fee for motor vehicles registered within San Mateo County.

BACKGROUND/DISCUSSION

Senate Bill 83 (SB 83) authorizes C/CAG, as the countywide transportation planning agency, to impose an annual fee of up to ten dollars (\$10) on motor vehicles registered in San Mateo County, through a simple majority vote ballot measure, for transportation-related congestion mitigation and pollution mitigation programs and projects.

The TAC and CMEQ committee commented and made recommendations on the VRF Expenditure Plan at the respective meetings in June. The Final Expenditure Plan was recommended to the C/CAG Board at the July 8, 2010 Board Meeting. The Board adopted the VRF Expenditure Plan and Resolution 10-37 authorizing the imposition of a \$10 VRF to be collected on vehicles registered in San Mateo County by placing a measure on the November 2, 2010 ballot.

The adopted Expenditure Plan includes: Up to 5% for administration, 50% of net revenue for Local Streets and Roads, 50% of net revenue for Countywide Transportation Programs, \$75,000 minimum for each jurisdiction, Implementation Plan to be updated every 5 years, annual independent audit, and a 25-year term.

ATTACHMENTS

- Resolution 10-37
- Local Transportation Improvements in San Mateo County Fact Sheet & FAQ

RESOLUTION 10-37

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE IMPOSITION OF A \$10 VEHICLE REGISTRATION FEE TO BE COLLECTED ON VEHICLES REGISTERED IN SAN MATEO COUNTY BY PLACING A MEASURE ON THE NOVEMBER 2, 2010 BALLOT

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, C/CAG is the designated Congestion Management Agency for San Mateo County (the "CMA") created pursuant to Chapter 2.6, of Division 1, of Title 7, of the California Government Code, responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, as defined in Government Code section 65089.20 (the "Act"), the countywide transportation planning agency means the congestion management agency, and therefore C/CAG is the County of San Mateo's countywide transportation planning agency, and may therefore be referred to herein as either the countywide transportation planning agency or the CMA; and

WHEREAS, C/CAG manages the countywide water pollution prevention program (WPPP) that includes programs to address pollutants from motor vehicles; and

WHEREAS, the Act authorizes the CMA to impose an additional fee of up to ten dollars (\$10) on each motor vehicle registered within the county by a majority vote ballot measure, to be used for transportation-related congestion and pollution mitigation programs and projects; and

WHEREAS, the C/CAG Board proposes that a fee of \$10 per motor vehicle registered in San Mateo County be imposed to fund the congestion and pollution mitigation programs and projects set out in the Expenditure Plan (Attachment A) and that a special election be called on whether such resolution should be approved, and consolidate the election on such measure with any other election being conducted in the jurisdiction of San Mateo County on November 2, 2010, the date of the statewide general election; and

WHEREAS, the regional transportation plan is the Transportation 2035 Plan for the San Francisco Bay Area and includes projects and programs for San Mateo County.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the CMA, on July 8, 2010 at a noticed public hearing, by a majority vote of the Board, hereby acts, resolves and finds as follows:

-
1. Call a special election on November 2, 2010 for the approval of a measure (the “Measure”) imposing an additional fee of \$10 on each motor vehicle registered in San Mateo County for 25 years herein referred to as the “Vehicle Registration Fee” or “VRF”.
 2. Makes the following finding of fact:
 - a. The projects and programs to be funded by the VRF are consistent with the regional transportation plan (as set forth in Attachment B), and
 - b. The projects and programs to be funded by the VRF have a relationship or benefit to the persons paying the VRF (as set forth in Attachment B)
 3. The CMA will administer the proceeds of the fee to carry out the purposes described in the Expenditure Plan.
 4. The proceeds of the VRF shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof, as well as the cost of the election and the cost to develop the plan (as referenced in Sections 10 and 11 below).
 5. Pursuant to the Act, up to five percent (5%) of the proceeds will be allocated to the administration of the programs including the development and amendment to the Implementation Plan (which Implementation Plan is further described in section 7 below and in Attachment A hereto), with the net revenue used to fund the Expenditure Plan.
 6. The Expenditure Plan for the VRF allocates fifty percent (50%) of the net revenue to the 20 cities and the County for local streets and roads and 50% towards countywide transportation programs, as indicated in Attachment A.
 7. An Implementation Plan describing the detailed programs and projects will be adopted by the CMA and updated every five years.
 8. Pursuant to California Vehicle Code section 9250.4, the initial setup and programming costs identified by the Department of Motor Vehicles to collect the fee upon registration or renewal of registration of a motor vehicle shall be advanced by the CMA and repaid from the fee. Any such contract payment shall be repaid to the CMA as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit specified in the Act.
 9. The proceeds of the VRF shall be spent for projects and programs only inside the geographical limits of San Mateo County. None of the proceeds, with the exception of the costs incurred by the Department of Motor Vehicles to collect

the fee, or any routine license fees, permit fees or taxes, shall be available to, or taken by, the State of California.

10. The costs of placing the Measure authorizing imposition of the VRF on the ballot as advanced by the CMA, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Measure, up to a maximum of \$950,000, advanced by the CMA, shall be paid from the proceeds of the VRF, and shall not be counted towards the 5% limit on administrative costs. At the discretion of the CMA, these costs may be amortized over a period of years.
11. The costs of preparing the Expenditure Plan and associated activities, up to a maximum of \$100,000, as advanced by the CMA, shall be paid from the proceeds of the VRF subject to the 5% limit on administrative costs. At the discretion of the CMA, these costs may be amortized over a period of years.
12. If any provision of this resolution or the application thereof to any persons or circumstance is held invalid, the remainder of the resolution and the application of such provision to other persons or circumstances shall not be affected. If any proposed expenditure based on this resolution or the Expenditure Plan is held invalid, those funds shall be redistributed proportionately to other expenditures in accordance with the Expenditure Plan.
13. The authorization granted by this Resolution shall become effective at the close of polls on the Election Day it is approved by a majority of the electors voting on the Measure. Notwithstanding the effective date of this authorization, the first collection of the VRF shall occur at the earliest time as permitted under the Act.
14. The Title of the Measure shall be “Local Transportation Improvements In San Mateo County”.
15. This Resolution is intended to govern the imposition and collection in San Mateo County of an additional ten dollar (\$10) fee for transportation-related programs and projects that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee. The additional fee authorized by this Resolution shall be imposed on each original motor vehicle registration, and on each renewal of registration with an expiration date, occurring on or after six months following the adoption of the Measure, unless terminated by the voters of San Mateo County.
16. The proposed ballot question shall be submitted to the voters on the ballot in the following form:

<p>To help maintain neighborhood streets, fix potholes, provide transportation options, improve traffic circulation, provide transit options including senior and disabled services, reduce congestion, reduce water pollution from oil and gas runoff, and provide safe routes to schools, shall the Congestion Management Agency for San Mateo County levy a \$10 registration fee, for 25 years, on vehicles registered in San Mateo County, requiring annual audits and all funds be spent for programs and projects in San Mateo County?</p>	<p>Yes</p> <p>No</p>
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17. Officers of the Board and C/CAG's Executive Director, Legal Counsel and staff are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they may deem necessary or advisable in order to proceed with the Measure and otherwise carry out, give effect to and comply with the terms and intent of this Resolution. Such actions heretofore taken by such officers, officials and staff are hereby ratified, confirmed and approved.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF JULY 2010.



Bob Grassilli, Vice-Chair

LOCAL TRANSPORTATION IMPROVEMENTS IN SAN MATEO COUNTY**Vehicle Registration Fee for Local Transportation Improvements in San Mateo County**

The City/County Association of Governments of San Mateo County, the Congestion Management Agency for San Mateo County (CMA), is requesting an additional \$10 motor vehicle registration fee for congestion and pollution mitigation. The fee will be imposed for a period of 25 years. San Mateo County has significant unfunded transportation needs, and this money would help fund some of those needs. All funds will be spent for programs and projects in San Mateo County.

Expenditure Plan

The Expenditure Plan includes two categories: Local Streets and Roads and Countywide Transportation Programs. Up to 5% of the proceeds will be allocated to the administration of the programs with the net revenue used to fund the Expenditure Plan. Unused administration funds will be distributed to the Local Streets and Roads and Countywide Transportation Programs.

Fifty percent (50%) of the net revenue collected under the \$10 Vehicle Registration Fee (VRF) will be allocated to local jurisdictions for local streets and roads using the distribution formula described in Table 1 on a cost reimbursement basis. Jurisdictions have the flexibility on how to use the funds for congestion mitigation and pollution mitigation programs and projects. The distribution formula for the Local Streets and Roads category shall be based on 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction. The formula shall be updated every five years based on population updates provided by the State of California Department of Finance and road miles updates provided by the jurisdictions. The other 50% will be allocated to Countywide Transportation Programs.

A summary table of the Local Transportation Improvements In San Mateo County Expenditure Plan, based on an estimated \$6.7 million annual revenue, is shown below:

Local Transportation Improvements In San Mateo County Expenditure Plan		
Category	Local Streets and Roads	Countywide Transportation Programs
Administration	Up to 5% (estimated \$335,000)	
Net Annual Allocation	50% (estimated \$3.18 million)	50% (estimated \$3.18 million)
Programs	<ul style="list-style-type: none"> - Congestion Mitigation Programs (Roadway maintenance, pothole repairs, and traffic congestion management) - Pollution Mitigation Program (Water Pollution Prevention) 	<ul style="list-style-type: none"> - Transit Operations including Senior and Disabled Services - Safe Routes to School - Regional Traffic Congestion Management - Water Pollution Prevention Program
Benefits	<ul style="list-style-type: none"> - Maintains neighborhood streets and roads - Reduces traffic congestion and delays - Reduces air pollution - Reduces water pollution from oil and gas runoff 	<ul style="list-style-type: none"> - Provides transit service and local mobility options - Reduces vehicle trips to schools - Improves countywide traffic circulation - Reduces impacts of transportation on the environment

Implementation Plan Updated Every 5 Years

A detailed Implementation Plan to carry out the Local Streets and Roads and Countywide Transportation Programs will be adopted by the CMA and will then be updated every five years. The Implementation Plan will include detailed project information for each program and for the Countywide Transportation Program specify percentages of the funds allocated to each program and project.

Annual Independent Audit

The CMA will have an annual independent audit performed on the Local Transportation Improvements In San Mateo County Program.

Local Streets and Roads – 50% of net revenue

Allocated to local jurisdictions for local congestion mitigation and pollution mitigation programs using the distribution formula described in Table 1. Allocations will be on a cost reimbursement basis. Jurisdictions have the flexibility on how to use the funds for congestion mitigation and pollution mitigation programs and projects.

