

APPENDIX A – 44

Project Delivery

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



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

ABSTRACT

Resolution No. 3606, Revised

This Resolution establishes the regional policy for project delivery for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period and subsequent extensions, for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds.

This resolution was revised on April 26, 2006 to reflect changes in Caltrans procedures and federal regulations.

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

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

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

Date: October 22, 2003
W.I.: 1512
Referred by: PAC

Re: Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3606

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

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

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Assembly Bill 1012 (Chapter 783, Statutes of 1999 - Torlakson) established stringent timely use of funds deadlines for projects receiving federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding; and

WHEREAS, Section 16304 of the California Government Code requires that federal funds obligated to a project must be encumbered within two state fiscal years following the year of obligation, and requires that these funds be liquidated (expended, invoiced and reimbursed) within three state fiscal years following the state fiscal year of encumbrance; and

WHEREAS, the region could lose STP and CMAQ funding if projects within the region do not adhere to the timely use of funds requirements under AB 1012 and Section 16304 of the California Government Code; and

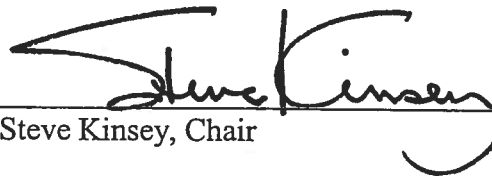
WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately \$100 million waiting for additional OA; and

WHEREAS, MTC has established regional obligation deadlines for projects receiving STP and CMAQ funding to ensure that the region obligates federal funding in a timely manner; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy for managing the region's OA and enforcing the region's delivery of STP and CMAQ funding; now, therefore, be it

RESOLVED, that MTC approves the Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ funds set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 22, 2003

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

Attachment A
MTC Resolution No. 3606
Page 1 of 5

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

Background

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

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

Regional Project Funding Delivery Policy Intent

The intent of this regional project funding delivery policy is to ensure implementing agencies do not lose transportation funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA), and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the county Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

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

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

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

The following are key benefits of the policy and principles:

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

Regional Principles

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

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

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

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

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

Consequences of Non-compliance

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and

the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

APPENDIX A – 45

Project Delivery

Regional Project Delivery Policy Guidance



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

Regional Project Funding Delivery Policy Intent

The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, such as those imposed by the CTC on funds it administers and allocates.

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

General Policy Guidance

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

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

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

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

FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

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

The implementing agency or MTC may determine that circumstances may justify changes to the regional discretionary fund programming. These changes, or revisions to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. Regional discretionary funds may be shifted among any phase of the project without the concurrence or

involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

Regional Discretionary Funding:

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

Programming to Apportionment in the year of Obligation/Authorization

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the regional annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received for the funds it manages.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

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

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA by May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

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

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project funding reductions will not be used. Federal regulations require that the project proceed to

construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

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

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

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

Federal Rescissions

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

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

Annual Obligation Plan

California Streets and Highway Code Section 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the federal fiscal year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

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

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

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

FHWA-Administered Project Milestones Status

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

Local Public Agency (LPA) Qualification

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

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

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

Maximizing Federal Funds on Local Projects

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

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

Specific Project-Level Policy Provisions

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

the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming and are required to develop major milestone delivery schedules for each of their federal-aid projects.

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

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

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

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

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

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

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the November 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional programs, the Commission has discretion to redirect funds from delayed or failed projects.

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

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

In Summary:

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

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

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

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

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

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

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

Important Tip: In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

- **Coordination with CTC allocations**

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

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

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures.—Agencies with projects that do not meet these award deadlines will have future

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

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

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

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

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

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

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

- **State Liquidation Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

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

Federal regulations require that federally funded projects proceed to construction or right of way acquisition within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

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

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Delivery Principles

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

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

Regional Project Delivery Policy Guidance

MTC Resolution 3606

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

APPENDIX A – 46

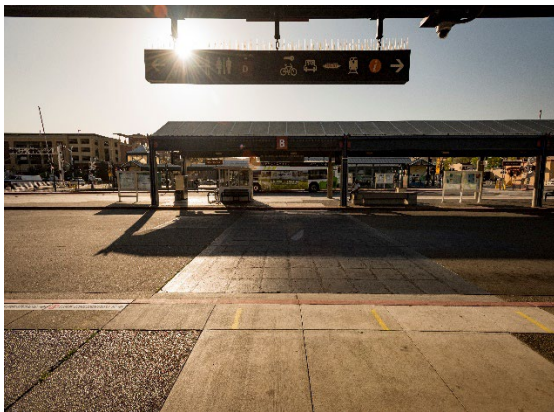
Project Delivery

**Annual Listing of Federally Obligated Projects
for Federal Fiscal Year 2020-21**



Annual Listing of Federally Obligated Projects

Federal Fiscal Year 2021
(October 1, 2020– September 30, 2021)



(Cover photos: (top left) MCTD: Bus Stop Improvements; (top right) Milpitas: Street Repaving and Bike Lane Buffer; (bottom) Santa Clara VTA: Facilities ADA Upgrades)



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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December 23, 2021

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Brad Paul
Deputy Executive Director,
Local Government Services

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

RE: Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2020-21

The Metropolitan Transportation Commission (MTC), as the Metropolitan Planning Organization (MPO) for the nine county San Francisco Bay Area, is required to publish a listing of projects using federal funds obligated in the previous federal fiscal year (Title 23 CFR 450.334). The Annual Listing of Federally Obligated Projects ("Annual Listing") provides a record of project delivery and promotes awareness of federal spending on transportation projects.

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

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

This report was developed using data sourced from both Caltrans and MTC. For the last federal fiscal year (October 1, 2020 through September 30, 2021), the region obligated approximately \$2.1 billion in federal transportation funds. The Annual Listing has two sub-listings: road and highway projects, and transit projects. Information for the road and highway project listing includes obligation of funds such as the Surface Transportation Block Grant Program (STP) and STP Transportation Alternatives set-aside, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and miscellaneous earmarks. The sources of this information are Caltrans and MTC. The second table, for transit, includes obligation of fund sources such as Federal Transit Administration Sections 5307, 5309, 5337 and 5339, and the source is MTC.

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

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

Annual Listing of Federally Obligated Projects, FFY 2020-21
December 23, 2021
Page 2

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

Thank you for your interest in the FFY 2020-21 Annual Listing of Federally Obligated Projects.

Sincerely,

A handwritten signature in blue ink that reads "Theresa Romell". The signature is fluid and cursive, with the first name "Theresa" and last name "Romell" clearly legible.

Theresa Romell
Director, Funding Policy and Programs

TR:js

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Attachment: FFY2020-21 Annual Listing of Federally Obligated Projects

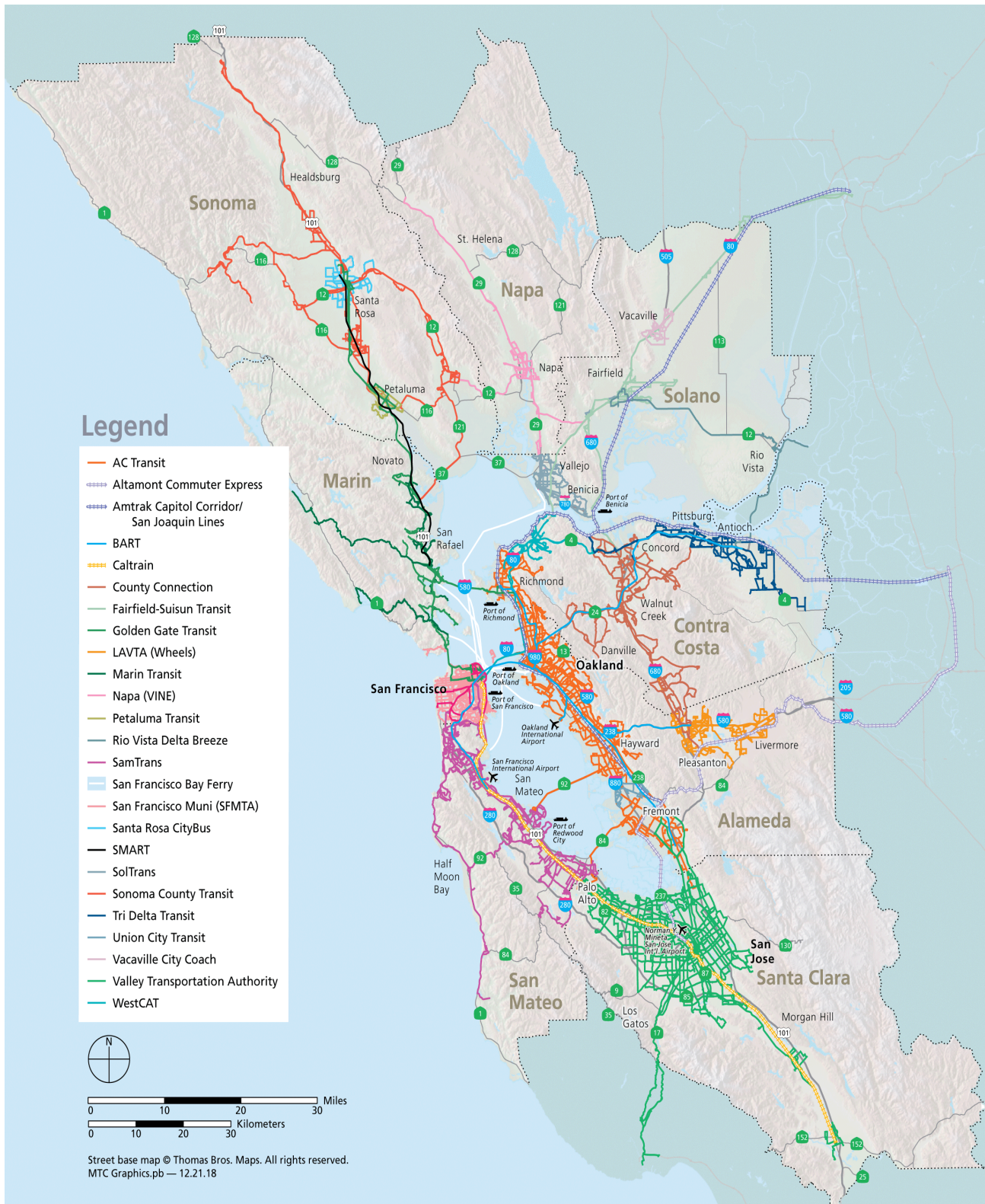
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Clipper: Clipper Program/Payment Upgrades

Nine-County San Francisco Bay Area Transportation Network



About this Document

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

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

Obligation

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

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

About the Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 *et seq.*), the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The Commission's work is guided by a 21-member policy board.

Federal Framework

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

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

This annual obligation listing report covers the sixth year of the FAST Act through Federal Fiscal Year (FFY) 2020-21 (October 1, 2020 – September 30, 2021).

Regional Transportation Plan: Plan Bay Area

MTC is responsible for adopting the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The current RTP/SCS, known as *Plan Bay Area 2050*, was adopted by the Commission on October 21, 2021.

The plan establishes the long-range goals for the region, and identifies a set of investments and strategies to implement them. Updated every four years to reflect new planning priorities and changing projections of growth and travel demand, the long-range plan must be based on a realistic forecast of future revenues. Taken as a whole, the projects included must also help improve regional air quality. *Plan Bay Area 2050* can be found at the MTC website at <http://www.planbayarea.org>.

Federal Funding in *Plan Bay Area 2050*

A variety of sources of funding are required to fund the set of investments included in the plan. Over the 30-year period of *Plan Bay Area 2050* (2020-2050), federal funds represent approximately \$51 billion, or 9% of the revenues for Bay Area's planned \$591 billion investment package.

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

Transportation Improvement Program

With the long-range plan in place, the Transportation Improvement Program, or TIP, serves as a short range programming document for the projects to be undertaken in the next few years. The TIP sets forth the region's investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements in the nine-county San Francisco Bay Area. Only projects consistent with the regional transportation plan's financially-constrained list may be placed in the TIP for federal funding. In addition, in order for a project to obligate federal funds, the project's funding must be included in the TIP.

Projects in the TIP

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

MTC's TIP for the San Francisco Bay Area can be found online at:

<https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

By law, the TIP must be adopted at least once every four years, cover at least a four-year period, and contain a priority list of projects grouped by year. Further, the TIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to TIP approval.

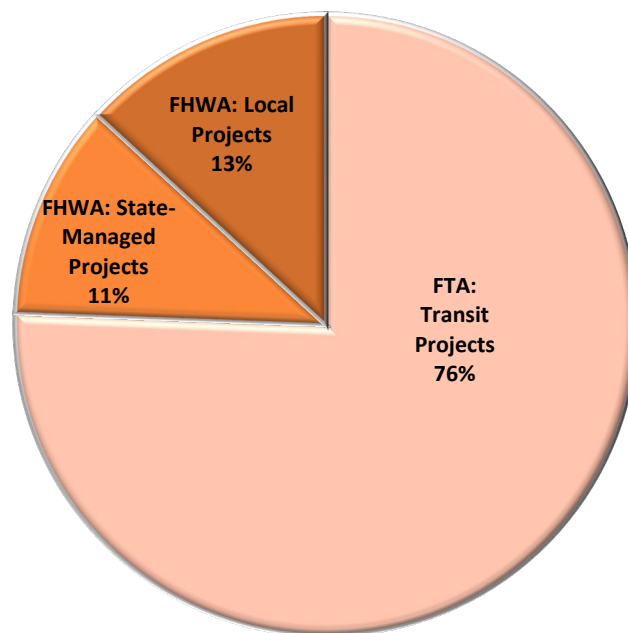
The 2021 TIP, which covers federal fiscal years 2020-21 through 2023-24, was approved by the Federal Highway Administration and Federal Transit Administration on April 16, 2021.

Annual Obligated Project Listing Summary

This annual listing shows that approximately \$2,054 million of federal funds were obligated in the MTC region in FFY 2020-21, less than the \$2,157 million obligated in FFY2019-20. Of the \$2,054 million obligated, roughly (76%), or \$1,553 million, was obligated by the Federal Transit Administration (FTA) for transit projects. The remaining portion of funds (24%) were obligated by the Federal Highway Administration (FHWA) for highway, local road, bicycle and pedestrian facilities, and air quality improvement projects. Of the \$2,054 million obligated, local agencies obligated 13% for local projects on and off the state highway system, and the California Department of Transportation (State-Managed) obligated 11% for state highway related projects. This year's funding includes obligations of funding from the CARES Act of 2020 and CRRSSA Act of 2021 (*see Page 11 for more information*).