- Congestion Mitigation Program (Roadway Maintenance, Pothole Repair, and Traffic Congestion Management)
Maintains optimal roadway conditions, facilitates the efficient movement of vehicles, bicycles, and pedestrians, and improves traffic safety. Typical projects include:
 - Roadway (pavement resurfacing, rehabilitation)
 - Pothole repair
 - Signage and striping
 - Traffic signal system (replace/upgrade hardware and software; signal timing, interconnect, and coordinate, detection systems)
 - Intelligent Transportation System (ITS)
 - Local shuttles/transportation

- Pollution Mitigation Program (Water Pollution Prevention)
Addresses the negative impact on creeks, streams, bays, and the ocean caused by motor vehicles and the infrastructure supporting motor vehicle travel. Typical projects include:
 - Street sweeping
 - Roadway storm inlet cleaning
 - Street side runoff treatment

Countywide Transportation Programs – 50% of net revenue

Programmed by the CMA to various transportation-related and pollution mitigation programs with countywide significance as listed below:

- Transit Operations including Senior and Disabled Services (Caltrain and Samtrans)
- Safe Routes to School
- Regional Traffic Congestion Management (ITS and Smart Corridor)
- Water Pollution Prevention Program

TABLE 1
Local Transportation Improvements In San Mateo County
Local Streets and Roads Allocation

The distribution formula for the Local Streets and Roads category shall be based on 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction. The formula shall be updated every five years based on population updates provided by the State of California Department of Finance and road miles updates provided by the jurisdictions.

The table below provides an estimated annual distribution based on the above formula with net revenue of \$3,182,500 for Local Streets and Roads and a minimum guaranteed amount of \$75,000 for each jurisdiction.

Jurisdiction	% of Total Allocation	Estimated Net Annual Revenue
San Mateo County	12.15%	\$ 386,806
San Mateo	11.02%	\$ 350,562
Daly City	9.62%	\$ 305,999
Redwood City	8.82%	\$ 280,747
South SF	7.17%	\$ 228,162
Pacifica	4.84%	\$ 153,891
San Bruno	4.76%	\$ 151,514
Menlo Park	4.50%	\$ 143,095
San Carlos	4.03%	\$ 128,341
Burlingame	3.95%	\$ 125,668
Belmont	3.29%	\$ 104,574
Foster City	3.12%	\$ 99,227
East Palo Alto	3.06%	\$ 97,444
Hillsborough	2.81%	\$ 89,423
Millbrae	2.74%	\$ 87,046
Atherton	2.36%	\$ 75,000
Woodside	2.36%	\$ 75,000
Half Moon Bay	2.36%	\$ 75,000
Portola Valley	2.36%	\$ 75,000
Brisbane	2.36%	\$ 75,000
Colma	2.36%	\$ 75,000
Total	100%	\$ 3,182,500

LOCAL TRANSPORTATION IMPROVEMENTS IN SAN MATEO COUNTY

FINDINGS OF FACT

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

The Transportation 2035 Plan for the San Francisco Bay Area, which is the current regional transportation plan adopted by the Metropolitan Transportation Commission (MTC), represents the policy and vision of the region's transportation needs over the next 25 years. The Plan, which can be found at www.mtc.ca.gov, encourages and promotes the safe and efficient management, operation and development of a regional inter-modal transportation system focusing on the following principles:

- Economy (includes maintenance and safety, reliability, security and emergency management);
- Environmental (includes clean air and climate protection); and
- Equity (access and livable communities)

The City/County Association of Governments of San Mateo County, the Congestion Management Agency for San Mateo County (CMA) has determined that the programs and projects identified in the Expenditure Plan are consistent with the Transportation 2035 Plan and that the Expenditure Plan supports the following:

- Maintaining local streets and roads pavement in good condition
- Reducing injuries and fatalities from motor vehicle and non-motorized vehicles
- Enhancing traffic mobility by implementing transportation systems management to improve local and regional operations
- Implementing traffic operations systems to manage traffic flow and reduce delay and congestion on roadways
- Mitigating negative air and water pollution impacts caused by motor vehicles
- Reducing motor vehicle discharges such as oil, gas, metals, and other chemicals on the streets and roads infrastructure that eventually end up in the water
- Sustaining transit services and improving access to transit to increase mobility contributing to reduction in motor vehicles
- Reducing the impact of transportation on the environment

The CMA has requested the MTC to make an independent finding that the Expenditure Plan is consistent with the Transportation 2035 Plan (regional transportation plan).

FINDINGS OF FACT

The findings of fact for the projects and programs identified in the Expenditure Plan indicates that the fee payers have a relationship with, or benefit by:

- Having roadways maintained and operating safely and efficiently
- Maintaining and expanding effective and efficient transit services
- Reducing vehicle trips for "at risk" drivers (seniors and disabled) by providing local alternative transportation options and improve safety for all on the roads
- Reducing vehicle trips to schools by implementing safe routes to school programs

- enabling school children to walk and bike to schools safely
- Regular street sweeping programs to prevent debris and trash from accumulating on the side of the road that may potentially block storm inlets during periods of rain and flooding the roadway
- Proper cleaning and maintenance of roadway storm inlet to reduce the likelihood of the drains being clogged during rain periods and flooding the roadway
- Reducing, diverting or treating water pollution from oil and gas runoff caused by motor vehicle leakage

BENEFIT AND RELATIONSHIP ANALYSIS

The benefit and relationship analysis confirms the eligibility of the programs and projects identified in the Expenditure Plan. The Analysis describes the programs and projects in more technical detail, addressing the relationship or benefit of the programs and projects to the persons who will be paying the fees as intended by California Government Code section 65089.20.

Local Streets and Roads

Congestion Mitigation Programs

Maintains optimal roadway conditions, facilitates the efficient movement of vehicles, bicycles, and pedestrian, and improves traffic safety.

- ***Roadway (pavement resurfacing, rehabilitation) and Pothole Repair***
Streets and roadway maintenance such as pavement overlays and rehabilitation and pothole repairs are on going activities that keeps pavement and the travel ways in good condition enabling safe and efficient vehicle travels including automobiles (cars and trucks), transit (bus and shuttles).
- ***Signage and Striping / Traffic Signal System***
Traffic congestion management involves making sure that traffic signal systems are properly maintained and operational including replacing and upgrading hardware and software, performing signal timing, interconnect, coordination, synchronization and installing detection. Proper signal operations contribute to efficient traffic flows, minimizes unnecessary vehicle stops and braking, reduces local traffic congestion, and maximizes traffic operations. Properly maintained signage and pavement striping effectively regulates, guides, and informs drivers, bicyclists and pedestrians assuring the safety for all travelers.
- ***Intelligent Transportation System (ITS)***
ITS efficiently use the transportation system and includes elements to improve transportation mobility, provide efficiency and safety, manage traffic incidents and provide timely multi-modal transportation information to transportation agencies and the public to increase throughput, mitigate traffic congestion, and reduce air pollution.
- ***Local shuttles/transportation***
Local shuttle services meet local mobility needs and provide access to regional transit, therefore, reduces the number of vehicles on the roadway.

Pollution Mitigation Program (Water Pollution Prevention)

Address the negative impacts of pollutants runoff caused by oil, gas, and residue from motor vehicle parts (i.e., brake pads) and control trash generated by the vehicles on transportation infrastructure by cleaning roadway storm inlet and street side runoff.

- ***Street sweeping / Roadway storm inlet cleaning / Street side runoff treatment***
Trash and debris are major sources of pollutant in the waterways and accumulation of these pollutants on the side of the road may potentially block storm drain facilities during periods of rain and cause localized flooding on the roadway. Regular street sweeping, cleaning of storm drain inlets cleaning, and treating of street side runoff removes debris from streets which otherwise would enter storm drain inlets before discharging into the waterways. In addition, these regular maintenance activities will keep the roadways clear of water during periods of rain improving safety for the motorists and pedestrians.

Countywide Transportation ProgramsTransit Operations including Senior and Disabled Services

Expanding and preserving public transit services such as Caltrain and Samtrans for regionwide commute and local shuttles and paratransit provides traffic congestion relief by reducing the numbers of motorized vehicles on the road. Providing targeted transportation services for individuals that have special mobility needs such as seniors and disabled and accessible services for individuals who would otherwise drive, therefore reducing the aggregate congestion and air pollution.

Safe Routes to School

Providing safe access to schools enables and encourage children to walk or bicycle to schools, which would reduce number of trips to schools resulting in less traffic congestion due to school-related travels.

Regional Traffic Congestion Management

Providing operations and maintenance for the San Mateo County Smart Corridors, the countywide advanced traffic management system, including signal system hardware and software, signage, cameras, communication equipments and devices, and vehicle detection system. The Smart Corridor improves transportation mobility, provides efficiency and safety, manage traffic, and provide congestion relief and timely multi-modal transportation traveler information. Developing projects to reduce traffic congestion.

Water Pollution Prevention Program

Implementing projects that meet the requirements of the Municipal Regional Stormwater Permit (MRP) to help mitigate the impacts of water pollution runoffs caused by motor vehicles. Motor vehicles generate by-products that can be discharged direct into and pollutes storm drains, streams and waterways within San Mateo County and the Bay, which affects water quality. Developing and applying best management practices to control and reduce non-stormwater discharges mitigates pollutant discharges caused by runoffs from streets and roads infrastructure into waterways.

Local Transportation Improvements In San Mateo County

On November 2, 2010 Ballot

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency for San Mateo County, is placing a [measure on the November 2, 2010 ballot](#) requesting an additional **\$10 motor vehicle registration fee, for 25 years**, to provide needed funding to help maintain neighborhood streets, fix potholes, provide transit options for including senior and disabled services, provide safe routes to schools, reduce congestion, and reduce water pollution from oil and gas runoff. All revenues will be spent on projects in San Mateo County.

BENEFITS:

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside



California Government Code section 65089.20 enabled the C/CAG, as the Congestion Management Agency, to place the new Vehicle Registration Fee before the voters of San Mateo County. The additional fee would generate about **\$6.7 million** per year for 25 years. San Mateo County has significant unfunded transportation needs and this money would help fund some of those needs. All funds would be spent on programs and projects that [benefits residents in the 20 cities within San Mateo County and the unincorporated County](#).

EXPENDITURE PLAN

Categories	Local Streets and Roads 50%	Countywide Transportation Programs 50%
Programs	<ul style="list-style-type: none"> Congestion Mitigation Programs (Roadway maintenance, pothole repairs, and traffic congestion management) Water Pollution Prevention 	<ul style="list-style-type: none"> Transit Operations including Senior and Disabled Services Safe Routes to School Regional Traffic Congestion Management Water Pollution Prevention Program
Benefits	<ul style="list-style-type: none"> Maintains streets and roads Reduces traffic congestion and delays Reduces air pollution Reduces water pollution for oil and gas runoff 	<ul style="list-style-type: none"> Provides transit service and local mobility options Reduces vehicle trips to schools Improves countywide traffic circulation Reduces impacts of transportation on the environment
Includes	<ul style="list-style-type: none"> Up to 5% for administrative services (Net revenue funds Expenditure Plan) Implementation Plan will be adopted by C/CAG and updated every 5 years Independent Audit will be performed annually 	

C/CAG

City/County Association of Governments of San Mateo County



For more information:

City/County Association of Governments of San Mateo County (C/CAG)

555 County Center, 5th Floor, Redwood City, CA 94063

650-599-1406 (ph) 650-361-8227 (fax)

www.ccag.ca.gov

Local Transportation Improvements in San Mateo County

Frequently Asked Questions

- **What is C/CAG?**

The City/County Association of Governments of San Mateo County (C/CAG) is the designated Congestion Management Agency (CMA) for San Mateo County responsible for the coordinating, planning, and programming of transportation, land-use, water pollution prevention, and air quality related programs and projects. C/CAG provides a cooperative, cost-effective means of responding to countywide planning, transportation and other mandates from the State of California and the Federal Government. All 20 cities and the County have one representative (from the elected members of the Board/Council) on the C/CAG Board of Directors.

- **What is the difference between vehicle registration fee and vehicle license fee?**

A registration fee is a flat fee whereas a license fee is variable based on the value of the vehicle.

- **What can the additional \$10 Vehicle Registration Fee (VRF) be used for?**

The funds must be used for transportation-related programs and projects that have a relationship or benefit to the owners of the vehicles paying the VRF. Funds would be used for programs to repair and maintain local streets and roads; improve traffic safety for vehicles, bicycles, and pedestrians; reduce traffic congestion; reduce air and water pollution; and help sustain transit operations including seniors and disable services. Fifty percent (50%) of the funds will go directly back to each city/town for their use.

- **When would the fee take effect and how long will the fee be collected for?**

The collection of the fees would begin in May 2011 and last for 25 years until April 2036.

- **How much money will the fee generate?**

The additional VRF will generate about \$6.7 million annually based on current estimates.

- **How much money will be spent on administration?**

California Government Code section 65089.20 limits the amount for administration cost to 5% (about \$335,000 per year). C/CAG estimates that actual annual cost to administer the program will be near 2% (\$134,000). The unused administration funds would be distributed to the programs and may be used for startup costs.

- **How would the cities and the County receive the Local Streets and Roads money?**

Per the Expenditure Plan, annually, about \$3.2 million would be allocated to the 20 cities and the County based on the proportionate share of populations and road miles, with a minimum guaranteed of \$75,000 per year for smaller jurisdictions. Cities and the County would receive the money on a reimbursement basis.

- **How would funding for the various Countywide Transportation Programs be determined?**

C/CAG would develop a detailed Implementation Plan that specifies percentages of the funds that would be allocated to each program listed in the Expenditure Plan. This Implementation Plan would be updated every 5 years.

- **There's already an existing \$4 VRF in San Mateo County, what's the difference between this and the new \$10 VRF?**

The new \$10 VRF will replace the existing \$4 VRF. The \$4 VRF will expire on December 31, 2012, therefore, there will be an overlap of about 18 months where both VRFs are collected concurrently.

C/CAG AGENDA REPORT

Date: August 19, 2010
To: C/CAG CMP Technical Advisory Committee (TAC)
From: Sandy Wong & Jean Higaki
Subject: Regional Project and Funding Information

(For further information or questions contact Sandy Wong at 650-599-1409 or Jean Higaki at 650-599-1462)

RECOMMENDATION

This is an informational item.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND/DISCUSSION

C/CAG staff routinely attend meetings hosted by the Metropolitan Transportation Commission (MTC) and receive information distributed by the MTC pertaining to Federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

ATTACHMENTS

1. Federal Inactive Obligation
2. Status and due dates of HSIP/HR3/SRTS Projects



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Working Groups: Programming and Delivery
Working Group and Local Streets and Roads Working
Group

DATE: July 19, 2010

FR: Marcella Aranda

RE: Federal Inactive Obligations – June 2010 Quarterly Review of Inactive Obligations, September 2010 Look-Ahead, and Results of the March 2010 FHWA-Caltrans Deobligation Meeting

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six-month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of federal funds if Caltrans and the Federal Highway Administration (FHWA) do not receive either an invoice or a valid justification for inactivity. Please note, Caltrans and FHWA have modified their justification process, justifications for final vouchers are no longer acceptable. There are only three types of justifications that will be considered: 1) Litigation Delays, 2) Environmental Delays, and 3) ROW and/or Utility Relocation Delays. A revised blank Justification Form can be found as Attachment (iii). Projects sponsors can check the status of their invoices (via LPAMS, <http://lpams.dot.ca.gov>). Caltrans Local Assistance posts the quarterly inactive list, as well as future at-risk look-ahead reports online at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>.

Attached, please find the June 2010 Quarterly Review of Inactive Obligations, which also includes the September 2010 Look-Ahead. The attached (Attachment (i)) was posted to the Caltrans Local Assistance website on July 16, 2010. **The deadline to submit a valid FMIS transaction (invoice or justification) is August 31, 2010.** Project sponsors are requested to review the attached reports as well as the Caltrans site on a regular basis for the most current project status. In addition, Caltrans has posted a recently updated FAQ with regards to Inactive Obligations; please review this document (Attachment (ii)) prior to contacting Local Assistance with any questions. Project sponsors are reminded that in accordance with the Regional Delivery Policy (MTC Reso. 3606), jurisdictions with projects appearing on the Inactive Obligations lists, may be subject to a suspension of future federal programming and obligations until said projects have been cleared from the lists.

Modified Deobligation Process

To further assist Caltrans and FHWA to minimize Inactive Obligations to the maximum extent possible, a modified process for Inactive Obligations was implemented as of June 1, 2010. The modified process is in compliance with 23 CFR part 630 and is described below:

- Quarterly meetings will continue as per the current procedure
- At the Quarterly meetings, Caltrans and FHWA representatives will review projects which have become inactive as per the existing procedures. Additionally, Caltrans and FHWA representatives will review projects which will become inactive in the month of the Quarterly meeting and the following two months.
- Justifications for all projects which will become inactive in the month of the Quarterly review meeting or the following two months will be reviewed during the Quarterly meeting. If the Justification for any project is denied, that project will be required to be deobligated 3 days prior

Inactive Obligations Listings

July 19, 2010

Page 2 of 2

to the month in which it would have become inactive. Due to potential delays in processing invoices, MTC staff recommends that for projects on the 3-month Look-Ahead reports, sponsors to submit a valid FMIS transaction 30 days prior to the quarter in which the project will become inactive (example, for the 3-month Look-Ahead or June 2010 Look-Ahead, the deadline to submit a valid FMIS transaction would be May 1, 2010).

- The Quarterly meeting in June was a transition in that Caltrans and FHWA reviewed inactive projects from January through May 2010 as well as projects due to become inactive in June, July and August 2010. The results of that Quarterly review meeting have been included as Attachment (iv).

The 6-Month Look-Ahead report for the period ending December 2010 can be found online at: <http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/LookAhead.htm>.

If you have any questions regarding inactive obligations and invoicing, please contact MTC or Caltrans Local Assistance staff.

Attachments:

- i. June 2010 Quarterly Review of Inactive Obligations, posted July 16, 2010
- ii. Caltrans Inactive Obligations FAQ
- iii. Revised Blank Justification Form, revised July 14, 2010
- iv. Results of the FHWA-Caltrans HQ March 2010 Quarterly Deobligation Review Meeting, June 30, 2010

**Quarterly Review of Inactive Obligations
June 2010 (incl September Look-Ahead)
(Review Period 04/01/10 - 09/30/10)
D4 Projects**

Project No	State Project No	Prefix	County	Agency	Agency Action Required	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds	3 Month Look Ahead Projects	First Qtrly Review Appearance (yyyy-mm)
6342003	043A4208L	RPSTPLE	SF	University of California at San Francisco	Submit invoice by August 31.	STATEWIDE PUBLIC EDUCATIONAL PROGRAM , PEDESTRIAN AND BICYCLE EDUCATION	12/13/07	07/22/09	\$885,000.00	\$783,000.00	\$7,287.47	\$775,712.53	x	
5226010	04923577L	CML	SM	San Bruno	Submit invoice or justification by August 31.	SR 82 (EL CAMINO REAL) SNEATH LANE TO I-380 , MODIFY SIGNAL, TURN POCKETS, SW	05/13/02	05/01/07	\$2,222,617.00	\$936,500.00	\$917,702.31	\$18,797.69		2010-06
5226010	04923577L	CML	SM	San Bruno	Submit invoice or justification by August 31.	SR 82 (EL CAMINO REAL) SNEATH LANE TO I-380 , MODIFY SIGNAL, TURN POCKETS, SW	05/13/02	05/01/07	\$2,008,383.00	\$1,000,000.00	\$980,067.66	\$19,932.34		2010-06
6097002	04928179L	STPLZ	SM	San Francisco International Airport	Submit project close-out documents to DLAE by August 31.	UNITED AIRLINES POC (BR NO 35C-0085) , SEISMIC RETROFIT	09/01/96	12/05/06	\$75,000.00	\$66,397.00	\$66,397.00	\$0.00		2009-12
6097002	04928179L	STPLZ	SM	San Francisco International Airport	Submit project close-out documents to DLAE by August 31.	UNITED AIRLINES POC (BR NO 35C-0085) , SEISMIC RETROFIT	09/01/96	12/05/06	\$224,571.00	\$171,653.21	\$171,653.21	\$0.00		2009-12
5132027	04924449L	STPL	Sol	Fairfield	Submit invoice by August 31.	DICKSON HILL RD. BETWEEN N. TEXAS & REDWOOD , AC OVERLAY	06/21/06	08/07/07	\$360,018.00	\$277,000.00	\$267,000.00	\$10,000.00	x	
5132030	04924589L	STPL	Sol	Fairfield	Submit invoice by August 31.	HILBORN RD. FROM WATERMAN BLVD. TO MARTIN RD. , ROAD REHABILITATION	04/26/07	07/03/08	\$807,177.00	\$714,593.00	\$494,217.43	\$220,375.57	x	
5099012	04925248L	STPL	Sol	Rio Vista	Submit invoice or justification by August 31.	SECOND STREET FROM BRUNNING ST. TO MAIN ST. , AC OVERLAY	04/06/08	05/01/08	\$126,780.00	\$77,000.00	\$0.00	\$77,000.00		2010-06
5032021	04925311L	SRTSLNI	Sol	Suisun City	Submit invoice by August 31.	FAIRFIELD - SUISUN UNIFIED SCHOOL DISTRICT , SAFETY EDUCATION FOR STUDENTS	09/17/08	09/17/08	\$150,000.00	\$150,000.00	\$0.00	\$150,000.00	x	
5027010	04924820L	BRLS	Son	Healdsburg	Submit invoice by August 31.	HEALDSBURG AVE. BRIDGE OVER THE RUSSIAN RIVER , BRIDGE REPLACEMENT	07/08/09	07/08/09	\$1,000,000.00	\$885,300.00	\$0.00	\$885,300.00	x	
5379014	04074474L	CML	Son	Rohnert Park	Submit invoice by August 31.	STATE FARM DRIVE TO CITY CENTER PLAZA , CITY CENTER PLAZA & PED IMPROVEMENT	05/03/08	08/19/09	\$1,054,911.00	\$550,000.00	\$308,316.39	\$241,683.61	x	
5379014	04074474L	CML	Son	Rohnert Park	Submit invoice by August 31.	STATE FARM DRIVE TO CITY CENTER PLAZA , CITY CENTER PLAZA & PED IMPROVEMENT	05/03/08	08/19/09	\$1,150,811.00	\$600,000.00	\$335,753.80	\$264,246.20	x	
4442088	04924801L	ER	Son	Sonoma County	Submit invoice or justification by August 31.	16 locations in Sonoma County - Emergency Openings	05/20/08	06/23/08	\$354,296.00	\$347,795.00	\$0.00	\$347,795.00		2010-06
5920067	04923469L	STPL	Son	Sonoma County	Submit project close-out documents to DLAE by August 31.	SR 12/121 400M WEST,200M EAST OF 8TH ST. EAST, WIDENING, LEFT TURNS SIGNALIZATION	09/01/00	10/16/06	\$384,572.00	\$284,571.91	\$284,571.91	\$0.00		2009-12
5920101	04924481L	STPLH	Son	Sonoma County	Submit project close-out documents to DLAE by August 31.	KINLEY DRIVE , UPGRADE METAL BEAM GUARDRAIL	04/04/06	08/17/07	\$61,700.00	\$22,500.02	\$22,500.00	\$0.02	x	
5920107	04074544L	RPSTPLE	Son	Sonoma County	Submit invoice by August 31.	SANTA ROSA CREEK TRAIL REACH-F. CONSTRUCT BIKE AND PEDDESTRIAN OLD REDWOOD HWY FROM SHILOH TO PAN ADOBE , PAVEMENT	09/12/08	09/12/08	\$543,382.00	\$481,056.00	\$0.00	\$481,056.00	x	
5472006	04924447L	STPL	Son	Windsor	Submit invoice by August 31.	OLD REDWOOD HWY FROM SHILOH TO PAN ADOBE , PAVEMENT REHABILITATION	01/25/06	09/18/08	\$56,479.00	\$50,000.00	\$29,530.09	\$20,469.91	x	
5472006	04924447L	STPL	Son	Windsor	Submit invoice by August 31.	OLD REDWOOD HWY FROM SHILOH TO PAN ADOBE , PAVEMENT REHABILITATION	01/25/06	09/18/08	\$576,077.00	\$510,000.00	\$413,922.86	\$96,077.14	x	