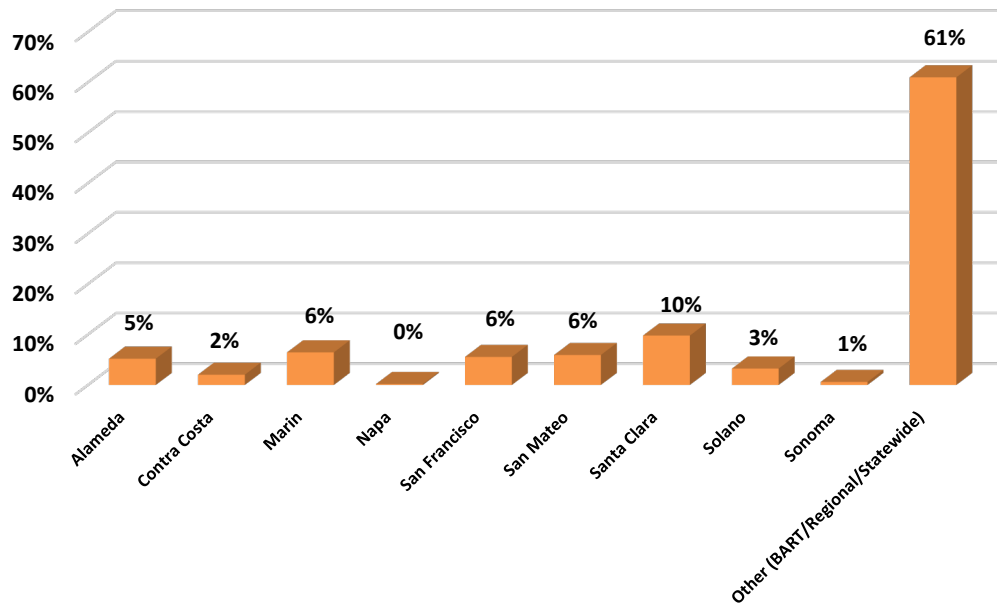
Chart A-1 illustrates the breakdown of obligations by obligating agency, rounded to the nearest million.

A-1 MTC-Region Federal Obligations, FFY 2020-21



Obligating Agency	Total Obligations*	Percent of Total*
Federal Transit Administration: Transit	\$1,553 million	76%
Federal Highway Administration: Local Projects	\$231 million	11%
Federal Highway Administration: State-Managed	\$270 million	13%
Total	\$2,054 million	100%

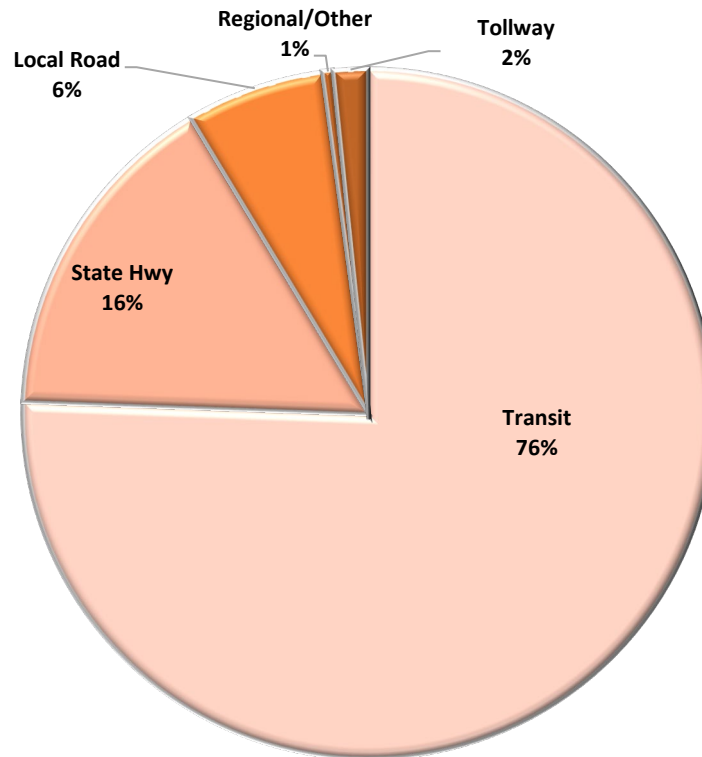
*Totals are approximate due to rounding

A-2 MTC-Region Federal Obligations by County, FFY 2020-21

County	Total Obligations*	Percent of Total*
Alameda	\$107 million	5%
Contra Costa	\$42 million	2%
Marin	\$132 million	6%
Napa	\$4 million	<1%
San Francisco	\$114 million	6%
San Mateo	\$122 million	6%
Santa Clara	\$201 million	10%
Solano	\$67 million	3%
Sonoma	\$12 million	1%
Other (Multi-County/BART/Caltrain/GGBHTD/MTC/WETA)	\$1,253 million	61%
Total	\$2,054 million	100%

*Totals are approximate due to rounding

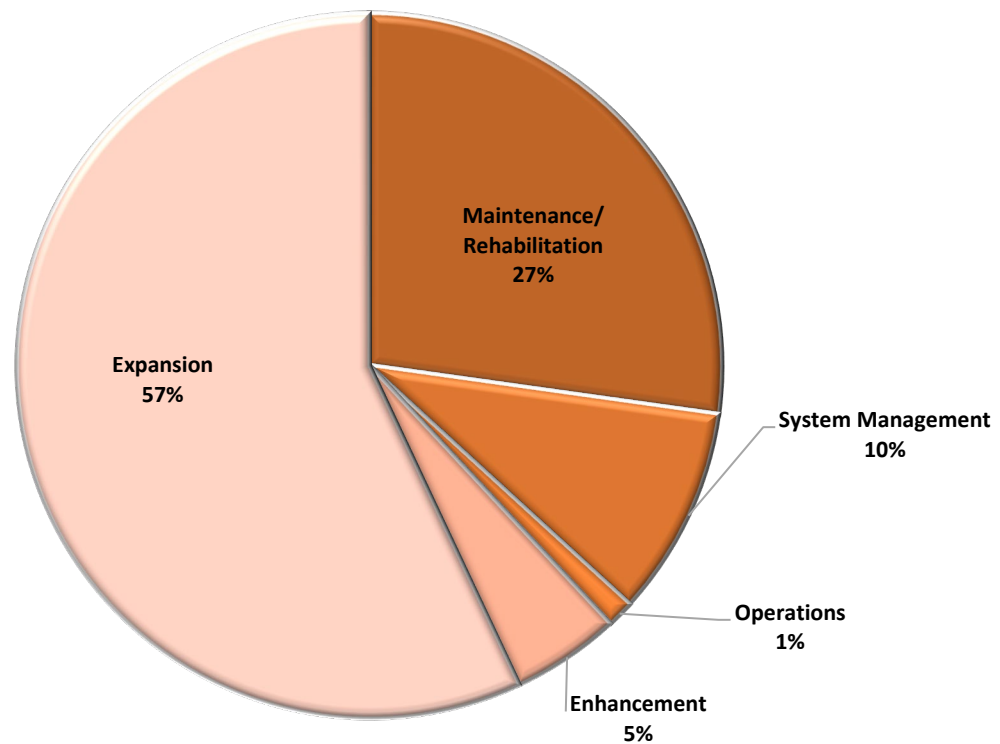
Chart A-2 above shows all federal obligations, FHWA and FTA combined, in the MTC region, broken down by county and rounded to the nearest million. Multi-County/BART/Caltrain/GGBHTD/MTC/WETA projects obligated the largest amount of federal funding (FHWA/ FTA) in FFY2020-21 with 61% of all federal funds, with the majority from BART awarded through the FTA. Multi-County/BART/Caltrain project funds serve multiple counties.

A-3 MTC-Region Federal Obligations by System, FFY 2020-21

System	Total Obligations*	Percent of Total*
Transit	\$1,552 million	76%
State Highway	\$326 million	16%
Local Road	\$133 million	6%
Tollway	\$33 million	2%
Regional/Other (Planning/Outreach/Operations/Public Land/Port)	\$10 million	<1%
Total	\$2,054 million	100%

*Totals are approximate due to rounding

Chart A-3 above shows all federal obligations in the MTC region, broken down by system and rounded to the nearest million. To assist with the region's transportation needs, projects included in the TIP are classified by one of the following systems: Transit, State Highway, Local Road, Regional, Tollway, Public Land/Trail, and Port/Freight-Rail. Transit projects received the most obligations for FFY2020-21 at 76%, or \$1,552 million of all federal obligations. State Highway projects received 16%, Local Road projects received 6%, Tollway received 2%, and Regional/Other received less than 1% of the total obligations.

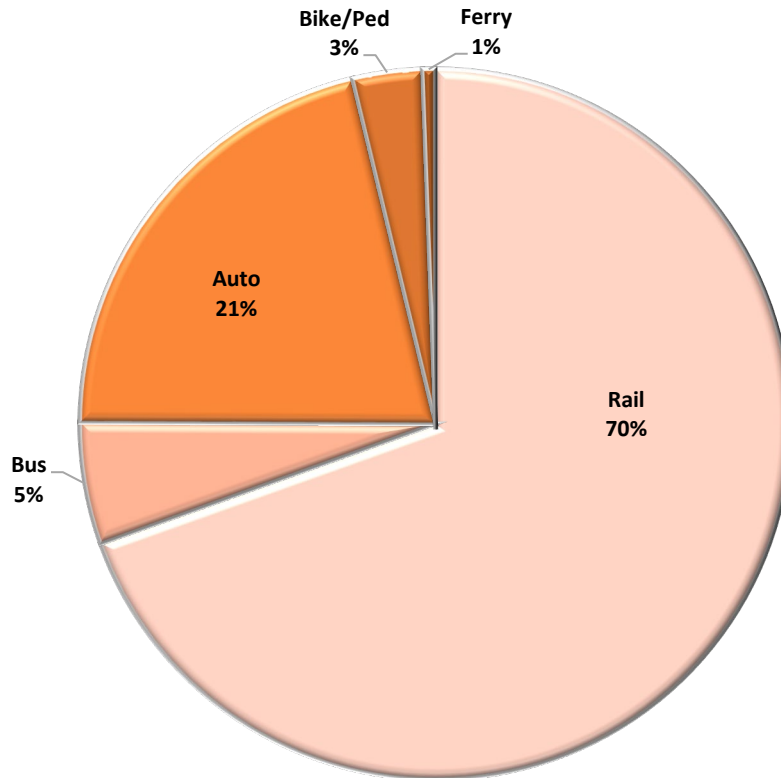
A-4: MTC-Region Federal Obligations by Purpose, FFY 2020-21

Purpose	Total Obligations*	Percent of Total*
Expansion	\$1,170 million	57%
Maintenance/ Rehabilitation	\$559 million	27%
System Management	\$197 million	10%
Enhancement	\$102 million	5%
Operations/Others	\$26 million	1%
Total	\$2,054 million	100%

*Totals are approximate due to rounding

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

In FFY2020-21 approximately 57% of all federal investments were used to support the region's expansion projects. The remainder of obligations applied to maintenance/rehabilitation, system management, enhancement, and operation projects.

A-5: MTC-Region Federal Obligations by Mode, FFY 2020-21

Mode	Total Obligations*	Percent of Total*
Rail	\$1,427 million	69%
Auto	\$434 million	21%
Bus	\$113 million	6%
Bike/Ped	\$65 million	3%
Ferry	\$12 million	1%
Other (Planning & Freight)	\$3 million	<1%
Total	\$2,054 million	100%

*Totals are approximate due to rounding

Chart A-5 illustrates all obligations in the MTC region, broken down by mode and rounded to nearest million. The modes tracked are Bus, Rail, Auto, Bike/Pedestrian, Ferry, & Other (*Planning & Freight*). In FFY 2020-21, funds benefitting primarily Rail projects received the most obligations at approximately 69%, or \$1,427 million, of all obligations. Auto projects received \$434 million of all investments, with the remainder of investments focused on bus, bike/pedestrian, ferry, planning and freight needs.

Annual Obligated Projects Listing Explanation

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

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

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

- Table 2: FTA Transit obligations, sorted by County, TIP ID, Transit operator, Project Name, Grant number, Program and Grant Date.

The columns in the listing include:

- TIP ID, the identification code for the project in MTC's TIP. State-Managed (Caltrans) projects do not have this field available and are noted by a "N/A" or a Caltrans Expenditure Authorization (EA) ID in that field.
- Project Title and Description
- Fund Source, indicating the obligated fund source
- Federal Project Number (FPN), indicating the federal project identification code (for FTA obligations, this is the grant number)
- Total Obligation Amount, rounded to the nearest dollar. Negative numbers indicate a de-obligation, where the federal funding commitment is no longer needed for the project either due to not meeting federal deadlines or due to project closeout. For additional information, please contact Caltrans or the project sponsor.
- Obligation Date, indicating the date FHWA (or FTA) obligated the funds
- Future Funding (by TIP ID), the amount programmed in the current TIP, rounded to the nearest dollar;
 - These amounts were current in the 2021 TIP as of November 30, 2021.
 - Please note that if there are multiple obligations for each TIP ID, the future funding amount will be apportioned accordingly between obligations as it is listed by TIP ID.

Caltrans may have additional information regarding the obligations they manage. Many of the funds Caltrans obligates for the State Highway System are programmed in the TIP and obligated at the beginning of the year as a lump sum.

The Use of Toll Credits (TC)

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

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

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

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

MTC received and distributed the roughly \$1.3 billion in CARES Act funding for which Bay Area transit agencies were eligible. MTC developed the allocation formula through a partnership between MTC and transit agency staff, and the funds were distributed in April and July 2020. These obligations are generally identified in Table 2 with the project name “COVID-19 Emergency Transit Operations”.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

California received about \$912 million in Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). CRRSAA may be used for a broad range of surface transportation purposes generally allowed for Surface Transportation Block Grant Program (STP) funds, as well as additional uses such as personnel. In Spring 2021, California split the funding into a 60% split for the state, for SHOPP-type projects, and 40% split for the regional agencies. The regional agency split is further divided into two programs: half distributed via the State Transportation Improvement Program (STIP) administered by the California Transportation Commission, and half distributed via the STP formula administered by Caltrans. The Bay Area received roughly \$65 million in total between the two programs. These obligations are generally captured as STP funds in Table 1.