C:\Temp\InactiveProj_Blank_Justification_Form_v7_20100714.xlsJustification Form

Here are some frequently asked questions regarding the Inactive Projects list and how to check on the status of a project:

Q. We have submitted an invoice. How come the project is still shown on the list?

A. The list is a snapshot in time (Dec. 31, 2008). If a project did not have a valid FMIS transaction by that date based on the three tiers described in 23CFR630.106 the project was considered inactive. Agencies might have submitted an invoice prior to that date, but if the invoice had not cleared FMIS, the project was considered inactive. Agencies might have submitted an invoice *after* that date. If so, the current status of the invoice is shown in columns AF and AH of the spreadsheet.

Q. How can I get my project off of the list?

A. All of the projects that started on the list will remain on the list. The status of your particular project is what you should be concerned about. Please review columns AF, AH and AJ of the spreadsheet on the website. Column AF is the status of projects in LPAMS (the State's accounting system). Below are the codes, their meaning and what further action is required:

LPAMS Actions

N/A - No documentation received (**Action required - submit invoice or justification**)

F - In Final Voucher Process (**Action required - submit justification stating project is in Final Voucher process and provide documentation for final close-out (if applicable)**)

I - Invoice received by LPA (**Monitor as project moves through LPAMS**)

R - Rejected invoice (**Action required - invoice returned to agency for correction and resubmittal**)

A - Approved invoice (**No action required. Monitor project status as invoice proceeds through FMIS**)

After being processed through the State's system, the project proceeds through FMIS (FHWA's accounting system). Below are the codes, their meaning and what further action is required:

FMIS Actions

N/A - Project has not reached FMIS yet (**Monitor status for projects you have submitted paperwork**)

I - Invoice has been processed in FMIS (**Yes! Goal achieved. No further action required**)

D - Funds have been deobligated (**No further action required**)

C - Project is closed (**No further action required**)

W - Project is cancelled/withdrawn (**No further action required**)

The final column (AJ) will be used when we start getting closer to our scheduled Quarterly Review meeting with FHWA and justification forms start coming in to our office. Below are the codes, their meaning and what further action is required:

Documentation Received

N/A - Documentation not required (**The project has a valid FMIS transaction; no further action required**)

X - No documentation received (**Action required - submit either a justification form, copy of invoice or deobligate funds**)

J - Justification form received (**No further action required, unless more information is requested**)

I - Copy of invoice received (**No further action required**)

D - Funds have been deobligated for the project (**No further action required**)

Q. So now that I know how to check my project's status, what else do I need to do?

A. Be proactive! The easiest way to get your project taken care of is to submit a valid, payable invoice. The sooner, the better. If you have submitted an invoice and it does not show up in our regular updates, call Chris Jensen (916-653-3085) and we will investigate the invoice's whereabouts. As described above, monitor the process of your submittals (invoices or justifications). The best advice I can give you is to use the Look Ahead Reports and prevent your projects from even getting on the Inactive Projects list by submitting invoices in a timely manner. Don't give FHWA an excuse to deobligate your project's Federal Funds.



QUARTERLY REVIEW OF **INACTIVE PROJECTS** JUSTIFICATION FORM SUMMARY



1. CT DIST - FEDERAL AID PROJECT NO.	2. STATE PROJECT NUMBER	3. RESPONSIBLE AGENCY		4. DATE	
5. GENERAL LOCATION					
6. GENERAL DESCRIPTION OF WORK (INCLUDE PROJECT PHASES WITH OBLIGATED FUNDS)					
7. AUTHORIZATION DATE	8. FEDERAL-AID FUNDS AUTHORIZED	9. PGM CODE	10. PHASE (from E-76)	11. FEDERAL FUNDS EXPENDED TO DATE	12. UNEXPENDED FEDERAL FUNDS
TOTAL:					
13. LAST ACTIVITY (BILLING DATE)					
Important note: Caltrans and/or FHWA reserve the right to reject a Justification and deobligate the Federal Funds.					
14. JUSTIFICATION (CHECK ONE OR MORE IF APPLICABLE)					
<input type="checkbox"/> Litigation Delays <input type="checkbox"/> Environmental Delays <input type="checkbox"/> Right of way, Utility Relocation Delays					
Justification Forms without proper supporting documents will be rejected and returned to Agencies by Caltrans. Decision to accept or reject a Justification may be based exclusively on this form and supporting documentation.					
15. LIST PROJECT HISTORY FROM INITIAL AUTHORIZATION OR FROM LAST BILLING. LIST CURRENT PROJECT STATUS/REASON FOR PROJECT BEING INACTIVE. PROVIDE BACKUP DOCUMENTATION.					
16. ACTIONS TAKEN TO RESOLVE EXISTING ISSUE(S)					
17. DATE ACTIVITIES TO BE RESUMED			18. DATE BILLINGS OR OTHER CORRECTIVE ACTION TO BE TAKEN (e.g. closure, withdrawal, etc.)		
19. CURRENT COST ESTIMATE NEEDED TO COMPLETE PROJECT			20. IF ESTIMATE IS LESS THAN UNEXPENDED BALANCE, AMOUNT TO BE DEOBLIGATED (Attach copy of E-76 requesting deobligation)		
21. CONSEQUENCES IF FUNDS ARE DEOBLIGATED					
22. ADDITIONAL DOCUMENTATION (LIST ATTACHMENTS) TO SUPPORT VALIDATION OF THIS OBLIGATION					
23. AGENCY CONTACT	EMAIL	SIGNATURE	PHONE NUMBER	DATE	
24. FORM REVIEWED AND RECOMMENDED FOR APPROVAL BY:					
CT DISTRICT CONTACT NAME/TITLE		SIGNATURE	PHONE NUMBER	DATE	



QUARTERLY REVIEW OF INACTIVE PROJECTS JUSTIFICATION FORM SUMMARY



Please go through the check list before submitting your justification form
(**DO NOT** leave anything blank)

#	Information Required	Additional Information	Check
1	Enter the District number and federal project number (including the project prefix, e.g. STPL)		
2	Enter State Project Number, if applicable		
3	Enter Responsible Agency		
4	Enter date you've completed the form		
5	Enter route information and location description		
6	Enter work description including project phases with obligated funds		
7	Enter date when funds were authorized. Use a separate line for each phase with authorized federal funds	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
8	Enter authorized federal funds		
9	Enter all program code(s)		
10	Enter project phase (e.g. PE, RW, CON, etc.)	Use E-76 for this item	
11	Enter accumulated expenditure by program code	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
12	Enter unexpended funds		
13	Enter last billing date		
14	Select the appropriate reason(s) for justification (website reference - Inactive Project Information)	http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm	
15	List project history	Include project timeline from the time of authorization or last financial transaction to present. e.g. original bid rejected - costs exceeded engineer estimate by XX%	
16	Action(s) taken to resolve the issue	Explain why previous commitment has not been met. e.g. to be re-advertised after additional funding determinations	
17	Enter date activities to be resumed	e.g. Revised date for contract award	
18	Enter billing dates or other corrective action to be taken		
19	Enter current cost estimate needed to complete		
20	Enter amount to be deobligated for unneeded funds		
21	Enter reason/consequences if funds are deobligated		
22	Additional back-up documentation	Copy of environmental approval; litigation; r/w acquisition; copy of invoice; proof that they have been working on a project since initial authorization; project timeline and funding plan; PSA; etc.	
23	Enter contact person from local agency	Person prepared the justification must sign the form	
24	DLAE approving official	Person reviewing and approving the justification must sign the form	

ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE

FHWA/CTHQ Quarterly Review Meeting (6/30/10) - Results

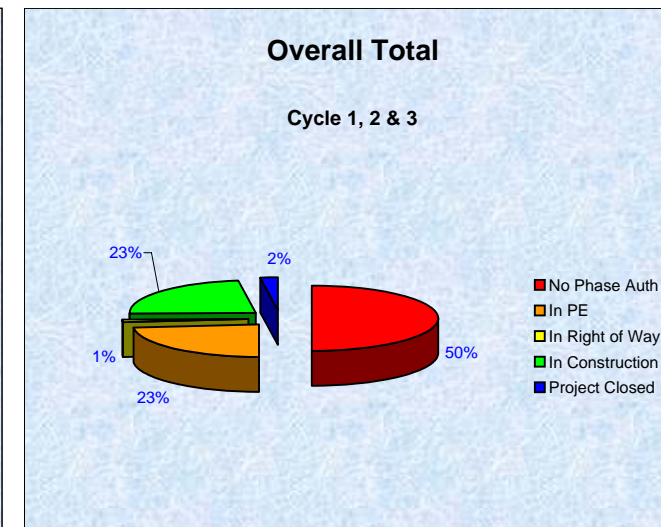
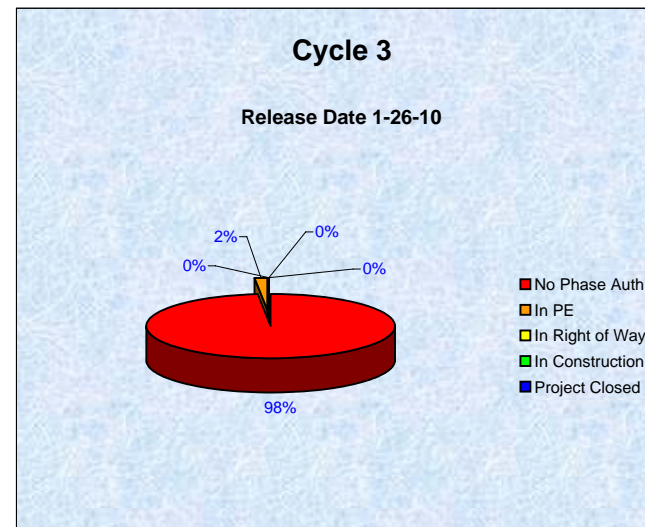
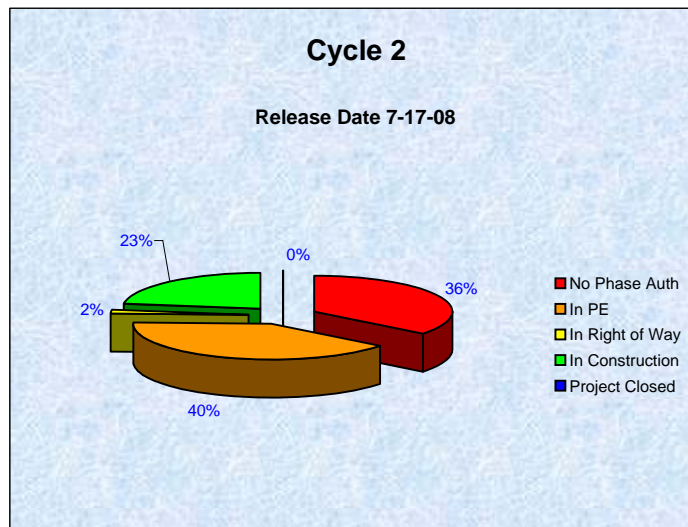
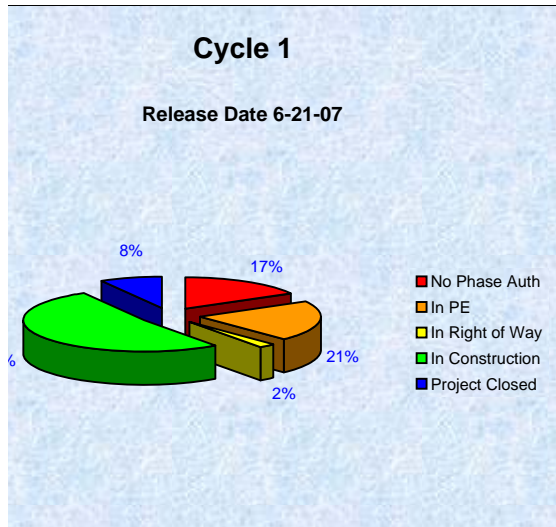
Inactive List for March 2010 Review
(Review Period 01/01/10 - 03/31/10)

Project No + Prog Code	Prefix	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds	First Qtrly Review Appearance (yyyy mm)	FHWA Responses for March 2010 Inactive Projects
4436002ER60	ER	Nap	Napa County	In Napa County. DAF #s : MSH-NAPCO-001-0,MSH-NAPCO-005-0, MSH-NAPCO-008-0, MSH-NAPCO-011-0, MSH-NAPCO-013-0, MSH-NAPCO-014-0 and MSH-NAPCO-015-0	12/19/2005	1/6/2009	\$1,266,086.00	\$1,230,235.00	\$68,917.00	\$1,161,318.00	2010-03	Project moving to construction. Invoice submitted by Caltrans, reviewed and approved and then processed in FMIS on 06/4/10.
5034017L400	CML	SCI	Gilroy	Sixth St (Monterey Streets to Railroad)	1/14/2009	1/14/2009	\$1,375,793.00	\$974,000.00	\$0.00	\$974,000.00	2010-03	Justification denied. Deobligated on 06/29/10 unexpended balance .01 cent
5152014Q210	STPLHSR	SCI	Morgan Hill	Monterey Rd & Central Ave intersection	7/8/2005	5/9/2006	\$188,100.00	\$169,290.00	\$169,289.99	\$0.01	2009-06	Confirmed FMIS (Deobligation) transaction 04/27/10.
5152018L230	STPL	SCI	Morgan Hill	W. Main St (Monterey Rd to Peak Ave) E. Main St (Carriage Lamp Wy to Serene Dr)	3/22/2008	3/22/2008	\$573,232.00	\$286,000.00	\$0.00	\$286,000.00	2010-03	reviewed and approved and then processed in FMIS on 05/4/10.
5124024L1C0	BHLS	SCI	Mountain View	San Antonio Rd over Caltrain & SPRR	3/24/2009	3/24/2009	\$675,095.00	\$597,661.00	\$0.00	\$597,661.00	2010-03	reviewed and approved and then processed in FMIS on 05/28/10.
5332011L400	HSIPL	SCI	Saratoga	State Route 9 (Big Basin Way in Saratoga to Los Gatos Blvd in Los Gatos)	3/31/2008	3/31/2008	\$522,000.00	\$462,000.00	\$0.00	\$462,000.00	2010-03	Project moving to construction. Invoice submitted by Caltrans, reviewed and approved and then processed in FMIS on 06/22/10.
5213016Q400	CML	SCI	Sunnyvale	BORREGAS AVENUE BRIDGES OVER US101 AND SR237	6/2/2002	12/27/2006	\$722,000.00	\$132,000.00	\$132,000.00	\$0.00	2009-12	FHWA cannot unilaterally close this project because FMIS does not interface back to Caltrans' financial systems and closing the project would create an "out of balance" in Caltrans' systems.
6003010H070	RPSTPL	SF	Golden Gate Bridge, Highway And Transportation Distri	south approach to Golden Gate Bridge (Phase II - Retrofit)	6/24/1999	1/29/2009	\$5,897,371.00	\$5,897,371.00	\$5,897,371.00	\$0.00	2010-03	Deobligated on 6/29/10
6003010H100	RPSTPL	SF	Golden Gate Bridge, Highway And Transportation Distri	south approach to Golden Gate Bridge (Phase II - Retrofit)	6/24/1999	1/29/2009	\$23,017,800.00	\$23,017,800.00	\$23,017,800.00	\$0.00	2010-03	Deobligated on 6/29/10
6003010LE20	RPSTPL	SF	Golden Gate Bridge, Highway And Transportation Distri	south approach to Golden Gate Bridge (Phase II - Retrofit)	6/24/1999	1/29/2009	\$10,766,250.00	\$10,766,250.00	\$9,184,111.72	\$1,582,138.28	2010-03	Deobligated on 6/29/10
6003010Q060	RPSTPL	SF	Golden Gate Bridge, Highway And Transportation Distri	south approach to Golden Gate Bridge (Phase II - Retrofit)	6/24/1999	1/29/2009	\$6,104,185.00	\$6,104,185.00	\$6,104,185.00	\$0.00	2010-03	Deobligated on 6/29/10
6003010Q070	RPSTPL	SF	Golden Gate Bridge, Highway And Transportation Distri	south approach to Golden Gate Bridge (Phase II - Retrofit)	6/24/1999	1/29/2009	\$61,973,120.00	\$61,973,120.00	\$61,960,171.79	\$12,948.21	2010-03	Deobligated on 6/29/10
6003010Q100	RPSTPL	SF	Golden Gate Bridge, Highway And Transportation Distri	south approach to Golden Gate Bridge (Phase II - Retrofit)	6/24/1999	1/29/2009	\$45,000,000.00	\$45,000,000.00	\$45,000,000.00	\$0.00	2010-03	Deobligated on 6/29/10
6003010Q920	RPSTPL	SF	Golden Gate Bridge, Highway And Transportation Distri	south approach to Golden Gate Bridge (Phase II - Retrofit)	6/24/1999	1/29/2009	\$25,096,077.00	\$25,096,077.00	\$25,096,077.00	\$0.00	2010-03	Deobligated on 6/29/10
5934131L230	STPL	SF	San Francisco County	Valencia Street Pavement Renovation	4/15/2007	1/28/2009	\$3,019,316.00	\$2,673,000.00	\$1,628,109.10	\$1,044,890.90	2010-03	Deobligated 04/27/10.
L089804CR10	CRP	SF	San Francisco County	Metro East Light Rail Maintenance and Storage Facility	6/1/1993	6/1/1993	\$15,000,000.00	\$1,288,050.00	\$0.00	\$1,288,050.00	2009-09	Withdrawn on 06/28/10.
609700233D0	STPLZ	SM	San Francisco International Airport	UNITED AIRLINES/35C-0085.	9/1/1996	12/5/2006	\$75,000.00	\$66,397.00	\$66,397.00	\$0.00	2009-12	FHWA cannot unilaterally close this project because FMIS does not interface back to Caltrans' financial systems and closing the project would create an "out of balance" in Caltrans' systems.
6097002H100	STPLZ	SM	San Francisco International Airport	UNITED AIRLINES/35C-0085.	9/1/1996	12/5/2006	\$224,571.00	\$171,653.21	\$171,653.21	\$0.00	2009-12	FHWA cannot unilaterally close this project because FMIS does not interface back to Caltrans' financial systems and closing the project would create an "out of balance" in Caltrans' systems.
6014007HY10	HP21L	SM	San Mateo County Transit District	Daly City: Mission Street SR82 fr John Daly Blvd to Alp Street	3/11/2009	3/11/2009	\$157,845.00	\$113,283.00	\$0.00	\$113,283.00	2010-03	Justification denied. \$700,000 withdrawn on 6/29/10
6014007LY10	HP21L	SM	San Mateo County Transit District	Daly City: Mission Street SR82 fr John Daly Blvd to Alp Street	3/11/2009	3/11/2009	\$873,176.00	\$586,717.00	\$0.00	\$586,717.00	2010-03	Justification denied. \$700,000 withdrawn on 6/29/10
6249009Q230	HP21L	Sol	Solano Transportation Authority	I-80/Leisure Town Rd. I/C, Leisure Town Rd. from Orange Dr. to Vaca Valley Rd.	9/12/2001	2/22/2008	\$8,890,757.22	\$4,650,000.00	\$4,371,962.64	\$278,037.36	2010-03	Confirmed FMIS (Invoice) transaction 05/26/10. Deob \$0.43 remaining 6/29/10
6249009Q920	HP21L	Sol	Solano Transportation Authority	I-80/Leisure Town Rd. I/C, Leisure Town Rd. from Orange Dr. to Vaca Valley Rd.	9/12/2001	2/22/2008	\$10,210,686.00	\$8,168,548.00	\$8,168,547.57	\$0.43	2010-03	Confirmed FMIS (Invoice) transaction 05/26/10. Deob \$0.43 remaining 6/29/10
5030045L230	STPL	Son	Vallejo	Lemon street between Sonoma Blvd. and Curtola Parkway	3/22/2008	3/30/2009	\$787,305.00	\$697,000.00	\$25,000.00	\$672,000.00	2010-03	Project moving to construction. Invoice submitted by Caltrans, reviewed and approved and then processed in FMIS on 05/12/10.
592003633D0	STPLZ	Son	Sonoma County	SONOMA CREEK 20C-0017	9/4/1996	12/28/2005	\$25,000.00	\$22,132.00	\$22,132.00	\$0.00	2008-12	Deobligated 04/29/10.
5920036Q100	STPLZ	Son	Sonoma County	SONOMA CREEK 20C-0017	9/4/1996	12/28/2005	\$115,000.00	\$92,000.00	\$43,999.99	\$48,000.01	2008-12	Deobligated 04/29/10.
5920045Q100	BRLS	Son	Sonoma County	PORTER CREEK RD ON PORTER CREEK BR. NO. 20C-0112	6/7/2000	1/30/2007	\$493,742.00	\$394,993.00	\$389,615.64	\$5,377.36	2010-03	Confirmed FMIS (Invoice) transaction 04/27/10.
5920067Q240	STPL	Son	Sonoma County	SR12/121; 400 meters west and 200 meters east of intersection with 8th Street East	9/1/2000	10/16/2006	\$384,572.00	\$284,571.91	\$284,571.91	\$0.00	2009-12	FHWA cannot unilaterally close this project because FMIS does not interface back to Caltrans' financial systems and closing the project would create an "out of balance" in Caltrans' systems.

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 STP-CMAQ Obligations and Delivery\FY 2009-10\Inactive Obligations\FHWADeoblig_Mar10Qtrly_063010.xls\March Masterfile

**Highway Safety Improvement Program (HSIP)
Distribution of Project Status by Phase
Data as of 6/30/2010**

Project Status	Cycle 1 Release Date 6-21-07		Cycle 2 Release Date 7-17-08		Cycle 3 Release Date 1-26-10		Total	
	Proj Count	%	Proj Count	%	Proj Count	%	Proj Count	%
No Phase Auth	16	17%	58	36%	111	98%	185	50%
In PE	20	21%	65	40%	2	2%	87	23%
In Right of Way	2	2%	3	2%	0	0%	5	1%
In Construction	49	52%	37	23%	0	0%	86	23%
Project Closed	8	8%	0	0%	0	0%	8	2%
Total	95	100%	163	100%	113	100%	371	100%



**Highway Safety Improvement Program (HSIP)
Project List - Sorted by District and Agency
Data as of 6/30/10**

General Project Information										Actual Project Delivery Information							Tracking of Project Delivery Milestones							
Project Number	District	Agency	MPO	RTPA	Project Location	Description of Work	Current Total Project Cost Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW Auth Date	CON Auth Date	Closed out Date	Obligated Federal Amt (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	FTIP Approval Date *	Date PE should be authorized. (6 months after FTIP approval date)	Date CON should be authorized. (30 months after FTIP approval date)	Date Close-out should be completed. (54 months after FTIP approval date)				
5933(096)	04	Alameda County	MTC	Metropolitan Transportation Commission	Castro Valley Blvd And Wisteria St.	Install Traffic Signal And Provide Frontage Improvements	\$ 776,000	\$ 698,400	2	8/14/09				\$ 58,500		\$ -	9/30/09	3/31/10	3/31/12	3/31/14	✓	◆		
5933(097)	04	Alameda County	MTC	Metropolitan Transportation Commission	Foothill Road Between Castlewood	Remove Permanent Obstackel Alo	\$ 539,000	\$ 485,100	2	2/23/09				\$ 58,500		\$ -	9/30/09	3/31/10	3/31/12	3/31/14	✓	◆		
	04	Atherton	MTC	Metropolitan Transportation Commission	Intersection Of Valparaiso Ave. And Hoover St.	Install In-Pavement Crosswalk Lights, Traffic Signs, Pavement Markings, And Striping	\$ 35,000	\$ 30,600	3							\$ -	6/2/10	12/2/10	12/1/12	12/1/14	◆			
5306(014)	04	Campbell	MTC	Metropolitan Transportation Commission	Intersection Of Hamilton Ave And Phoenix Dr.	Install Traffic Signal With Interconnect.	\$ 380,000	\$ 342,000	1	12/7/07		9/12/08		\$ 342,000	4/23/10	\$ 255,408	9/30/07	3/31/08	3/31/10	3/31/12	✓	◆		
5306(015)	04	Campbell	MTC	Metropolitan Transportation Commission	Various Locations	Install Count Down Pedestrian Heads	\$ 36,000	\$ 32,400	2			8/25/09		\$ 32,400		\$ -	9/30/07	3/31/08	3/31/10	3/31/12	✓	◆		
5306(016)	04	Campbell	MTC	Metropolitan Transportation Commission	Campbell Ave And Leigh Ave	Install New Traffic Signal	\$ 360,000	\$ 324,000	2	12/16/09				\$ 28,314	6/17/10	\$ 826	9/30/09	3/31/10	3/31/12	3/31/14	✓	◆		
5928(089)	04	Contra Costa County	MTC	Metropolitan Transportation Commission	Deer Valley Road, 1/4 Mile To 1/2 Mile South Of Chadbourne Rd.	Realign Horizontal Curve; Widen Travel Lanes, Shoulders, And Backing; Improve Signing And Striping	\$ 1,300,000	\$ 900,000	2	2/9/09				\$ 170,000	6/10/10	\$ 136,664	9/30/09	3/31/10	3/31/12	3/31/14	✓	◆		
	04	Contra Costa County	MTC	Metropolitan Transportation Commission	Marsh Creek Rd. From Approximately 5,200' East Of Russelmann Park Rd. To 4,000' West Of Morgan Territory Rd.	Widen Travel Lanes; Add Paved Shoulders And Backing; Relocate Utility Poles; Install Guardrail; Eliminate Roadside Obstacles; Realign Roadway; Improve/Install Pavement Markings	\$ 2,344,600	\$ 700,000	3							\$ -	6/2/10	12/2/10	12/1/12	12/1/14	◆			
	04	Contra Costa County	MTC	Metropolitan Transportation Commission	Camino Tassajara From Approximately 2,900' East Of Blackhawk Dr. To 100' South Of Finley Rd.	Widen Travel Lanes; Add Paved Shoulders And Shoulder Backing; Install Signs And Stripes	\$ 1,165,000	\$ 900,000	3							\$ -	6/2/10	12/2/10	12/1/12	12/1/14	◆			
	04	Daly City	MTC	Metropolitan Transportation Commission	Gellert Blvd. Between Hickey Blvd. And King Dr.	Install Pavement Markings And Directional Signage For Class Ii Bike Lanes; Construct Pedestrian Refuge At Serra Vista Ave.	\$ 98,500	\$ 88,650	3							\$ -	6/2/10	12/2/10	12/1/12	12/1/14	◆			
	04	El Cerrito	MTC	Metropolitan Transportation Commission	Various Locations On The Ohlone Greenway Bike And Ped Path Between Fairmount Ave And Cutting Blvd.	Install In-Pavement Crosswalk Lights.	\$ 588,100	\$ 529,290	2							\$ -	3/31/10	9/30/10	9/30/12	9/30/14	○			
5239(012)	04	El Cerrito	MTC	Metropolitan Transportation Commission	Fairmont Ave And Ashbury Ave Intersection	Upgrade Traffic Signals	\$ 692,100	\$ 622,890	2	1/29/09				\$ 83,252	4/22/10	\$ 25,207	9/30/09	3/31/10	3/31/12	3/31/14	✓	◆		
5239(013)	04	El Cerrito	MTC	Metropolitan Transportation Commission	Portrero Ave. Between South 55Th St And 56 St	Upgrade Traffic Signals; Modify Channelization; Extend Left-Turn Lane; Remove Right-Turn Island	\$ 649,900	\$ 584,910	2	8/27/09				\$ 83,253		\$ -	9/30/09	3/31/10	3/31/12	3/31/14	✓	◆		
5322(030)	04	Fremont	MTC	Metropolitan Transportation Commission	Mowry Ave. East And West Of Overacker Ave.	Install Median Barrier; Install Raised Median; Improve Delineation.	\$ 221,100	\$ 198,990	1	11/28/07				\$ 35,100	11/25/09	\$ 3,508	9/30/09	3/31/10	3/31/12	3/31/14	✓	◆		

Tracking of Project Delivery Milestones

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**Highway Safety Improvement Program (HSIP)
Project List - Sorted by District and Agency
Data as of 6/30/10**