Listing of Commonly-Used Abbreviations

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

Abbreviation	Meaning
ALA	Alameda
AC	Advance Construction
AC Transit	Alameda-Contra Costa Transit District
ACCMA	Alameda County Congestion Management Agency
ACTC	Alameda County Transportation Commission
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
ATP-REG	Active Transportation Program – Regional Program
ATP-ST	Active Transportation Program – State Program
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit District
BR	Bridge
BRT	Bus Rapid Transit
Caltrain/JPB	Caltrain/Peninsula Joint Powers Board
Caltrans	California Department of Transportation
CARES Act	Coronavirus Aid, Relief, and Economic Security (CARES) Act
CC	Contra Costa
CCAG	[San Mateo] Cities/County Associated Governments
CCCTA	Central Contra Costa Transit Authority
CCTA	Contra Costa Transportation Authority
CCTV	Closed-Circuit Television
C.F.R.	Code of Federal Regulations
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality Improvement
CO	County
CON	Construction
DPW	Department of Public Works
E/B	Eastbound
E/O	East of
EA	Expenditure Authorization
EBRPD	East Bay Regional Parks District
ECCTA	Eastern Contra Costa Transit Authority
ENV	Environmental
ER	Emergency Relief (or Response)
FBP	Ferry Boat Program
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA 5307	Federal Transit Administration section 5307 Urbanized Area
FTA 5307 TCP	Federal Transit Administration section 5307 Transit Capital Priorities

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

Abbreviation	Meaning
PBA	<i>Plan Bay Area 2040</i>
PCC	Portland Cement Concrete
PE	Preliminary Engineering
PLH	Public Land Highway
PM	Postmile
PNRS	Projects of National or Regional Significance
PPM	Planning, Programming, and Monitoring
PS&E	Plans, Specifications, and Estimates
PTAP	Pavement Technical Assistance Program
RBP	Regional Bicycle/Pedestrian
ROW, R/W, RW	Right of Way
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
S/B	Southbound
S/O	South of
SAFETEA	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SamTrans	San Mateo County Transit District
SC, SCL	Santa Clara
SCTA	Sonoma County Transportation Authority
SF	San Francisco
SFMTA	San Francisco Municipal Transportation Agency
SFCTA	San Francisco County Transportation Authority
SGR	State of Good Repair
SHOPP	State Highway Operations and Protection Program
SM	San Mateo
SR	State Route
SRTS, SR2S	Safe Routes to Schools
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Block Grant Program
T-2035	Transportation 2035 (MTC's 2009 RTP)
TA	Transit Authority/ Transportation Authority
TAM	Transportation Authority of Marin
TAP	Transportation Alternative Program
TBJPB	Transbay Joint Powers Board
TC	Toll Credits
TCA	Transit Capital Assistance
TCP	Transit Capital Priorities
TD	Transit District
TE	Transportation Enhancements
TEA	Transportation Enhancement Activities
TETAP	Traffic Engineering Technical Assistance Program

Abbreviation	Meaning
TIP	Transportation Improvement Program
TIGERII	Transportation Investment Generating Economic Recovery Cycle 2
TMC	Traffic Management Center
TMP	Traffic Management Plan
TOS	Traffic Operations System
UA, UZA	Urbanized Area
UC, U/C	Undercrossing
VPP	Value Pricing Parking
VTA	Santa Clara Valley Transportation Authority
W/B	Westbound
W/O	West of
WestCAT	Western Contra Costa Transit Authority
WETA	Water Emergency Transportation Authority
ZEB	Zero-Emissions Bus

Further Information

For additional information regarding specific projects contained within this report, please contact the project sponsor.

For additional information about this report or federal programming and obligations in general, please visit our website at:

<http://www.mtc.ca.gov>

Or, you may contact the following staff persons at Funding Policy and Programs section:

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PROJECT LISTINGS OF FEDERALLY OBLIGATED PROJECTS, FFY 2020-21

Table 1: FHWA and State-Managed Obligations, FFY 2020-21

Table 2: Federal Transit Administration Obligations, FFY 2020-21

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Alameda	ALA110107	ACTC	Alameda County - Countywide Community -Based Transportation Plan Updates	STP	STPL-6480007	4/30/2021	(\$87,387.12)	
Alameda	ALA150008	ACTC	East Bay Greenway	ATP-FED	ATPL-6480010	4/28/2021	(\$80,492.04)	
Alameda	ALA070022	Alameda	City of Alameda - Park St Streetscape	EARMARK	TCSPL-5014040	3/12/2021	(\$29,399.46)	
Alameda	ALA130022	Alameda	Alameda City Complete Streets	STP	STPL-5014041	4/22/2021	(\$33.64)	
Alameda	ALA310022	Alameda	Alameda City Complete Streets	STP	STPL-5014041	4/22/2021	(\$4,327.03)	
Alameda	VAR110007	Alameda	Park St. Corridor Safety & Operation Improvement	HSIP	HSIPL-5014038	6/9/2021	(\$183,488.90)	
Alameda	ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview BikePed	EARMARK	DEM05L-5933123	1/6/2021	(\$41,925.64)	
Alameda	ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview BikePed	ATP-FED	ATPL-5933143	5/26/2021	(\$55,844.33)	
Alameda	ALA130018	Alameda County	Alameda Co-Variou Streets and Roads Preservation	STP	STPL-5933160	3/29/2021	\$2,171,000.00	
Alameda	REG110013	Alameda County	Local Government EV Fleet Program	CMAQ	CML-5933109	4/29/2021	(\$86,375.36)	
Alameda	ALA150005	Berkeley	LeConte Elementary Safe Routes to School Imps	ATP-FED	ATPL-5057043	1/25/2021	(\$42,953.72)	
Alameda	VAR110045	Fremont	Bridge No. 33C0128, Niles Blvd, Over BART/UPRR	HBP	BRLO-5322019	1/20/2021	(\$305,249.30)	
Alameda	VAR110045	Fremont	Niles Blvd.Overhead(Bart/UPRR), Br#33C0128 Bridge Replacement (TC)	NHPP	BRLZ-5322019	1/20/2021	(\$237,207.41)	
Alameda	VAR170002	Fremont	Washington Blvd Safety Imps HSIP7-04-008	HSIP	HSIPL-5322056	4/23/2021	(\$19.37)	
Alameda	ALA130013	Hayward	Hayward - Industrial Boulevard Preservation	STP	STPL-5050041	9/20/2021	(\$68,765.05)	
Alameda	ALA130017	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	CMAQ	CML-5012128	3/26/2021	(\$11,066.27)	
Alameda	ALA130017	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	CMAQ	CML-5012127	6/9/2021	(\$61,718.18)	
Alameda	ALA150023	Oakland	Citywide Oakland Carshare and Outreach Program	CMAQ	CMLNI-5012133	2/25/2021	(\$79,485.67)	
Alameda	ALA150043	Oakland	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP	HSIPL-5012140	9/9/2021	\$36,956.00	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Alameda	VAR170002	Oakland	Grand Ave Pedestrian Treatments (HSIP6-04-011)	HSIP	HSIPL-5012126	5/20/2021	(\$3.16)	
Alameda	VAR170012	Oakland	Adeline Street Bridge Seismic Retro (33C0028)	HBP	BHLO-5012103	2/18/2021	\$118,630.00	
Alameda	ALA170084	Piedmont	Piedmont - Oakland Avenue Improvements	STP	STPL-5156004	9/2/2021	\$168,000.00	
Alameda	0015150311L	State-Managed	City of Oakland @ 29th Ave & UPRR Xing Grade Crossing Hazard Elimination, with Toll Credits (TC)	Other-Federal	STPLR-7500226	5/18/2021	\$109,994.12	
Alameda	0015150312L	State-Managed	City of Oakland @ 85th Ave & UPRR Xing Grade Crossing Hazard Elimination With Toll Credits (TC)	Other-Federal	STPLR-7500227	5/18/2021	\$472,643.86	
Alameda	0015150313L	State-Managed	City of Oakland @ 105th Ave & UPRR Xing Grade Crossing Hazard Elimination with Toll Credits (TC)	Other-Federal	STPLR-7500228	5/18/2021	\$450,000.00	
Alameda	0016000186L	State-Managed	City of Berkeley @ Gilman St & UPRR Xing Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500243	2/12/2021	(\$219,362.02)	
Alameda	0016000187L	State-Managed	City of San Leandro @ Washington Ave & UPRR Xing Grade Crossing Hazard Elimination. Toll Credits Inserted (TC)	Other-Federal	STPLR-7500244	12/17/2020	\$150,000.00	
Alameda	0019000301L	State-Managed	City of Oakland, at 29th Ave (2) nd UPRR Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500270	4/8/2021	\$400,000.00	
Alameda	0019000302L	State-Managed	City of Oakland, 85Th Ave (2) and UPRR at-Grade Crossing Construction Improvements, Section 130 Grade Crossing Hazard Elimination Project (TC)	Other-Federal	STPLR-7500271	4/8/2021	\$170,000.00	
Alameda	0019000303L	State-Managed	City of Oakland, 105th Ave (2) at UPRR Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500272	4/8/2021	\$335,193.31	
Alameda	041706U4S	State-Managed	5th Avenue Overhead Seismic Retrofit Bridge Replacement	IM	BRIM-IM-8801057	1/14/2021	(\$658,583.07)	
Alameda	ALA050079	State-Managed	In Alameda County in Berkeley from 0.6 Mile No. of Univeristy Ave Overcrossing to 0.1 Mile So. of Gilman St Undercrossing Construction Pedestrian Overcrossing Bridge and Retaining Walls	NHPP	IM-0801119	9/9/2021	\$16,811,900.00	
Alameda	MTC050006	State-Managed	In Fairfield at the EB Cordelia Truck Scale Relocate And Expand Truck Scale (TC)	NHS	NH-X095023	3/3/2021	\$821,715.64	
Alameda	VAR110001	State-Managed	In Hayward, at 500 Ft No. of Industrial Pkwy West Install Weigh-In-Motion System In Both Directions (TC)	NHPP	IM-8801077	5/6/2021	(\$237,807.41)	
Alameda	VAR110004	State-Managed	On SR: 880. In Alameda Co. from 0.4 mi S/O Fremont Blvd O/C to 0.3 mi S/O High St Install Median Concrete Barrier	HSIP	HSNHPI-H-8801074	8/31/2021	(\$3,963,299.38)	
Alameda	VAR110042	State-Managed	In Oakland, Between Fruitvale Avenue/Champion Street and Harold St/Montana St. Upgrade Sidewalk and Curb Ramps.(TC)	NHPP	IM-5801067	2/3/2021	(\$103,117.11)	
Alameda	VAR110044	State-Managed	In Oakland at MacArthur Blvd Bridge No. 33-0061 L/R Rehabilitate Bridge (TC)	NHPP	NHPI-5801065	12/4/2020	(\$1,490,941.34)	
Alameda	VAR110044	State-Managed	On SR: 260. Near Alameda at Posey-Webster Tubes, Bridge #330106 L/R Rehabilitate Bridges (TC)	NHPP	NHP-P260005	1/19/2021	(\$295,370.55)	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Alameda	VAR110044	State-Managed	In Oakland at MacArthur Blvd Bridge No. 33-0061 L/R Rehabilitate Bridge (TC)	NHS	NHPI-5801065	4/21/2021	\$192,771.84	
Alameda	VAR170005	State-Managed	Alameda County at Various Location from 0.2 Mile east of Adeline St Under Corssing in Oakland to 0.3 Mile west of Rte 580/238 Separation at Castro Valley. Install and Upgrade Transportaiton Management System Elements.	NHPP	IM-5801981	9/9/2021	\$11,818,400.00	
Alameda	VAR170006	State-Managed	On SR: 880. In and near Fremont, Union City, Hayward, San Leandro, and Oakland from 0.4 Mile No. of Fremont Blvd Overcrossing to High St Separation and Overhead. Rehabilitate Pavement (TC)	NHPP	IM-8801081	10/21/2020	\$600,000.00	
Alameda	VAR170007	State-Managed	On SR: 880. Alameda County in Fremont at Various Location from 0.1 Mile No. of Auto Mall Pkwy Overcrossing to 0.1 Mile So. of Fremont Blvd Overcrossing. Roadside Safety Improvements	NHPP	IM-8801086	10/30/2020	\$198,685.20	
Alameda	VAR170007	State-Managed	On SR: 123. Construction on State Highway in Alameda Co. in Berkeley at Bancroft Way Install Traffic Signals, Widen Left Turn Lanes, Construct Curb Ramps	HSIP	HSMHG-P123004	11/3/2020	\$100,000.00	
Alameda	VAR170007	State-Managed	On SR: 84. Alameda County in Fremont from Rte 238 to Rte 680 Replace Street Concrete Barrier, HMA, Roadway Exc and Install Signal and Lighting.	HSIP	HSNH-P084055	6/23/2021	\$21,493,900.00	
Alameda	VAR170007	State-Managed	On SR: 238. Alameda Co. in San Lorenzo from 0.42 Mile W. of Hesperian Blvd Undercrossing to 0.52 Mile E. of Mission Blvd Undercrossing. Highway Lighting.	HSIP	HSIMG-2381006	7/30/2021	(\$539,482.86)	
Alameda	VAR170007	State-Managed	On SR: 80. Berkeley and Albany from Rte 13/80 Separation to 0.4 Miles east of El Cerrito Separation and Overhead Install Median Safety Lighting and Replace Median Concrete Barrier	NHPP	HSIMG-0801118	9/9/2021	\$14,542,500.00	
Alameda	VAR170008	State-Managed	Alameda County in Fremont at Warren Ave Install Pressure Grouting (TC)	NHPP	IM-8801080	1/20/2021	(\$615,656.90)	
Alameda	VAR170008	State-Managed	Alameda County in Fremont at Warren Ave Install Pressure Grouting (TC)	NHPP	IM-8801080	5/12/2021	\$11,864.06	
Alameda	VAR170009	State-Managed	On SR: 80, 85, 580. Alameda and Santa Clara Counties at Various Location Upgrade Curb Ramps To ADA Standards	NHPP	NH-000C506	11/24/2020	\$239,031.00	
Alameda	VAR170009	State-Managed	On SR: 13. Alameda County in Berkeley at Various Locations from Pine Ave to Lorina St Remove Concrete, Minor Concrete and HMA.	NHPP	NH-P013037	1/29/2021	\$1,854,500.00	
Alameda	VAR170010	State-Managed	In Fremont, from 0.5 Mile So. to 0.5 Mile No. of Patterson Slough Bridge No. 33-0250 (PM 11.8) Bridge Rehabilitation. (G13 Contingency Project) (TC)	NHPP	IM-8801078	5/6/2021	\$2,378,000.00	
Alameda	VAR170010	State-Managed	On SR: 880. Alameda County in Fremont from 0.4 Mile So. to 0.4 Mile No. of Patterson Slough Bridge Replace Bridge Deck and Approach Slabs.	NHPP	IM-8801910	9/9/2021	\$10,410,600.00	
Alameda	VAR170010	State-Managed	On SR: 84. Alameda County near Fremont at Alameda Creek Bridge Replace Br Paving, Soil Nail Wall, Drainage & Channel Restoration	NHPP	NH-P084054	9/9/2021	\$21,851,100.00	
Alameda	ALA170071	Union City	Union City-Dyer Street Pavement Rehabilitation	STP	STPL-5354042	4/21/2021	\$872,000.00	
Contra Costa	VAR170012	Concord	Group 2 Bridges Concord Ave Bridge 28C0091R, Concord Ave Bridge 28C0091L, Ygnacio Valley Rd Bridge 28C0115, Willow Pass Rd Bridge 28C0183, Court Lane	HBP	BPMP-5135049	7/1/2021	\$818,395.00	
Contra Costa	CC-170020	Contra Costa County	Fred Jackson Way First Mile/Last Mile Connection	ATP-FED	ATPL-5928151	3/29/2021	\$3,137,000.00	
Contra Costa	CC-170027	Contra Costa County	Local Streets and Roads Preservation Project - CCC	STP	STPL-5928148	5/20/2021	(\$480,853.99)	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Contra Costa	VAR110002	Contra Costa County	Marsh Creek Road Traffic Safety Improvements	HSIP	HSIPL-5928130	4/21/2021	(\$218,736.32)	
Contra Costa	VAR170002	Contra Costa County	H9-04-009 Kirker Pass Road Safety Improvements	HSIP	HSIPL-5928156	4/1/2021	\$1,051,000.00	
Contra Costa	VAR170002	Contra Costa County	San Pablo Dam Road Sidewalk Gap HSIP7-04-005	HSIP	HSIPL-5928133	4/15/2021	(\$7,918.68)	
Contra Costa	VAR170012	Contra Costa County	Bridge #28C0376, Canal Rd over CC Canal Replacement	HBP	BRLO-5928108	2/17/2021	\$140,200.00	
Contra Costa	VAR170012	Contra Costa County	Byron Hwy 1.4 Mi from Northwest of Alameda County Line Bridge Replacement, Realign Byron Hwy	HBP	BRLS-5928104	2/17/2021	\$1,350,083.00	
Contra Costa	VAR170012	Contra Costa County	Marsh Creek Rd, Approx. 1.8 mi E of Morgan Territory Rd, Replace Existing Bridge (28C0141)	HBP	BRLS-5928107	2/18/2021	(\$10,308.77)	
Contra Costa	VAR170012	Contra Costa County	Byron Hwy 1.4 Mi from Northwest of Alameda County Line Bridge Replacement, Realign Byron Hwy	HBP	BRLS-5928104	4/1/2021	\$177,060.00	
Contra Costa	VAR170012	Contra Costa County	Two Bridges (28C-0143 and 28C-0145) on Marsh Creek Rd Over Marsh Creek. Bridge Replacement	HBP	BRLS-5928125	8/18/2021	\$619,533.00	
Contra Costa	VAR170012	Contra Costa County	Byron Hwy 1.4 Mi from Northwest of Alameda County Line Bridge Replacement, Realign Byron Hwy	HBP	BRLS-5928104	8/24/2021	\$2,478,840.00	
Contra Costa	CC-130038	Danville	Vista Grande Street Pedestrian Improvements/SR25	CMAQ	CML-5434023	10/14/2020	(\$4,457.37)	
Contra Costa	CC-070046	El Cerrito	El Cerrito del Norte Area TOD Complete Street Imps	CMAQ	CML-5239029	1/12/2021	\$850,000.00	\$6,720,680
Contra Costa	CC-170030	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	STP	LPPSB1L-5239027	3/25/2021	(\$120,308.31)	
Contra Costa	VAR170012	Moraga	Bridge No. 28C0137, Canyon Road Over West Branch San Leandro Creek Replace Existing 2 Lane Bridge With New 2 Lane Bridge	HBP	BRLS-5415011	9/13/2021	\$304,539.00	
Contra Costa	CC-170041	Oakley	Oakley Street Repair and Resurfacing	STP	STPL-5477007	3/29/2021	(\$130,996.84)	
Contra Costa	CC-170032	Orinda	Orinda Way Pavement Rehabilitation	STP	STPL-5444021	4/8/2021	\$620,000.00	
Contra Costa	VAR170012	Orinda	Bridge No. 28C0331 Bear Crk Rd over San Pablo Crk	HBP	STPLZ-5444018	4/21/2021	\$44,265.00	
Contra Costa	VAR170012	Orinda	Bridge #28C0330, Miner Rd. Over San Pablo Crk	HBP	STPLZ-5444019	4/21/2021	\$44,265.00	
Contra Costa	CC-170048	Pinole	Pinole - San Pablo Avenue Rehabilitation	STP	STPL-5126017	6/24/2021	\$586,000.00	
Contra Costa	VAR170002	Pittsburg	Pittsburg H9-04-025 Traffic Signal Improvements	HSIP	HSIPL-5127037	9/9/2021	\$878,400.00	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Contra Costa	CC-170044	Pleasant Hill	Pleasant Hill Road Improvements	STP	STPL-5375034	5/17/2021	(\$46,384.25)	
Contra Costa	CC-150017	San Pablo	Rumrill Blvd Complete Streets Improvements	ATP-FED	ATPL-5303017	2/5/2021	\$4,010,000.00	
Contra Costa	CC-170045	San Ramon	Alcosta Boulevard Pavement Rehab	STP	STPL-5437031	3/29/2021	\$1,175,000.00	
Contra Costa	0015000314L	State-Managed	City of Martinez @ Ferry St & UPRR Xing Grade Crossing Hazard Elimination	Other-Federal	STPLR-7500225	3/9/2021	(\$1,084,046.67)	
Contra Costa	0417000046L	State-Managed	Rheem Blvd at Intersection of Center St Traffic Control, Road Closure, Detour; Erosion Protection; Fencing; Traffic Signal; Police Evacuation Due to Gas Line Rupture; Engineering; Construction Mgmt.; Attorney for Prvt Property Use;	ER	ER-30R0001	3/26/2021	(\$15,253.40)	
Contra Costa	VAR110001	State-Managed	CC Rt 4 PM 10.7 and Nap Rt 29 PM 9.1 Install Weigh-In-Motion System (TC)	NHPP	NHP-000C406	2/3/2021	(\$36,014.30)	
Contra Costa	VAR110004	State-Managed	On SR: 80. In Contra Costa County on Rte 80 at Various Locations. Upgrade Existing MBGR Transition Railings.	HSIP	HSNHPIG-0801114	9/17/2021	(\$62,669.09)	
Contra Costa	VAR170006	State-Managed	On SR: 242. Contra Costa County in Concord from Rte 680/242 Separation to Buchanan Field Viaduct Pavement Rehabilitation	NHPP	NH-P242004	4/12/2021	\$10,958,000.00	
Contra Costa	VAR170008	State-Managed	On SR: 4. 0.2 Mile west of Old River Bridge (PM 48.1) to Just west of Old River Bridge (PM 48.3) Construct Retaining Walls to Repair Storm Damage Slipouts.	STP	ST-P004155	2/18/2021	(\$390,280.39)	
Contra Costa	VAR170008	State-Managed	On SR: 4. 0.2 Mile west of Old River Bridge (PM 48.1) to Just west of Old River Bridge (PM 48.3) Construct Retaining Walls to Repair Storm Damage Slipouts.	STP	ST-P004155	6/7/2021	(\$404.51)	
Contra Costa	VAR170010	State-Managed	On SR: 580. Contra Costa County in Richmond from 0.3 Mile east of Stege Drain Bridge to 0.3 Mile west of Bayview Ave Overcrossing Replace Stege Drain Bridge	NHPP	IM-5802368	4/7/2021	\$11,781,600.00	
Contra Costa	VAR170012	State-Managed	On SR: 242. Contra Costa County in Concord at Buchanan Field Viaduct Structure Rehabilitation and Bridge Railing Replacement (TC)	NHPP	NH-P242003	7/30/2021	(\$146,982.73)	
Contra Costa	CC-170025	Walnut Creek	Walnut Creek-N. Main St Rehab - I-680 to California	STP	STPL-5225029	2/12/2021	(\$40.15)	
Contra Costa	CC-170038	Walnut Creek	Ygancio Valley Road Rehabilitation	STP	STPL-5225030	1/20/2021	\$2,608,000.00	
Contra Costa	VAR110045	Walnut Creek	South Main St over Las Trampas Creek (Br# 28C0075) Replace Bridge	HBP	BRLS-5225026	1/6/2021	\$118,276.00	
Marin	04226141L	Caltrans	Rte 101--Lucky Dr. to N. San Pedro Rd. HOV Lane - Rw Acquisition/Construction	CMAQ	CML-6204043	10/29/2020	\$28,419.43	
Marin	04226141L	Caltrans	Rte 101--Lucky Dr. to N. San Pedro Rd. HOV Lane - Rw Acquisition/Construction	CMAQ	CML-6204043	10/29/2020	(\$441,062.08)	
Marin	MRN050034	Caltrans	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Other-Federal	CML-6204132	8/24/2021	\$13,942,852.00	\$55,344,903
Marin	MRN050034	Caltrans	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	CMAQ	CML-6204132	9/2/2021	\$49,708,245.00	\$55,344,903