General Project Information										Actual Project Delivery Information							Tracking of Project Delivery Milestones						
Project Number	District	Agency	MPO	RTPA	Project Location	Description of Work	Current Total Project Cost Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW Auth Date	CON Auth Date	Closed out Date	Obligated Federal Amt (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	FTIP Approval Date *	Date PE should be authorized. (6 months after FTIP approval date)	Date CON should be authorized. (30 months after FTIP approval date)	Date Close-out should be completed. (54 months after FTIP approval date)			
	04	San Carlos	MTC	Metropolitan Transportation Commission	Intersection Of El Camino Real And Belmont Ave.	Relocate Crosswalk And Bus Pad; Install Pedestrian Activated Overhead Flashing Beacon; Construct Pedestrian Refuge Area; Install Signs, Stripes And Crosswalk Pavement Markings	\$ 220,000	\$ 198,000	3							\$ -	6/2/10	12/2/10	◆	12/1/12	12/1/14		
5934(141)	04	San Francisco	MTC	Metropolitan Transportation Commission	Various Locations: Twin Peaks Blvd; O'Shaughnessy Blvd At Del Valle Ave; Portola Dr. North Of Burnett Ave. And West Of Burnett Ave.	Upgrade Guardrails And Install End Treatments.	\$ 535,600	\$ 482,040	1			3/2/08	6/16/09	\$ 235,923	2/10/09	\$ 235,923	8/23/07	2/22/08	☑	2/21/10	☑	2/21/12	☑
6328(026)	04	San Francisco	MTC	Metropolitan Transportation Commission	Fulton St. Between 8Th Ave And 25Th Ave.	Reconstruct Curb Ramps.	\$ 269,500	\$ 242,550	2	1/15/09				\$ 14,281	6/17/10	\$ 5,022	9/30/09	3/31/10	☑	3/31/12	◆	3/31/14	
6328(028)	04	San Francisco	MTC	Metropolitan Transportation Commission	Various Locations In The Tenderloin Area	Install Emergency Vehicle Priority System At Existing Traffic Signals	\$ 850,000	\$ 765,000	2			9/1/09		\$ 765,000		\$ -	9/30/07	3/31/08	☑	3/31/10	☑	3/31/12	◆
6328(031)	04	San Francisco	MTC	Metropolitan Transportation Commission	Bayshore Blvd. And Paul Ave. Intersection	Upgrade Traffic Signal	\$ 360,000	\$ 324,000	2	8/25/09				\$ 40,500		\$ -	9/30/09	3/31/10	☑	3/31/12	◆	3/31/14	
	04	San Francisco Municipal Transportation Agency	MTC	Metropolitan Transportation Commission	San Francisco Muni T-Line Light-Rail Corridor On 3Rd St. And Bayshore Blvd. From King St. To Geneva Ave.	Replace Rail Traffic Signal Heads; Remove And/Or Modify Adjacent Vehicle Traffic Signals. Install Pavement Markings And Traffic Signs	\$ 987,600	\$ 888,840	3							\$ -	6/2/10	12/2/10	◆	12/1/12	12/1/14		
	04	San Francisco Municipal Transportation Agency	MTC	Metropolitan Transportation Commission	Sunset Blvd. At Its Intersections With Kirkham St., Santiago St., And Ulloa St.	Install Traffic Signals; Construct Curb Ramps; Install Signs And Stripes	\$ 999,500	\$ 899,550	3							\$ -	6/2/10	12/2/10	◆	12/1/12	12/1/14		
5041(031)	04	San Leandro	MTC	Metropolitan Transportation Commission	Intersection Of Washington Ave And Estabrook St.	Install Traffic Signals With Interconnect; Remove Pork Chop Island; Relocate Utility Pole; Install Curb Ramps.	\$ 465,800	\$ 419,220	1	3/2/08		4/14/09		\$ 409,130	5/5/10	\$ 259,836	9/30/07	3/31/08	☑	3/31/10	☑	3/31/12	◆
5437(016)	04	San Ramon	MTC	Metropolitan Transportation Commission	4 Intersections With San Ramon Blvd: Montevideo Dr., Westside Dr., Talavera Dr., Woodborough Way.	Modify Existing Median; Install Refuge Lane; Extend Left-Turn Lane.	\$ 700,000	\$ 630,000	1	10/29/07		4/27/08		\$ 630,000	3/4/10	\$ 456,320	9/30/07	3/31/08	☑	3/31/10	☑	3/31/12	◆
5437(021)	04	San Ramon	MTC	Metropolitan Transportation Commission	Alcosta Blvd And Davona Dr. Intersection	Upgrade Traffic Signal	\$ 320,000	\$ 288,000	2	8/25/09				\$ 58,500	5/18/10	\$ 29,544	9/30/09	3/31/10	☑	3/31/12	◆	3/31/14	
	04	San Ramon	MTC	Metropolitan Transportation Commission	Bollinger Canyon Rd. Between Canyon Lakes Dr. And Dougherty Rd.	Install Pedestrian Signal Improvements; Upgrade Signal Controller And Phasing	\$ 382,000	\$ 343,800	3							\$ -	6/2/10	12/2/10	◆	12/1/12	12/1/14		
	04	Santa Clara	MTC	Metropolitan Transportation Commission	Intersection Of Pomeroy Ave. And Benton St.	Upgrade Traffic Signal With Protected Left Turn Phasing, Interconnect, And Emergency Vehicle Preemption; Add Left-Turn Pockets; Install Bulb-Outs; Construct Curb, Gutter, Sidewalk, Curb Ramps	\$ 625,400	\$ 562,860	3							\$ -	6/2/10	12/2/10	◆	12/1/12	12/1/14		
5937(117)	04	Santa Clara County	MTC	Metropolitan Transportation Commission	Capital Expressway From Hwy 680 To Hwy 87.	Upgrade Traffic Control Signs, Pavement Markings And Delineation.	\$ 308,000	\$ 277,200	1	12/7/07		1/12/09		\$ 231,797	1/6/10	\$ 171,440	9/30/07	3/31/08	☑	3/31/10	☑	3/31/12	◆

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**Highway Safety Improvement Program (HSIP)
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																	*					
5937(118)	04	Santa Clara County	MTC	Metropolitan Transportation Commission	Quimby Rd From Deedham Dr. To Mt. Hamilton Rd (Sr130).	Install And Upgrade Metal Beam Guardrail; Upgrade Signing And Striping.	\$ 258,500	\$ 232,650	1	12/18/07		3/30/09		\$ 232,650	3/11/10	\$ 13,953	9/30/07	3/31/08	3/31/10	3/31/12	◆	
5937(138)	04	Santa Clara County	MTC	Metropolitan Transportation Commission	Black Rd. From Sr 17 To Skyline Blvd.	Construct Shoulder Improvement; Install Mbgr; Upgrade Striping And Signage	\$ 590,000	\$ 531,000	2	12/16/09				\$ 45,000		\$ -	9/30/09	3/31/10	3/31/12	◆	3/31/14	
	04	Santa Rosa	MTC	Metropolitan Transportation Commission	Sonoma Ave Between Santa Rosa Ave And Hahman Dr.	Reconfigure Roadways For Bike Lanes.	\$ 580,000	\$ 390,000	2							\$ -	3/31/10	9/30/10	9/30/12	9/30/14		
5332(011)	04	Saratoga	MTC	Metropolitan Transportation Commission	Saratoga-Los Gatos Rd (Sr 9) Between Big Basin Way In Saratoga And Los Gatos Blvd In Los Gatos	Construct Sidewalks And Curb Ramps; Relocate Utility Pole; Signing And Striping; Construct Ped/Bike Bridge.	\$ 1,020,000	\$ 900,000	1	3/31/08				\$ -	6/22/10	\$ -	9/30/09	3/31/10	3/31/12	◆	3/31/14	
5923(087)	04	Solano County	MTC	Metropolitan Transportation Commission	Various Locations Along Cantelow Rd, Dixon Ave, Halley Rd, Lyon Rd, & Rockville Rd.	Upgrade Guardrails	\$ 382,000	\$ 343,800	2	10/28/08		7/7/09		\$ 343,800	1/21/10	\$ 22,562	9/30/07	3/31/08	3/31/10	3/31/12	◆	
	04	Sonoma	MTC	Metropolitan Transportation Commission	Napa/Leveroni Rd. At Its Intersection With Broadway (Sr 12)	Install Protected Left-Turn Phasing In All Directions; Extend Eastbound Left-Turn Pocket Striping	\$ 167,100	\$ 133,870	3							\$ -	6/2/10	12/2/10	12/1/12	12/1/14		
	04	South San Francisco	MTC	Metropolitan Transportation Commission	Sister Cities Blvd. Between Hillside Blvd. And 1700' West Of Airport Blvd.	Install Guardrail	\$ 330,000	\$ 297,000	3							\$ -	6/2/10	12/2/10	12/1/12	12/1/14		

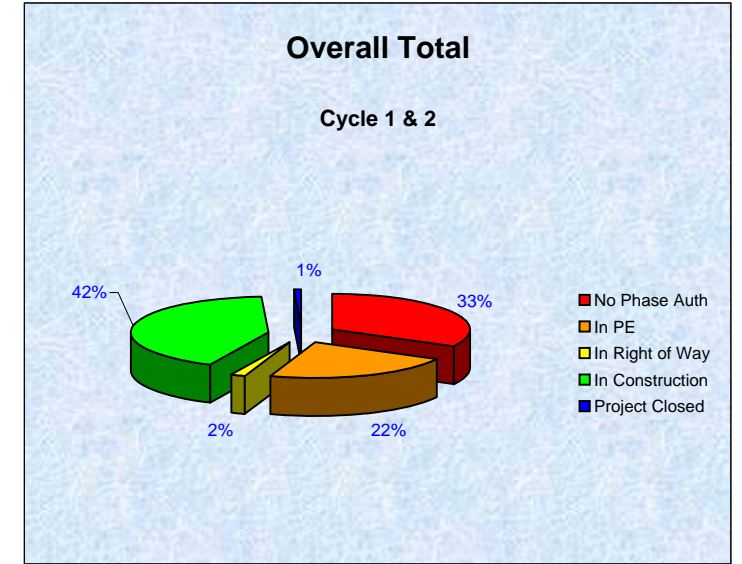
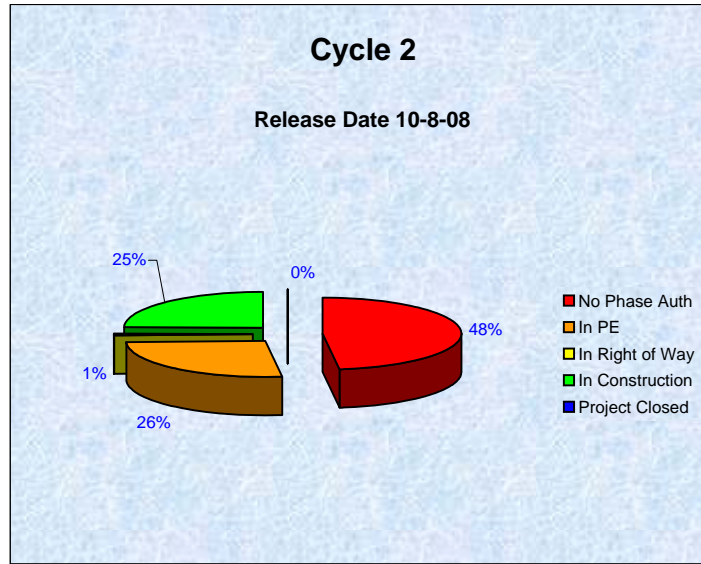
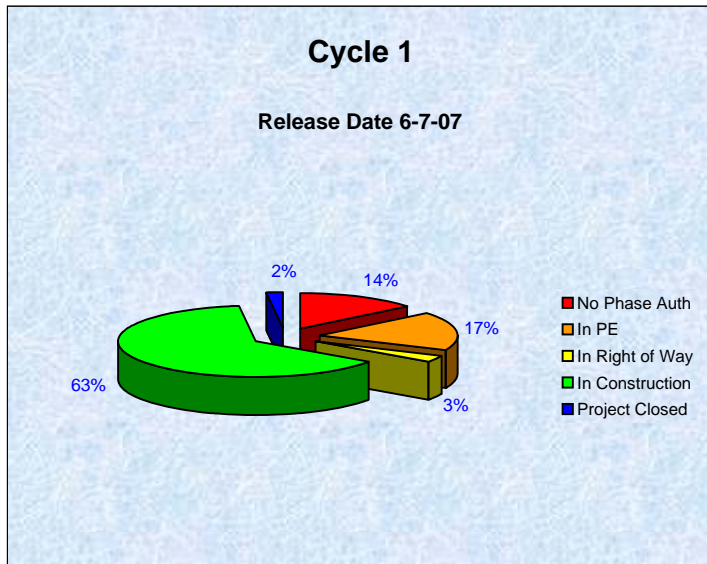
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**Safe Route To School (SRTS)
Distribution of Project Status by Phase
Data as of 6/30/2010**

Project Status	Cycle 1 Release Date 6-7-07		Cycle 2 Release Date 10-8-08		Total	
	Proj Count	%	Proj Count	%	Proj Count	%
No Phase Auth	14	14%	58	48%	72	33%
In PE	17	17%	32	26%	49	22%
In Right of Way	3	3%	1	1%	4	2%
In Construction	62	63%	30	25%	92	42%
Project Closed	2	2%	0	0%	2	1%
Total	98	100%	121	100%	219	100%



**Safe Route to School (SRTS)
Project List - Sorted by District and Agency
Data as of 6/30/10**

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Project Number	District	Agency	MPO	RTPA	Project Location	Description of Work	Current Total Project Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW Auth Date	CON Auth Date	Closed out Date	Obligated Federal Amt (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	FTIP Approval Date *	Date PE should be authorized. (6 months after FTIP approval date)	Date CON should be authorized. (30 months after FTIP approval date)	Date Close-out should be completed. (54 months after FTIP approval date)					
5933(090)	04	Alameda County	MTC	Metropolitan Transportation Commission	Vicinity of Fairview ES; Along Maud Ave. between D St. and Kelly St.; Intersection of Maud Ave. and Romagnolo St.	Close sidewalk gaps, construct bulb outs, and install high visibility yellow crosswalks	\$ 585,310	\$ 585,310	1	1/29/09				\$ 77,310	6/22/10	\$ 74,543	9/30/09	3/31/10	3/31/12	3/31/14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	04	Alameda County	MTC	Metropolitan Transportation Commission	Vicinity of Marshall ES (Omega Ave.)	Close sidewalks gaps, install ADA pedestrian ramps at crosswalks and intersections, install high visibility crosswalks, and install one in-roadway lighted crosswalk	\$ 499,596	\$ 499,596	1					\$ -		\$ -	3/31/10	9/30/10	9/30/12	9/30/14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5933(091)	04	Alameda County Public Health Department	MTC	Metropolitan Transportation Commission	All Alameda County Schools.	The Partnership Is A Countywide Collaboration Between Public Health Department, The Transportation And Land Coalition, Cycles Of Change And Many Other Partners. 1) Lead Comprehensive Srts Efforts In Oakland, Berkeley And The Unincorporated Areas Of Alamed	\$ 498,001	\$ 498,001	1			5/24/08		\$ 498,000		\$ -	9/30/07	3/31/08	3/31/10	3/31/12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	04	Belmont	MTC	Metropolitan Transportation Commission	Central School road entrance	Reconfigure road entrance, by Narrowing it and bringing the crosswalk further out	\$ 28,600	\$ 28,600	1					\$ -		\$ -	3/31/10	9/30/10	9/30/12	9/30/14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5376(007)	04	Brisbane	MTC	Metropolitan Transportation Commission	Vicinities Of Brisbane Elementary School And Lipman Middle School.	Install Traffic Calming And Traffic Control Devices At Three Locations In The Vicinity Of Brisbane Elementary School And Lipman Middle School.	\$ 193,170	\$ 193,170	1			5/10/08		\$ 186,001	6/3/09	\$ 186,001	9/30/07	3/31/08	3/31/10	3/31/12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5306(017)	04	Campbell	MTC	Metropolitan Transportation Commission	Pollard Rd. between Winchester Blvd. and Quito Rd.; intersection of Pollard Rd./York Ave.	Install bike lane, signs, stripes and radar speed feedback signs; construct curb, gutter, sidewalk and curb ramps	\$ 255,000	\$ 255,000	2	7/23/09				\$ 49,300	3/17/10	\$ 798	9/30/09	3/31/10	3/31/12	3/31/14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5928(086)	04	Contra Costa County	MTC	Metropolitan Transportation Commission	Pacheco Blvd. between Camino De Sol and Windhover Way (Vine Hill area)	Construct (gap closure) sidewalks	\$ 311,000	\$ 311,000	1	2/24/08				\$ 65,000	1/12/09	\$ 64,373	9/30/09	3/31/10	3/31/12	3/31/14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5928(087)	04	Contra Costa County	MTC	Metropolitan Transportation Commission	Willow Lake Road From Discovery Bay Boulevard To Discovery Bay Elementary School.	Along The South Side Of Willow Lake Road From Discovery Bay Boulevard To Discovery Bay Elementary School, Install A 920-Foot Long, 5-Foot Wide Concrete Sidewalk, Install Or Modify Eight Pedestrian Curb Ramps, And Install Crosswalk Striping At Discovery Ba	\$ 186,000	\$ 186,000	1	2/24/08		3/24/09		\$ 186,000	3/30/10	\$ 126,357	9/30/07	3/31/08	3/31/10	3/31/12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6449(001)	04	Cotati-Rohnert Park Unified School District	MTC	Metropolitan Transportation Commission	Cotati-Rohnert Park Unified School District	Hire experts to conduct one or two-day training seminars at each school site and to develop and coordinate age appropriate classroom curriculum. Periodic measurement of student participation will be recorded	\$ 83,084	\$ 83,084	1			4/2/10		\$ 83,084		\$ -	9/30/07	3/31/08	3/31/10	3/31/12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

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5318(024)	04	Cupertino	MTC	Metropolitan Transportation Commission	Vicinity Of Garden Gate Elem. School; Intersection Of Green Leaf Dr. And Sterling Rd.	Construct 3,760 Linear Feet Of Sidewalks And 12 New Ada Curb Ramps Establishing A Continuous Walking Path Along The Suggested Route To Garden Gate Elem. School; Install 8 Ada Buttons, 8 Pedestrian Countdown Devices And Protected Left Turn Lanes; Increase	\$ 393,788	\$ 393,788	1			5/8/09		\$ 393,788		\$ -	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
5434(017)	04	Danville	MTC	Metropolitan Transportation Commission	Throughout The San Ramon Valley In The Communities Of Alamo, Blackhawk, Danville, Diablo, San Ramon, And A Small Portion Of Walnut Creek Within The San Ramon Valley Unified School District Boundaries.	Sustain And Expand The Street Smarts Program'S Existing Traffic Safety Education Efforts; Encourage Bicycling And Walking To School As A Safe, Healthy, Convenient And Cost-Effective Mode Of Transportation.	\$ 392,000	\$ 290,000	2			3/27/09		\$ 290,000	6/22/10	\$ 39,406	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
	04	El Cerrito	MTC	Metropolitan Transportation Commission	On Arlington Dr. at its intersection with both Madera Dr. and Brewster Dr., near Madera ES	Install curb bulb-outs, in-pavement lighted crosswalks, LED-enhanced signs and upgraded/interconnected advanced flashing beacons and signs for crosswalk; conduct public outreach via city website	\$ 230,464	\$ 230,470	2					\$ -		\$ -	3/31/10	9/30/10	<input type="checkbox"/>	9/30/12		9/30/14	
5034(021)	04	Gilroy	MTC	Metropolitan Transportation Commission	Gilroy Unified School District In Santa Clara County.	Develop And Implement An Education And Encouragement Program, An Adult Crossing Guard Training And Recruitment Program And A School Zone Traffic Enforcement Program; Purchase And Circulate Two Mobile Radar Speed Feedback Trailers.	\$ 301,500	\$ 301,500	2			9/8/09		\$ 301,500		\$ -	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
5927(061)	04	Marin County	MTC	Metropolitan Transportation Commission	Vicinity of Tamalpais Valley School (Marin Ave.)	Provide sidewalk improvements; Reconstruction/widen existing narrow sidewalk near the school entrance; Install ADA compliant ramps and high visibility crosswalks	\$ 715,390	\$ 715,390	1	2/24/08		7/8/10		\$ 95,055	6/4/10	\$ 95,055	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
5273(017)	04	Menlo Park	MTC	Metropolitan Transportation Commission	Santa Cruz Ave. in the vicinity of Hillview MS	Install in-pavement lighted crosswalks at three intersections and install a new striped crosswalk with landing/ramp	\$ 143,000	\$ 143,000	1	10/30/07				\$ 15,400	7/22/09	\$ 15,400	9/30/09	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>	3/31/14	<input checked="" type="checkbox"/>

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5273(019)	04	Menlo Park	MTC	Metropolitan Transportation Commission	Near Laurel School on Ringwood Ave. from Coleman Ave. to Colby Ave., including in intersection with Edge Rd. at the South corner of the school, and on Bay Rd. where in intersects with Ringwood Ave. and Greenwood Dr.	Install in-pavement lighted crosswalks, electronic speed feedback signs, pedestrian countdown heads, safety lighting, signs, stripes and pavement markings; remove on-street parking; construct asphalt concrete pathways and asphalt curbs	\$ 441,100	\$ 441,100	2	4/23/10		5/27/10		\$ 441,100		\$ -	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
	04	Mill Valley	MTC	Metropolitan Transportation Commission	Eastside of Camino Alto; intersection of Miller Ave./Almonte	Install traffic calming features by extending curbs, narrowing the intersection, and installing a pedestrian crossing signal	\$ 718,986	\$ 565,290	2					\$ -		\$ -	3/31/10	9/30/10	<input type="checkbox"/>	9/30/12		9/30/14	
5314(005)	04	Milpitas	MTC	Metropolitan Transportation Commission	City Of Milpitas.	Create A Comprehensive Traffic Safety Program To Educate Students About Safety, Increase Awareness And Improve Choices, Including Suggested Routes To School And Promoting Events. The City Will Create And Coordinate A Computerized Carpool Program. The Sili	\$ 375,000	\$ 375,000	1			5/5/08		\$ 375,000	5/11/10	\$ 30,560	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
5124(026)	04	Mountain View	MTC	Metropolitan Transportation Commission	City Of Mountain View.	Consist Primarily Of Workshops For Students (Over 200 Workshops Over A 3-Year Period), Other Project Components Are School Traffic Safety Rodeos, School/Family Safety Rodeos And Safe Routes To School Passport.	\$ 300,000	\$ 300,000	1			3/2/08		\$ 300,000	4/27/10	\$ 212,941	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
6446(001)	04	Napa County Office of Education	MTC	Metropolitan Transportation Commission	Napa County.	Build On The Success Of California And Marin County'S Srts Projects Through A 3-Year Program Of Education, Encouragement, Enforcement And Evaluation To Create A Significant, Lasting Change In The Way Children Get To And From School In Napa County.	\$ 498,719	\$ 498,719	1			10/28/08		\$ 498,719	4/14/10	\$ 93,459	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>
5012(089)	04	Oakland	MTC	Metropolitan Transportation Commission	Frick MS (Foothill at 62nd Ave. and 63rd Ave.); Hoover ES (San Pablo Ave./Brockhurst St.); Franklin ES (E 15th St./9th Ave.); Peralta ES (Telegraph Ave./63rd St.); Lakeview ES (Grand Ave./MacArthur Ave.); and Lafayette ES (Market St./18th St.)	Construct sidewalk bulb-outs at intersections serving five ESs and one MS	\$ 700,425	\$ 700,425	1	3/2/08				\$ 62,725	3/10/09	\$ 62,725	9/30/09	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>	3/31/14	
5012(102)	04	Oakland	MTC	Metropolitan Transportation Commission	Along major routes leading to Bret Harte MS, Manzanita ES, Paralta ES, Pacific Boychoir, and La Escuela Internacional schools	Construct pedestrian bulb-outs, sidewalk gap closures, and curb ramps; install pedestrian countdown signal heads, crosswalk striping and new bicycle lane	\$ 920,300	\$ 920,300	2	1/26/10				\$ 118,152		\$ -	9/30/09	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input checked="" type="checkbox"/>	3/31/14	