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Marin	MRN050034	Caltrans	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	EARMARK	HPLUL-6204076	9/16/2021	(\$488,639.78)	\$55,344,903
Marin	MRN050034	Caltrans	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	EARMARK	HPLUL-6204093	9/16/2021	(\$231,138.73)	\$55,344,903
Marin	MRN990001	Caltrans	Marin US 101 HOV Gap Closure	CMAQ	CML-6204043	10/29/2020	\$16,624.61	
Marin	MRN170019	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	CMAQ	CML-5232011	1/7/2021	\$595,000.00	
Marin	MRN170018	Dept. of Park & Rec	GL: Marin County - TOS-Mobility	STP	FBP-6081048	9/2/2021	(\$97,649.00)	
Marin	VAR170012	Fairfax	Creek Rd over Fairfax Creek in the Town of Fairfax, Marin Co. Seismic Retrofit (TC)	HBP	STPLZ-5277027	3/24/2021	\$88,500.00	
Marin	VAR170012	Fairfax	Meadow Way Bridge over San Anselmo Creek. Br#27C0008 Replace 1 Lane Timber Br with 1 Lane Br(TC)	HBP	BRLO-5277025	3/25/2021	\$548,709.00	
Marin	VAR170012	Fairfax	Marin Rd & Spruce Rd over Fairfax Cr; Canyon Rd over San Anselmo Cr Bridge Preventive Maintenance	HBP	BPMP-5277026	4/21/2021	\$47,496.00	
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	NHPP	BHLS-6003051	2/5/2021	(\$619,868.00)	\$6,057,600
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	HBP	BHLS-6003051	2/5/2021	\$15,000,000.00	\$6,057,600
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	NHPP	BHLS-6003051	3/8/2021	\$619,868.00	\$6,057,600
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	NHPP	BHLS-6003051	4/21/2021	\$619,868.00	\$6,057,600
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	NHPP	BHLS-6003051	4/21/2021	(\$619,868.00)	\$6,057,600
Marin	MRN050019	GGBHTD	Golden Gate Bridge-Suicide Deterrent Safety Barrier	STP	BHLS-6003051	9/15/2021	\$17,670,668.00	\$6,057,600
Marin	MRN970016	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	EARMARK	RPSTPL-6003010	9/16/2021	\$506,812.49	
Marin	VAR110045	Larkspur	Doherty Dr Bridge over Oroyo Holon in the City of Larkspur Post Construction Environmental Mitigation/Monitoring for the Doherty Dr Bridge Replacement	HBP	BRLS-5166024	6/28/2021	(\$61,884.69)	
Marin	VAR170012	Larkspur	Bon Air Bridge (Bon Air Rd over Corte Madera Creek). Br# 27C0028 Bridge Replacement	HBP	BHLS-5166015	12/23/2020	\$4,943,732.00	
Marin	MRN070019	Marin County	Marin Parklands Visitor Access Wetland and Creek Restoration	Other-Federal	PLHL-5927064	11/3/2020	(\$285,680.88)	
Marin	VAR170002	Marin County	HSIP7-04-013 Sir Francis Drake Blvd PM 8.6 to 9.53	HSIP	HSIPL-5927114	1/25/2021	(\$7,875.61)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Marin	VAR170002	Marin County	HSIP8-04-011 Guardrail system installation	HSIP	HSIP-5927119	4/1/2021	(\$73,239.81)	
Marin	MRN190002	Novato	Novato Annual Pavement Rehabilitation	STP	STPL-5361030	2/22/2021	(\$57.53)	
Marin	VAR110045	Ross	Glenwood Ave over Ross Creek in Town of Ross Bridge Scour Repair and Counter-Measure	HBP	BRLS-5176014	10/7/2020	(\$44,265.00)	
Marin	MRN170020	San Anselmo	San Anselmo Bike Spine	CMAQ	CML-5159024	6/23/2021	\$228,000.00	
Marin	MRN170021	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	STP	STPL-5159025	8/11/2021	\$1,019,000.00	
Marin	VAR170012	San Anselmo	Nokomis Ave Bridge over San Anselmo Cr in the Town of San Anselmo. Br.#: 27C0153 Bridge Replacement (TC)	HBP	BRLO-5159017	4/27/2021	(\$24,575.18)	
Marin	VAR170012	San Anselmo	Nokomis Ave Bridge over San Anselmo Cr in the Town f San Anselmo. Br#27C0153 Bridge Replacement (TC)	HBP	BRLO-5159017	4/27/2021	\$95,400.00	
Marin	VAR170012	San Anselmo	Madrone Ave Bridge over San Anselmo Creek Bridge Replacement	HBP	BRLS-5159018	5/11/2021	(\$15,511.70)	
Marin	VAR170012	San Anselmo	Madrone Ave Bridge over San Anselmo Creek Bridge Replacement	HBP	BRLS-5159018	5/11/2021	\$84,457.62	
Marin	MRN170012	San Rafael	Francisco Boulevard East Sidewalk Widening	CMAQ	ATPL-5043042	11/13/2020	\$2,100,000.00	
Marin	VAR170002	San Rafael	H8-04-025 Third St & Hetherston St Signal Mod	HSIP	HSIPL-5043040	5/6/2021	(\$52,413.54)	
Marin	SON090002	SMART	Sonoma Marin Area Rail Corridor	EARMARK	ISTDEML-6411002	3/30/2021	(\$54,763.19)	
Marin	04132172S/9	State-Managed	Larkspur/San Rafael From Lucky Dr to San Pedro Rd HOV Lane	NHS	RCANH-ACNH-P101848	10/26/2020	(\$481.52)	
Marin	0414000526S	State-Managed	On SR: 1. Marin Co, near Tomales, at 2.8 Mi S of Tomales-Petaluma Rd Emergency Relief- Construct Soldier Pile Wall	ER	ER-27C4001	11/17/2020	(\$915,797.62)	
Marin	MRN170018	State-Managed	On SR: 101. Marin County on Rte 101 from no. of the Golden Gate Bridge to 0.3 Mile no. of Sir Francis Drake Blvd Ramp Metering, Ramp Widening, TOS Elements	NHPP	HSNH-Q101344	10/30/2020	\$172,633.50	
Marin	MTC050009	State-Managed	On Rte 131 in Tiburon from Mar west St to Main St Pavement Rehabilitation (Cold Planning) (TC)	STP	STP-P131001	5/11/2021	\$4,985.85	
Marin	VAR110044	State-Managed	Near Bloomfield, at Estero Americano Bridge #27-0028. Replace Bridge (TC)	HBP	STP-P001605	11/24/2020	\$970,000.00	
Marin	VAR110044	State-Managed	On SR: 101. In San Rafael, at Freitas Pkwy O/C, Lucas Valley Rd U/C and N. San Pedro Rd U/C Replace Bridge Railing and Rehabilitate Deck	NHPP	NHPG-Q101284	8/8/2021	(\$97,751.16)	
Marin	VAR170005	State-Managed	On SR: 1. The City and County of San Francisco from San Mateo County Line to Holloway Ave and from Lincoln Way to Ruckman Ave Undercrossing. Rehabilitate Roadway and Replace Signals	NHPP	NH-P001654	10/21/2020	\$392,542.02	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Marin	VAR170008	State-Managed	On SR: 101. Marin County near Sausalito at 0.1 Mile South of Sausalito Rd Undercrossing Install Down Drain and Rock Slope Protection	ER	ER-27F5001	2/11/2021	\$1,675,400.00	
Marin	VAR170008	State-Managed	Near Muir Beach, at Cold Stream Rd Construct Retaining Wall (TC)	NHS	NH-P001621	4/7/2021	\$2,851,000.00	
Marin	VAR170009	State-Managed	On SR: 131. Tiburon at Greenwood Cove Dr and Blackfield Dr ADA Curb Ramp Upgrade and Pedestrian Infrastructure	NHPP	NH-P131002	4/7/2021	\$2,528,500.00	
Marin	MRN050034	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	CMAQ	CML-6204132	8/24/2021	\$12,000,000.00	\$55,344,903
Napa	VAR170012	Calistoga	Berry Street over Napa River (Br 21C0115) Bridge Replacement (TC)	HBP	BRLO-5061007	12/23/2020	\$296,005.71	
Napa	NAP190007	MTC	Napa Valley Forward: Safety & Operational Impv	STP	STPL-6084268	2/19/2021	\$1,000,000.00	\$12,700,000
Napa	VAR170012	Napa	Third St, Trancas St, Main St, Jefferson St, Lincoln Ave, Soscol Ave, California Blvd Perform Preventive Maintenance Work Including Methacrylate Resin or Asphalt Deck Treatments, Joint Seal Replacement, Clean Exposed Reinforcement and	HBP	BPMP-5042059	3/12/2021	(\$34,652.07)	
Napa	NAP170008	Napa County	Silverado Trail Phase L Rehab	STP	STPL-5921083	7/26/2021	\$689,000.00	
Napa	VAR110045	Napa County	04-Nap-0-Cr, Oakville Cross Rd at Napa River Bridge Replacement, Br.No. 21C - 0069 (TC)	HBP	BRLO-5921010	12/22/2020	(\$297,664.77)	
Napa	0415000069S	State-Managed	On SR: 29. In Napa Co, in & near Napa, at Napa River Bridge OH & Imola Ave Emergency Relief - Earthquake Damage	ER	ER-25E2001	3/8/2021	(\$515.36)	
Napa	0415000070S	State-Managed	On SR: 29. In Napa Co, in & near Napa, at Napa River Bridge OH & Imola Ave Emergency Relief - Earthquake Damage	ER	ER-25E1001	2/24/2021	(\$261.34)	
Napa	0415000071S	State-Managed	Sol & Nap Co, in & near American Cyn, from Broadway to Fairground Dr & at Lombard OH Emergency Relief - Earthquake Damage	ER	ER-25E5001	10/28/2020	(\$237,210.32)	
Napa	0416000232L	State-Managed	DAF 17: Old Sonoma Rd Culvert at MPM 2.27 Napa Co. Earthquake Repair - Old Sonoma Rd Culvert Structural Repair: The Repair of the Culvert Will Consist of Strengthening the Stone Arch Portion of a Reinforced Concrete Shell over the Outside of the Stone Arch.	ER	ER-26E0001	3/4/2021	(\$346,888.73)	
Napa	0416000233L	State-Managed	DAF 14: Cutting Wharf Rd Culvert at MPM 1.75, DAF 18: Conn Creek Bridge 21C0087, DAF 20: Silverado Trail Bridge 21C0015 at MPM 1.47, DAF 24: Silverado Trail Culvert at MPM 2.07 & DAF 25: Silverado Trail Culvert at MPM 10.64	ER	ER-26E0002	2/11/2021	(\$129,725.83)	
Napa	0416000234L	State-Managed	DAF 17: Old Sonoma Rd Culvert at MPM 2.27 Napa Co. Earthquake Repair - Old Sonoma Rd Culvert Structural Repair: The Repair of the Culvert Will Consist of Strengthening the Stone Arch Portion of a Reinforced Concrete Shell over the Outside of the Stone Arch Segment.	ER	ER-26E0003	1/20/2021	(\$338,847.51)	
Napa	0418000019L	State-Managed	Silverado Trail MPM 18.02 EO Agency - Temporary Wall Constructed.	ER	ER-32L0347	2/18/2021	(\$405.72)	
Napa	0418000019L	State-Managed	Silverado Trail MPM 18.02 EO Agency - Temporary Wall Constructed.	ER	ER-32L0347	5/6/2021	(\$79,403.20)	
Napa	0418000021L	State-Managed	Wooden Valley Rd @ MPM 3.1 EO Agency - Site Response.	ER	ER-32L0349	2/3/2021	(\$39,251.02)	
Napa	0418000086L	State-Managed	Pope Canyon Rd @ MPM 7.20 EO Agency - Monitor Site for Dangers to the Traveling Public. Placed Asphalt Berm to Protect the Exposed Slope for Water Runoff. May Require Buttress and K-Rail.	ER	ER-32L0419	12/16/2020	(\$358,282.03)	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Napa	0418000087L	State-Managed	Wooden Valley Rd @ MPM 3.0 EO Agency - Place Rip Rap Above the OHWM to Temporarily Buttress the Bank and Protect the Travel Way. the Traffic Lanes Will Be Shifted Away from the Undermined Pavement.	ER	ER-32L0420	2/12/2021	(\$8,997.85)	
Napa	0418000088L	State-Managed	Wooden Valley Rd @ MPM 2.5 EO Agency - Monitor Site and Place Warning Cones. Cleaned Out Adjacent Ditch.	ER	ER-32L0421	11/5/2020	(\$25,345.73)	
Napa	0418000091L	State-Managed	Wooden Valley Rd @ MPM 2.75 EO Agency - County Forces Placed Asphalt Grindings to Protect Against Further Erosion. May Required Rip Rap Protection and K-Rail.	ER	ER-32L0423	12/28/2020	(\$216,074.15)	
Napa	VAR110005	State-Managed	Near Spanish Flat, at Capell Creek Bridge Install Slope Indicators and Drainage (TC)	STP	STP-P128055	10/26/2020	(\$80,261.62)	
Napa	VAR110005	State-Managed	On SR: 128. in Napa County, on Rt. 128, at 1.1 Miles West of Knoxville Rd. Construct Roadway Retaining System. (TC)	STP	STP-P128058	1/25/2021	(\$275,332.92)	
Napa	VAR110044	State-Managed	On SR 29 About 6 Miles No. of the City of Calistoga at Troutdale Creek Bridge Replace Bridge and Realignment (TC)	STP	STP-P029117	4/1/2021	\$208,276.79	
Napa	VAR170006	State-Managed	On SR: 29. On Rte 29 in and near Napa and Yountville from 0.4 Mile No. of Trancas St/Redwood Rd to Mee Lne Repair Pavement and ADA Improvement (TC)	NHPP	NH-P029134	1/25/2021	(\$1,147,926.19)	
Napa	VAR170007	State-Managed	In Napa, on Southbound on-ramp from Solano Ave to Rte 29. Construct Concrete Barrier.	HSIP	NHG-P029131	11/24/2020	(\$78,078.96)	
Napa	VAR170008	State-Managed	Napa County near Napa Adjacent to SR 121 at 1.5 Miles So. of Wooden Valley Rd Install Cable Lashing/Net System	ER	ER-25E8004	12/16/2020	(\$119,126.28)	
Napa	VAR170010	State-Managed	On SR: 128. Napa Co. near Saint Helena at Conn Creek Replace Bridge, HMA Paving, Drainage and RSP	NHPP	ST-P128061	11/3/2020	\$242,500.00	
Napa	VAR170010	State-Managed	On SR: 128. Napa Co. near Saint Helena at Conn Creek Replace Bridge, HMA Paving, Drainage and RSP	NHPP	ST-P128061	5/11/2021	\$225,000.00	
Regional	MTC050001	MTC	Bay Area Commuter Benefits Program	CMAQ	CML-6084211	1/25/2021	\$406,000.00	
Regional	REG090003	MTC	Freeway Performance Initiative (FPI)	CMAQ	CML-6204114	12/18/2020	(\$301,358.06)	
Regional	REG090003	MTC	Freeway Performance Initiative (FPI)	CMAQ	CML-6204110	1/14/2021	(\$100,793.97)	
Regional	REG090065	MTC	Climate Initiatives Program Public Education	CMAQ	CML-6297007	6/16/2021	(\$37,091.78)	
Regional	REG170001	MTC	Regional Planning Activities and PPM - MTC	STP	STPL-6084273	9/9/2021	\$900,000.00	\$3,161,000
Regional	REG170002	MTC	Connected Bay Area	STP	STPL-6084269	8/3/2021	\$1,840,000.00	\$10,600,000
Regional	REG170013	MTC	511 Next Gen	Other-Federal	WZDXL20-6084272	9/9/2021	\$200,000.00	\$5,372,000
Regional	REG170014	MTC	Active Operations Management	STP	STPLNI-6084226	3/29/2021	\$9,687,000.00	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Regional	VAR110003	State-Managed	Contra Costa County At Various Locations Replace The Overhead Sign Panels (Tc)	NHPP	NHP-X013029	12/8/2020	(\$144,530.68)	
Regional	VAR110003	State-Managed	Solano County On Routes 80, 12, 37, 113, 505, 680 And 780 At Various Locations Replace Overhead And Roadside Signs (Tc)	NHS	NHP-X095028	12/18/2020	\$4,841.45	
Regional	VAR110003	State-Managed	On State Route: 17, 85, 87, 101, 237, 280, 680, 880. Santa Clara County At Various Locations Replace The Overhead Sign Panels (Tc)	NHPP	NHP-X085057	1/7/2021	(\$1,828,630.58)	
Regional	VAR110003	State-Managed	In Alameda County At Various Locations. Replace The Overhead Sign Panels (Tc)	NHPP	NHP-X001599	3/8/2021	(\$294,701.45)	
Regional	VAR110003	State-Managed	Marin, Napa And Sonoma Counties At Various Locations Replace Overhead Sign Panels (Tc)	NHS	NHP-000C415	4/1/2021	\$207,377.61	
Regional	VAR110004	State-Managed	On State Route: 0. In Alameda County On Various Routes At Various Locations. Upgrade Transition Railing (Site Group #1) (Tc)	HSIP	HSNHPG-X001595	10/14/2020	(\$1,003,176.02)	
Regional	VAR110004	State-Managed	On State Route: 13, 24, 80, 84, 880. In Alameda County On Various Routes At Various Locations. Upgrade Transition Railing (Site Group #2) (Tc)	HSIP	HSNHG-X001615	3/8/2021	(\$652,723.19)	
Regional	VAR110004	State-Managed	Sf County On Rts 101 & 280, Also On Rt 101 In Marin County At Various Locations Construct Roadside Paving (Tc)	NHS	NHP-000C412	3/8/2021	\$60,035.41	
Regional	VAR170007	State-Managed	On State Route: 92, 101, 280. San Mateo County At Various Location Wet Pavement Conditions Safety Improvements	HSIP	HSNH-X081032	1/21/2021	(\$785,379.99)	
Regional	VAR170007	State-Managed	On State Route: 92, 101, 280. San Mateo County At Various Location Wet Pavement Conditions Safety Improvements	HSIP	HSNH-X081032	6/7/2021	(\$0.41)	
San Francisco	VAR110045	Caltrain	34C0072, 22nd St. over Caltrain, west of 3rd. Bridge Replacement (TC)	HBP	BRLO-6170023	4/27/2021	(\$181,856.01)	
San Francisco	VAR110045	Caltrain	34C0073, 23rd over Caltrain & UPRR, E Penn. Bridge Replacement (TC)	HBP	BRLO-6170021	5/20/2021	(\$93,919.01)	
San Francisco	SF-090004	San Francisco County	Harney Way Roadway Widening	EARMARK	DEM09L-5934155	4/27/2021	(\$475,000.00)	
San Francisco	SF-110005	San Francisco County	Great Highway Restoration	EARMARK	FERPL18-5934186	9/15/2021	\$163,512.93	
San Francisco	SF-130001	San Francisco County	SF- Better Market Street Transportation Elements	STP	BUILDL-5934185	6/16/2021	\$3,366,000.00	\$367,718,272
San Francisco	SF-150017	SF DPH	SF Safe Routes to School 2017-2019	ATP-FED	ATPLNI-6447008	4/28/2021	(\$208,255.57)	
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	HBP	STPLZ-6272026	3/12/2021	(\$2,468,850.72)	
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	HBP	STPLZ-6272026	4/21/2021	(\$20,362.97)	
San Francisco	SF-210001	SFCTA	Yerba Buena Island Multi-Use Pathway	STP	STPL-6272053	9/9/2021	\$1,000,000.00	\$86,400,000

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
San Francisco	REG090001	SFMTA	Denman Safe Routes to School	CMAQ	SRTSL-6328050	2/22/2021	(\$0.69)	
San Francisco	SF-110047	SFMTA	Local PDA Planning - San Francisco	STP	STPL-6328063	9/9/2021	(\$103,213.28)	
San Francisco	SF-130019	SFMTA	Eddy and Ellis Traffic Calming Improvement Project	CMAQ	CML-6328071	2/25/2021	(\$133,072.22)	
San Francisco	SF-150002	SFMTA	San Francisco Safer Streets Campaign	ATP-FED	ATPL-6328073	2/25/2021	(\$126,780.23)	
San Francisco	SF-170023	SFMTA	SF Safe Routes to School Non-Infrastructure	STP	CMLNI-6328092	9/9/2021	\$2,100,000.00	
San Francisco	VAR110007	SFMTA	Polk Street Signals (HSIP6-04-015)	HSIP	HSIPL-6328068	10/22/2020	(\$173,222.72)	
San Francisco	SF-110005	State-Managed	Great Highway from Sloat Blvd to Skyline Blvd Roadway Reconstruction and Rehabilitation	ER	ER-4802002	4/30/2021	(\$795,000.00)	
San Francisco	SF991030	State-Managed	San Francisco at 0.2 Mile So of SR 1/101 Separation Dragonfly Creek Restoration (TC)	Other-Federal	NH-X075035	6/11/2021	\$314,481.61	
San Francisco	SF-991030	State-Managed	On SR: 101. In San Francisco Rte 101 PM 8.3 to 9.8 Presidio Pkwy-Phase II Concessionaire PMTS P3 (TC)	NHPP	ACNH-NH-X075041	9/21/2021	\$15,742,782.00	
San Francisco	VAR110003	State-Managed	The City and County of San Francisco from Skyline Blvd to 19th Ave Capital Preventive Maintenance and Crosswalk Enhancement Improvements (TC)	NHPP	NH-P035011	7/30/2021	\$44,895.65	
San Francisco	VAR110044	State-Managed	In San Francisco at Southern Viaduct Bridge #34-0046 Rehabilitate Bridge Deck. (TC)	NHPP	IM-2801146	12/16/2020	(\$1,170,641.18)	
San Francisco	VAR110044	State-Managed	In the City and County of San Francisco at Crissy Field Modify and Extend Storm Drain Outfall	NHPP	NHP-X075045	4/1/2021	\$581,244.38	
San Francisco	VAR170007	State-Managed	On SR: 101. City and County of San Francisco from the San Mateo County Line to the Bayshore Viaduct Cold Plane and Overlay with RHMA. Replace Existing PCC Slab.	HSIP	HSNH-Q101379	9/9/2021	\$22,612,400.00	
San Mateo	SM-190008	Atherton	Atherton Street Preservation	STP	STPL-5261009	11/24/2020	\$251,000.00	
San Mateo	SM-170042	Belmont	Ralston Avenue Corridor Bike-Ped Imps	CMAQ	CML-5268021	12/23/2020	\$1,000,000.00	
San Mateo	SM-170015	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	CMAQ	CML-5171022	3/12/2021	\$500,314.00	
San Mateo	SM-170026	Hillsborough	Hillsborough Street Resurfacing	STP	STPL-5191006	1/11/2021	\$408,000.00	
San Mateo	SM-170032	Redwood City	Twin Dolphin Dr fom Marine Pkwy to Redwood Shores Pkwy Pavement Preservation	STPL	STPL-5029036	5/20/2021	(\$53.63)	
San Mateo	SM-170039	San Mateo	Laurie Meadows Ped/Bike Safety Improvements	CMAQ	CML-5102050	10/21/2020	\$987,000.00	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
San Mateo	SM-170014	San Mateo County	San Mateo Countywide Pavement Maintenance	STP	STPL-5935081	12/16/2020	\$965,000.00	
San Mateo	VAR110045	San Mateo County	Bridge No. 35C0043, Skyline Blvd, Crystal Springs	HBP	BRLO-5935053	5/6/2021	\$4,508,812.00	
San Mateo	VAR170012	San Mateo County	Madera Lane Bridge Over El Corte De Madera Creek; Br# 35C0116 Bridge Preventative Maintenance	HBP	BPMP-5935069	6/25/2021	\$346,081.00	
San Mateo	SM-090014	SMCCAG	City of San Mateo, On US 101 near Rte 92, Operational Improvements Improve US 101 Operations near Route 92	NHPP	ACNH-X081034	4/5/2021	\$1,260,000.00	\$3,217,000
San Mateo	SM-170046	SMCCAG	ITS Improvements in Daly City, Brisbane, and Colma (On Route Local Arterials Parallel to US 101 and I-280; SR 82; SR 1; SR 35). Install Fiber Optics Cables, Traffic Signal Controllers, CCTV Cameras, System Detection, Dynamic Message and Trailblazer Signs.	NHPP	IM-2801149	12/4/2020	(\$18,240.00)	
San Mateo	VAR170012	South San Francisco	Bridge No. 35C0044, S Airport Blvd Over San Bruno	HBP	BRLS-5177030	3/2/2021	\$1,491,713.71	
San Mateo	VAR170012	South San Francisco	Bridge No. 35C0044, S Airport Blvd Over San Bruno	HBP	BRLS-5177030	4/22/2021	(\$59,257.11)	
San Mateo	04112371S	State-Managed	San Mateo Co. from 2nd St to Linda Mar Blvd Construct 2 Lane Tunnel w/ App	ER	ER-1187006	12/17/2020	(\$0.05)	
San Mateo	VAR110003	State-Managed	On SR: 280. On I-280 near Woodside from 0.5 Mile N/O Sand Hill Rd O/C to 280/92 Separation Replace Pcc, Cold Plane AC and Place RHMA-G (TC)	NHPP	IM-2801144	8/31/2021	\$26,203.30	
San Mateo	VAR110004	State-Managed	In/Near SSF, RT 380 to So Airport Blvd; Also RTs 35, 280 & 380 @ Var Locations Construct Roadside Pav, Access Gates & Reloc (TC)	NHPP	NHP-X081027	1/21/2021	\$96,860.24	
San Mateo	VAR110004	State-Managed	Near Palo Alto from Santa Clara Co. Oline to 0.4 Mile So of San Bruno Ave at Various Locations. Construct Roadside Paving and Relocate Facilities (TC)	NHS	NH-Q101296	2/5/2021	\$9,646.16	
San Mateo	VAR110004	State-Managed	In San Mateo County, on Rtes 82 and 84 at Various Locations. Install Crosswalk Safety Enhancements (TC)	HSIP	HSNHP-X081029	8/26/2021	(\$918,897.46)	
San Mateo	VAR110004	State-Managed	On SR: 82. In the City of Millbrae at Millwood Dr Install Traffic Signal (TC)	HSIP	HSNHPG-P082024	9/15/2021	\$76,683.39	
San Mateo	VAR110005	State-Managed	On SR 84 in the City of Woodside at the SR 84 and I-280 Separation Repair Washout and Construct Secant Wall (TC)	NHPP	NHP-P084044	11/30/2020	\$173,461.83	
San Mateo	VAR110005	State-Managed	In El Granada from 0.2 Mile West to Coronado St Intersection Install RSP, Construct Paved Trail (TC)	NHS	NHP-P001598	4/1/2021	\$175,433.84	
San Mateo	VAR110005	State-Managed	Near Half Moon Bay Approximately 0.8 Mile west of Pilarcitos Creek Rd Storm Damage Repair (TC)	STP	STP-P092039	6/28/2021	(\$77,564.85)	
San Mateo	VAR170004	State-Managed	On SR: 92. San Mateo Co. near San Mateo from Pilarcitos Creek Rd to Rte 280/92 Separation Cold Plane AC Pavement and Overlay with RHMA-O (TC)	NHPP	NH-P092040	12/18/2020	(\$519,605.03)	
San Mateo	VAR170008	State-Managed	On SR: 280. San Mateo Co. in San Bruno from Whitman Way Undercrossing to 0.1 So. of San Bruno Ave Undercrossing. Reconstruct Concrete - Lined Ditch and Repair Embankment Slope.	ER	ER-27F4001	10/29/2020	\$1,208,200.00	
San Mateo	VAR170008	State-Managed	On SR: 280. San Mateo Co. in San Bruno from Whitman Way Undercrossing to 0.1 So. of San Bruno Ave Undercrossing. Reconstruct Concrete - Lined Ditch and Repair Embankment Slope.	ER	ER-27F4001	12/23/2020	(\$232,800.00)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
San Mateo	VAR170008	State-Managed	In San Bruno, from Jenevein Ave to 0.1 Mile So of San Bruno Ave. Reconstruct Failed Concrete Ditch and Place Rock Slope Protection (RSP) at Slope Washouts as Storm Damage Permanent Restoration. Major Damage (Permanent Restoration)	ER	ER-27F1005	3/2/2021	\$8,871.12	
San Mateo	VAR170008	State-Managed	On SR: 1. San Mateo Co. about 11 Miles So of Pescadero Creek Rd at 3.0 Miles So of Pigeon Point Rd. Storm Damage Repair (TC)	STP	ST-P001629	6/15/2021	(\$385,389.73)	
San Mateo	VAR170012	Woodside	Old La Honda Rd. Bridge Rehab - 35C0190	HBP	BRLS-5333017	5/3/2021	\$111,154.00	
Santa Clara	04925390L	Campbell	Campbell Avenue/Leigh Avenue Signalization	HSIP	HSIPL-5306016	4/27/2021	(\$10,344.95)	
Santa Clara	SCL170036	Campbell	Eden Avenue Sidewalk Improvements	CMAQ	CML-5306029	3/26/2021	(\$26,809.82)	
Santa Clara	VAR110007	Campbell	Harriet/McCoy/San Tomas Aquino Signalization	HSIP	HSIPL-5306027	6/24/2021	(\$12,891.67)	
Santa Clara	SCL170038	Los Altos	Los Altos: Fremont Ave Pavement Preservation	STP	STPL-5309019	2/24/2021	\$336,000.00	
Santa Clara	VAR170002	Los Gatos	H9-04-015 Los Gatos Guardrail Upgrades	HSIP	HSIPL-5067022	2/3/2021	\$834,900.00	
Santa Clara	SCL170039	Milpitas	Street Resurfacing 2020 & 2021	STP	STPL-5314011	10/8/2020	(\$338,130.00)	
Santa Clara	SCL170039	Milpitas	Street Resurfacing 2020 & 2021	STP	STPL-5314012	3/4/2021	\$916,488.00	
Santa Clara	VAR170012	Palo Alto	Newell Rd over San Francisquito Creek, Bridge 37C0223 Bridge Replacement	HBP	BRLS-5100017	12/17/2020	\$608,330.00	
Santa Clara	SCL050079	San Jose	Santa Clara County Trasportion Incident Management Center	EARMARK	HPLUL-5005085	10/8/2020	(\$57,816.91)	
Santa Clara	SCL090004	San Jose	Almaden Ave & Vine St Safety Improvements	CMAQ	CML-5005142	6/7/2021	(\$18,954.78)	
Santa Clara	SCL110006	San Jose	San Jose - Autumn Street Extension	Other-Federal	TCSPL-5005122	10/14/2020	(\$918,694.00)	
Santa Clara	SCL110117	San Jose	Park Avenue Multi-Modal Improvements	STP	RPSTPL-5005130	4/27/2021	(\$26.58)	
Santa Clara	SCL130004	San Jose	San Jose - Better Bikeways	CMAQ	CML-5005160	1/7/2021	(\$171,367.00)	
Santa Clara	SCL130006	San Jose	San Jose Citywide SRTS Program	CMAQ	CML-5005133	1/7/2021	(\$175,351.85)	
Santa Clara	SCL130016	San Jose	East San Jose Bikeways	CMAQ	CML-5005145	11/2/2020	(\$1,000,000.00)	
Santa Clara	SCL130036	San Jose	San Jose Smart Intersections Program	CMAQ	CML-5005139	6/9/2021	(\$2,287.10)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Santa Clara	SCL150012	San Jose	City of San Jose Transportation Demand Management	CMAQ	CMLNI-5005141	12/28/2020	(\$521,381.87)	
Santa Clara	SCL170029	San Jose	Tully Road Safety Improvements	STP	CML-5005155	6/10/2021	\$1,000,000.00	
Santa Clara	SCL170029	San Jose	Tully Road Safety Improvements	CMAQ	CML-5005155	6/10/2021	\$5,975,360.00	
Santa Clara	SCL170029	San Jose	Tully Road Safety Improvements	STP	CML-5005155	8/6/2021	\$5,975,360.00	
Santa Clara	SCL170029	San Jose	Tully Road Safety Improvements	CMAQ	CML-5005155	8/6/2021	(\$5,975,360.00)	
Santa Clara	SCL170044	San Jose	San Jose Pavement Maintenance	STP	STPL-5005163	1/7/2021	\$14,159,062.11	
Santa Clara	SCL170061	San Jose	W San Carlos Urban Village Streets Improvements	CMAQ	CML-5005162	2/24/2021	\$2,618,000.00	\$6,767,000
Santa Clara	SCL150015	Santa Clara County	Gilroy Moves!	ATP-FED	ATPL-5937203	5/20/2021	(\$217,587.46)	
Santa Clara	VAR110045	Santa Clara County	Bridge #37C0096 Uvas Rd over Llagas Creek	HBP	BRLO-5937106	12/18/2020	\$407,238.00	
Santa Clara	VAR110045	Santa Clara County	Bridge #37C0094 Uvas Rd over Uvas Creek	HBP	BRLS-5937123	4/1/2021	\$354,120.00	
Santa Clara	SCL070038	Saratoga	Saratoga Village Pedestrian Enhancements	CMAQ	CML-5332013	10/14/2020	(\$10.98)	
Santa Clara	SCL110017	Saratoga	Saratoga Village Ped Enhancement Phase 2	CMAQ	CML-5332019	1/7/2021	(\$91.38)	
Santa Clara	0416000278S	State-Managed	In Santa Clara Co., near Gilroy, at 1.3 Mi. west of Blackhawk Canyon Rd. Emergency Relief - Repair Wash Out.	ER	ER-29R9001	2/24/2021	(\$641,511.70)	
Santa Clara	0417000440S	State-Managed	In Santa Clara Co., in San Jose, at the Rte 85 Separation Inject Expanded Polyurethane Material, Repair AC Pavement and Approach Slabs	ER	ER-31TL001	10/29/2020	\$962,200.00	
Santa Clara	REG090072	State-Managed	On Rte 101, near Sunnyvale from PM 45.9 to 46.4 in Santa Clara Co. AC Resurfacing, PCC Grinding and Slab (TC)	NHS	NH-Q101205	8/3/2021	\$3,096.51	
Santa Clara	SCL110002	State-Managed	Santa Clara Co. - US 101 from near SR 237 in Sunnyvale to I-880 in San Jose Convert Existing HOV Lanes to Express Lanes and Add a Second Express Lane in Each Direction On US 101	NHPP	NH-Q101367	4/7/2021	\$1,000,000.00	
Santa Clara	SCL110002	State-Managed	Santa Clara County - Us 101 From Near Sr 237 In Sunnyvale To I-880 In San Jose Convert Existing Hov Lanes To Express Lanes And Add A Second Express Lane In Each Direction On Us 101	NHPP	NH-Q101367	6/23/2021	\$120,000.00	
Santa Clara	SCL150001	State-Managed	In San Jose on Rte 680 at Six Locations between Capitol Expressway and Mueller Ave. Construct Sound Walls along Rte 680 between Capitol Expressway and Mueller Ave.	NHPP	IM-6801088	4/5/2021	\$669,376.00	
Santa Clara	VAR110001	State-Managed	On SR: 152. In Santa Clara Co. about 17 Miles east of Gilroy at 0.2 Mile east of Pacheco Creek Bridge. Install Weigh-In-Motion System. (TC)	NHPP	NHP-P152088	10/21/2020	(\$138,919.21)	

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County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Santa Clara	VAR110004	State-Managed	On SR: 152. In Santa Clara, from Hecker Pass to Uvas Creek Upgrade Shoulders and Provide Minor Realignment (TC)	HSIP	HSSTP-S152080	3/2/2021	(\$2,868,159.03)	
Santa Clara	VAR110004	State-Managed	In Santa Clara Co., near Gilroy City, on Rte 152 from the Jones C Creek Bridge #37-27 to 0.19 Mile west of the Bloomfield Rd. Intersection. Shoulder Widening and Ditch Reconstruction Safety Improvement.	STP	STPH-P152089	5/25/2021	(\$409,159.69)	
Santa Clara	VAR110004	State-Managed	On SR: 152. Near Gilroy, on Canada Rd, 5.2 mi. east of Rte 152/Canada Rd Interchange. Planting and Environmental Mitigation (TC)	HSIP	HSNH-P152091	6/15/2021	\$285,000.00	
Santa Clara	VAR170004	State-Managed	On SR: 130. Santa Clara County in and near San Jose from White Road to 1.0 mi. east of Three Springs Rd Cold Plane Asphalt Concrete Pavement and RHMA-G Overlay	STP	ST-P130005	6/9/2021	(\$514,061.25)	
Santa Clara	VAR170006	State-Managed	On SR: 280. Santa Clara and San Mateo Counties in Los Altos Hills and Menlo Park from Foothill Expressway Undercrossing to 0.5 mi. north of Sand Hill Rd Roadway Rehab, Replace AC/PCC Surfacing. Upgrade Curb Ramps and MGS	NHPP	IM-2801150	6/23/2021	\$53,402,900.00	
Santa Clara	VAR170007	State-Managed	On SR: 85. Santa Clara Co. in San Jose at Various Locations. Pave Narrow Areas from Edge of Shoulders to Soundwalls (TC)	NHPP	NH-P085060	1/21/2021	(\$332,873.21)	
Santa Clara	VAR170007	State-Managed	On SR: 280. Santa Clara Co. in Cupertino and Los Altos Signal and Lighting Systems and Curb Ramps	HSIP	HSIM-2801151	2/17/2021	\$606,200.00	
Santa Clara	VAR170007	State-Managed	In San Jose, on NB Rte 880 off-ramp to WB Bascom Ave; Also on SB Rte 880 off-ramp to Bascom Ave. Construct Concrete Median Barriers.	HSIP	HSIMG-8801082	2/25/2021	(\$238,787.62)	
Santa Clara	VAR170007	State-Managed	On SR: 237. In the City of Mountain View from El Camino Real (Rte 82) to East Church St. Install Median Barrier.	HSIP	HSNHG-P237013	4/15/2021	(\$199,299.85)	
Santa Clara	VAR170007	State-Managed	Santa Clara Co. in the Town of Los Altos Hills from 0.2 mi. south to 0.2 mi. north of Page Mill Rd Undercrossing. Install Flashing Beacons, Improve Signing and Striping (TC)	HSIP	HSIM-2801148	4/22/2021	(\$64,870.67)	
Santa Clara	VAR170007	State-Managed	On SR: 152. In Santa Clara Co. near Gilroy from 0.6 mi. west to 0.2 mi. east of Prunedale. Drainage Improvements and Shoulder Widening (TC)	HSIP	HSNH-P152094	4/28/2021	(\$1,145,964.17)	
Santa Clara	VAR170007	State-Managed	On SR: 237. In the City of Mountain View from El Camino Real (Rte 82) to East Church St. Install Median Barrier.	HSIP	HSNHG-P237013	6/22/2021	(\$378.65)	
Santa Clara	VAR170007	State-Managed	On SR: 17. In Santa Clara Co., near Los Gatos from south of Summit Rd to north of Alma College Rd. Install Lighting, Warning Signs, Flashing Beacons, Guardrail, Rumble Strips, Wet-Night Visibility Striping and Channelizers, and Apply High	HSIP	HSNHG-P017116	6/23/2021	\$8,539,600.00	
Santa Clara	VAR170007	State-Managed	On SR: 152. Santa Clara Co. about 12 mi. east of Gilroy from 0.3 mi. west of Walnut Ave to 0.4 mi. east of Kaiser Aetna Rd and at 0.1 mi. west of Fifield Rd. Install Double Thrie Beam Barrier	HSIP	HSNHG-P152097	6/23/2021	\$6,562,700.00	
Santa Clara	VAR170007	State-Managed	On SR: 101. Santa Clara Co. in and near San Martin and Morgan Hill from 0.3 mi. south of Buena Vista Overcrossing to east Main Ave Overcrossing. Construct Rumble Strips, Concrete Barrier and Pavement Striping.	HSIP	HSNHG-Q101356	6/23/2021	\$2,338,700.00	
Santa Clara	VAR170008	State-Managed	In Santa Clara Co., near Los Gatos, at Las Cumbres Rd to 1.2 Miles No of Las Cumbres Rd. Emergency Project - Mitigation Plant Establishment and Monitoring 4K710 and 4K800	ER	ER-31QW005	1/7/2021	(\$109,245.87)	
Santa Clara	VAR170008	State-Managed	Near Gilroy, at Sargent Bridge and Overhead No. 39-0006L. Permanent Restoration of Roadway Settlement and Southern Abutment Wingwall Movement.	ER	ER-27E9005	1/20/2021	\$181,486.50	
Santa Clara	VAR170008	State-Managed	On SR: 101. Santa Clara Co. near Gilroy at Sargent Bridge and Overhead Install Steel Piles, Densify Soil, Construct Approach Slabs and RSP	ER	ER-27F6001	7/26/2021	\$369,102.41	
Santa Clara	VAR170010	State-Managed	On SR: 85. Santa Clara Co. in Sunnyvale and Mountain View on SR 85 from Fremont Ave Undercrossing to 0.2 Mile north of Stevens Creek Bridge. Deck Rehabilitation (TC)	NHPP	NH-P085059	11/19/2020	(\$357,517.66)	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Santa Clara	VAR170010	State-Managed	On SR: 85. Santa Clara Co. in Sunnyvale and Mountain View on SR 85 from Fremont Ave Undercrossing to 0.2 Mile No. of Stevens Creek Bridge. Deck Rehabilitation (TC)	NHPP	NH-P085059	2/3/2021	(\$1,700.00)	
Santa Clara	VAR170010	State-Managed	Santa Clara Co. at Various Locations Replace & Upgrade Bridge Railing, MBGR & Aviation Obstruction Light.	NHPP	NH-X085063	9/9/2021	\$10,653,300.00	
Santa Clara	SCL130032	Sunnyvale	Sunnyvale SRTS Ped Infrastructure Improvements	CMAQ	CML-5213052	12/28/2020	(\$45,069.18)	
Santa Clara	SCL170025	Sunnyvale	Fair Oaks Avenue Bikeway - Phase 2	CMAQ	CML-5213062	2/24/2021	\$447,000.00	
Santa Clara	SCL170043	Sunnyvale	Homestead Rd at Homestead High School Improvements	CMAQ	CML-5213072	12/18/2020	\$1,000,000.00	
Santa Clara	VAR170002	Sunnyvale	Intersection of W. Remington and Michelangelo Dr.	HSIP	HSIPL-5213055	1/11/2021	(\$18,201.26)	
Santa Clara	VAR170002	Sunnyvale	Advance Dilemma Zone Detection Phase 1	HSIP	HSIPL-5213058	2/26/2021	(\$179,440.00)	
Santa Clara	VAR170012	Sunnyvale	Bridge No. 37C0254 Mtn. View Alviso Rd Over Calaba	HBP	BRLS-5213040	4/7/2021	(\$193,345.76)	
Santa Clara	SCL010040	VTA	SR-152/SR-156 Interchange Improvements	EARMARK	HPLUL-6264057	6/4/2021	(\$2,232,656.00)	
Santa Clara	SCL010040	VTA	Highways 152-156 Interchange Improvements	STP	STPL-6264057	6/4/2021	(\$629,803.00)	
Santa Clara	SCL110125	VTA	Local PDA Planning - Santa Clara	STP	STPL-6264068	1/7/2021	(\$156,876.18)	
Santa Clara	SCL110125	VTA	Local PDA Planning - Santa Clara	STP	STPL-6264073	1/25/2021	(\$55,958.77)	
Solano	SOL110001	MTC	Solano I-80 Managed Lanes	CMAQ	CML-6204131	8/30/2021	\$63,464,510.00	\$237,300,000
Solano	SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	EARMARK	HPLUL-5923122	8/18/2021	\$427,693.00	\$93,764,629
Solano	SOL170015	Solano County	Solano County Roadway Preservation	STP	STPL-5923126	8/3/2021	\$506,000.00	
Solano	SOL170016	Solano County	Solano County Farm to Market Phase 3	STP	STPL-5923123	8/11/2021	\$2,918,000.00	
Solano	SOL110005	STA	Jepson: Leisure Town Road from Vanden to Commerce	HBP	BRLS-5094067	1/7/2021	(\$399,353.93)	
Solano	SOL170009	STA	Solano Mobility Call Center	CMAQ	CML-6249046	6/7/2021	\$300,000.00	
Solano	0016000185L	State-Managed	City of Dixon @ First Street & UPRR Xing Grade Crossing Hazard Elimination (TC)	Other-Federal	STPLR-7500242	12/17/2020	\$100,000.00	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Solano	SOL070020	State-Managed	On SR: 12, 80. In Fairfield at I-80 and SR 12 Construct a Two-Lane WB I-80/WB SR 12 (TC)	NHPP	NHP-X095025	11/18/2020	(\$191,665.82)	
Solano	VAR110003	State-Managed	In Solano Co., from Rte 780 to 80 Rehabilitate Pavement (TC)	NHS	NHPI-6801073	4/7/2021	\$206,856.04	
Solano	VAR110004	State-Managed	On SR: 29. In Solano Co., on Rtes 29, at Various Locations. Install Crosswalk Safety Enhancements. (TC)	HSIP	HSNH-P029124	4/1/2021	(\$1,285.45)	
Solano	VAR110005	State-Managed	On SR: 680. Solano Co. near Fairfield from 0.4 Mile No. of Marshview Rd Overcrossing to 1.9 Miles So. of Gold Hill Rd Overcrossing Culvert Replacement (TC)	NHPP	IM-6801078	8/6/2021	(\$335,342.56)	
Solano	VAR110037	State-Managed	On SE: 80. City of Vallejo 0.7 mi. east of Tennessee St O/C to .20 mi. west of Redwood St O/C Upgrade Drainage Systems (TC)	NHS	NHPI-0802365	3/8/2021	\$12,437.29	
Solano	VAR110044	State-Managed	On SR: 780. Near Vallejo, at Laurel Street Bridge No. 23-0119. Replace Bridge (TC)	NHPP	IM-7802369	4/21/2021	(\$720.68)	
Solano	VAR170004	State-Managed	On SR: 80. Solano Co. in Vallejo from Carquinez Bridge Toll Plaza to 0.4 mi. west of Redwood St Overcrossing Cold Plane AC Pavement and Place RHMA-0 (Friction Course) (TC)	NHPP	IM-0802372	11/17/2020	(\$1,432,956.18)	
Solano	VAR170007	State-Managed	On SR: 80. Solano County	HSIP	HSIMG-0802371	1/8/2021	(\$1,431,721.21)	
Solano	SOL170014	Suisun City	New Railroad Avenue Pavement Rehabilitation	STP	STPL-5032034	7/22/2021	\$491,000.00	
Solano	VAR170002	Suisun City	Sunset Ave/ Walters Rd Improvements HSIP7-04-023	HSIP	HSIPL-5032030	11/13/2020	(\$34,918.76)	
Solano	VAR170002	Suisun City	Suisun City Pedestrian Crossing Improvements	HSIPL	HSIPL-5032033	8/3/2021	\$186,100.00	
Solano	VAR170012	Vacaville	In Solano Co.: Aldridge Rd over Putah Creek Bridge 23C0236 Bridge Replacement. (TC)	HBP	BRLO-5094065	1/20/2021	\$223,188.00	
Solano	VAR170012	Vacaville	Buck Ave over Alamo Creek Bridge Replacement	HBP	BRLS-5094066	1/20/2021	\$93,777.00	
Solano	SOL110035	Vallejo	Vallejo Downtown Streetscape	STP	STPL-5030061	3/2/2021	(\$138,223.10)	
Solano	SOL110035	Vallejo	Vallejo Downtown Streetscape	CMAQ	TCSPCML-5030061	3/2/2021	(\$14,947.91)	
Solano	VAR110045	Vallejo	Mare Island Causeway (G St) Bridge Preventive Maintenance Including Concrete Repairs on Supporting Piers, Precast Sidewalk Slab Replacement, Rail Re-Painting, Bridge Lighting, Replace Anodes at Piers 26 and 27.	HBP	BPMP-5030060	12/17/2020	\$621,233.00	
Sonoma	SON070004	Caltrans	US 101 Marin Sonoma Narrows; Near Petaluma .8 mi. S. to 2 mi. N. of Marin-Son Lns Realign US 101 & Construct Widening For HOV (TC)	EARMARK	HPLU21L-6204120	9/15/2021	(\$352,660.75)	
Sonoma	SON170015	Cotati	E. Cotati Avenue Street Rehabilitation	STP	STPL-5383012	12/7/2020	(\$1,317.03)	
Sonoma	SON170011	Petaluma	Petaluma Blvd South Road Diet at E Street	STP	STPL-5022060	9/9/2021	\$2,630,000.00	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Sonoma	SON130007	Rohnert Park	Rohnert Park Streetscape and Pedestrian Imps	CMAQ	CML-5379021	2/12/2021	(\$2,767.00)	
Sonoma	SON170012	Santa Rosa	Highway 101 Bicycle and Pedestrian Overcrossing	CMAQ	CML-5028083	5/25/2021	\$1,782,000.00	\$26,100,000
Sonoma	SON090002	SMART	Sonoma Marin Area Rail Corridor	STP	RTSTP-6411007	2/17/2021	(\$912,881.97)	
Sonoma	SON170022	Sonoma	Fryer Creek Pedestrian and Bicycle Bridge	CMAQ	CML-5114020	9/15/2021	\$501,000.00	
Sonoma	SON110025	Sonoma County	Hauser Bridge Rd over the South Fork of the Gualala River (County PM 8.76 To 8.78) Mitigation (TC)	HBP	BRLS-5920177	7/9/2021	\$320,653.00	
Sonoma	SON110025	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	HBP	BRLO-5920125	7/15/2021	(\$26,121.89)	
Sonoma	SON110025	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	HBP	BRLO-5920125	7/15/2021	\$106,840.00	
Sonoma	VAR170012	Sonoma County	Bridge No. 20C0262, Boyes Blvd over Sonoma Creek	HBP	STPLZ-5920059	5/27/2021	\$3,909,108.54	
Sonoma	VAR170012	Sonoma County	Replace Freestone Flat Bridge over Salmon 20C0440	HBP	BRLO-5920127	6/7/2021	\$578,000.00	
Sonoma	VAR170012	Sonoma County	In Sonoma Co. at Watmaugh Rd Bridge Bridge Replacement	HBP	BRLS-5920092	6/15/2021	\$501,965.00	
Sonoma	VAR170012	Sonoma County	Replace Geysers Rd Bridge over Sulpher Crk 20C0005	HBP	STPLZ-5920111	7/9/2021	\$541,303.00	
Sonoma	VAR170012	Sonoma County	Boyes Blvd Bridge over Sonoma Creek in the City of Sonoma "Child" Project: Mitigation Planting per Environmental Requirements for the Replacement of the Functionally Obsolete Boyes Bridge with a New Two Lane Bridge.	HBP	STPLZ-5920178	8/18/2021	\$124,650.00	
Sonoma	040A10U4S	State-Managed	Steele Lane to Windsor Rd in Windsor HOV Lane and Rehab Pavement (TC)	NHS	NH-Q101148	4/1/2021	\$116,140.47	
Sonoma	041500062S	State-Managed	On SR: 121. In Napa Co., near Napa at Cuttings Wharf Rd Emergency Relief - Earthquake Damage	ER	ER-25E0001	1/15/2021	(\$172.11)	
Sonoma	0420000144L	State-Managed	Stewarts Point/Skaggs Springs Rd at PM 13.61 - Construct Retaining Wall and Repair Damaged Roadway	ER	ER-32L0576	11/17/2020	\$424,944.00	
Sonoma	MTC050006	State-Managed	In Sonoma Co. near Santa Rosa on Rte 101 at River Rd Intersection Install Traffic Signals (TC)	NHS	NH-Q101207	4/1/2021	\$53,204.53	
Sonoma	MTC050011	State-Managed	In Eldridge, at Madrone Rd Install Traffic Signals	STP	HSSTP-P012111	4/1/2021	\$512,502.13	
Sonoma	VAR110003	State-Managed	On SR: 101. Near Windsor, from the Town of Windsor to Geyserville. Rehabilitate Roadway (TC)	NHPP	NH-Q101307	3/8/2021	(\$1,310,520.59)	
Sonoma	VAR110004	State-Managed	On SR: 12, 101. In Sonoma Co. at Various Locations (TC) Roadside Paving and Constructing Maintenance Vehicle Pullouts (TC)	NHPP	NH-X097043	1/7/2021	(\$143,078.74)	

[TABLE 1: FHWA AND STATE-MANAGED OBLIGATIONS, FFY 2020-21]

County	TIP ID/EA	Agency	Project Name	Program	FPN	Obligation Date	Obligation Amount	Funds in TIP Later than 2021
Sonoma	VAR110005	State-Managed	On SR: 1. Near Fort Ross, at 2.6 Miles south of Fort Ross Rd. Construct Soil Nail Walls (TC)	NHPP	NH-P001618	12/22/2020	(\$73,037.10)	
Sonoma	VAR110005	State-Managed	On SR: 116. Near Petaluma, at 0.5 mi. east of Lakeville Hwy. Place Rock Slope Protection (TC)	STP	STP-P116047	8/24/2021	(\$238,568.97)	
Sonoma	VAR170007	State-Managed	In and near Healdsburg, from Grant Ave Undercrossing to Canyon Rd Undercrossing at Various Locations. Upgrade Electroliers (TC)	HSIP	HSNH-Q101315	12/16/2020	(\$109,709.72)	
Sonoma	VAR170007	State-Managed	On SR: 12. In Santa Rosa, from Farmers Lane to Brush Creek Rd. Install Concrete Median Barrier and Midwest Guardrail System.	HSIP	HSNHG-P012124	5/12/2021	\$1,016,000.00	
Sonoma	VAR170008	State-Managed	Near Cloverdale, at 0.4 mi. south of the Mendocino Co. Line. PM: Ram Bommavaram; In Sonoma County on Rte 101, near Cloverdale at 2 mi. north of Rte 128 Storm Damage Permanent Restoration.	ER	ER-29S7002	10/29/2020	\$312,510.90	
Sonoma	VAR170008	State-Managed	On SR: 1. Sonoma Co. near Jenner at 2.4 mi. north of Rte 116 Reconstruct Fire Damaged Timber Lagging Retaining Wall (TC)	STP	ST-P001636	1/25/2021	(\$332,710.25)	
Sonoma	VAR170008	State-Managed	Sonoma Co. in Healdsburg at Grant Undercrossing Stabilize Abutments and Embankment Slope by Injection Grout (TC)	NHPP	NH-Q101337	5/26/2021	(\$556,711.09)	
Sonoma	VAR170008	State-Managed	Sonoma County in Healdsburg at Grant Undercrossing Stabilize Abutments and Embankment Slope by Injection Grout (TC)	NHPP	NH-Q101337	7/26/2021	\$14,538.33	
Sonoma	SON170001	Windsor	Windsor River Road/Windsor Road Intersection Imps	STP	LPPSTPL-5472021	4/28/2021	\$3,000,000.00	

Total Obligations:	\$501,271,557.28
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[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2020-21]

County	TIP ID	Operator	Project Name	FTA Grant Number	Fund Type	Fund Source	FTA Grant Date	FTA Grant Amount	Funding in TIP Later than 2021
Alameda	ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	CA-2021-191	Federal	5307	8/26/2021	\$1,435,563	\$1,912,800
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2021-237	Federal	5307	9/30/2021	\$4,338	\$1,473,587
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2021-237	Federal	5307	9/30/2021	\$9,920	\$1,473,587
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2021-237	Federal	5307	9/30/2021	\$10,008	\$1,473,587
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2021-237	Federal	5307	9/30/2021	\$1,409,473	\$1,473,587
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2021-237	Federal	5337	9/30/2021	\$1,660,606	\$1,473,587
Alameda	ALA170079	ACE	ACE: Railcar Midlife Overhaul	CA-2021-237	Federal	5337	9/30/2021	\$2,800,000	\$1,473,587
Alameda	ALA170091	LAVTA	Livermore Transit Center Rehab and Improvement	CA-2021-011	Federal	5339	2/17/2021	\$434,811	
Contra Costa	CC-210002	WCCTA	WestCAT: Paratransit Revenue Vehicle Replacement	CA-2021-101	Federal	5307	7/15/2021	\$912,000	
Marin	MRN130015	GGBHTD	GGBHTD - Transit Systems Enhancements	CA-2021-151	Federal	5307	8/16/2021	\$544,000	
Marin	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2021-151	Federal	5307	8/16/2021	\$277,332	
Marin	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2021-151	Federal	5337	8/16/2021	\$4,670,000	
Marin	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2021-232	Federal	FBP	9/22/2021	\$650,099	
Marin	MRN150014	GGBHTD	GGBHTD Ferry Major Components Rehab	CA-2021-232	Federal	FBP	9/22/2021	\$782,879	
Marin	MRN990017	GGBHTD	GGBHTD: Ferry Channel & Berth Dredging	CA-2021-151	Federal	5337	8/16/2021	\$640,000	
Marin	MRN030010	GGBHTD	GGBHTD: Fixed Guideway Connectors	CA-2021-151	Federal	5337	8/16/2021	\$40,000	
Marin	MRN210002	MCTD	MCTD - Bus Stop Improvements	CA-2021-137	Federal	5307	8/6/2021	\$242,400	\$1,400,000
Marin	MRN210001	MCTD	MCTD: Replacement Paratransit Vehicles	CA-2021-137	Federal	5307	8/6/2021	\$404,000	
Napa	NAP190006	NVTA	Imola Park & Ride and Express Bus Stop Improvement	CA-2021-128	Federal	STP*	7/30/2021	\$300,000	\$960,905
Napa	NAP170003	NVTA	NVTA- Vine Transit Bus Maintenance Facility	CA-2021-210	Federal	5307	9/7/2021	\$2,435,279	\$28,114,516
Napa	NAP170003	NVTA	NVTA- Vine Transit Bus Maintenance Facility	CA-2021-210	Federal	5339	9/7/2021	\$197,432	\$28,114,516
Napa	NAP170003	NVTA	NVTA- Vine Transit Bus Maintenance Facility	CA-2021-210	Federal	CMAQ*	9/7/2021	\$2,000,000	\$28,114,516
Regional/Multi-County	BRT030004	BART	BART Train Control Renovation	CA-2021-163	Federal	5337	8/25/2021	\$10,240,000	
Regional/Multi-County	REG170017	BART	BART Transbay Core Capacity Improvements	CA-2020-047-03	Federal	5309	9/9/2021	\$200,700,000	\$1,322,634,866
Regional/Multi-County	REG170017	BART	BART Transbay Core Capacity Improvements	CA-2020-047-03	Federal	5309	9/9/2021	\$300,000,000	\$1,322,634,866
Regional/Multi-County	REG170017	BART	BART Transbay Core Capacity Improvements	CA-2020-047-03	Federal	5309	9/9/2021	\$225,500,000	\$1,322,634,866
Regional/Multi-County	REG170017	BART	BART Transbay Core Capacity Improvements	CA-2020-047-03	Federal	5309	9/9/2021	\$50,000,000	\$1,322,634,866
Regional/Multi-County	REG170017	BART	BART Transbay Core Capacity Improvements	CA-2020-047-03	Federal	5309	9/9/2021	\$250,000,000	\$1,322,634,866
Regional/Multi-County	ALA090065	BART	BART: Fare Collection Equipment	CA-2021-163	Federal	5337	8/25/2021	\$5,716,937	
Regional/Multi-County	ALA090065	BART	BART: Fare Collection Equipment	CA-2021-163	Federal	5337	8/25/2021	\$643,063	
Regional/Multi-County	ALA090065	BART	BART: Fare Collection Equipment	CA-2021-163	Federal	5337	8/25/2021	\$7,000,000	
Regional/Multi-County	BRT97100B	BART	BART: Rail, Way and Structures Program	CA-2021-163	Federal	5337	8/25/2021	\$17,406,000	
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2021-163	Federal	5307	8/25/2021	\$12,275,464	\$562,757,375
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2021-163	Federal	5307	8/25/2021	\$8,532,894	\$562,757,375
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2021-163	Federal	5307	8/25/2021	\$1,274,689	\$562,757,375
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2021-163	Federal	5307	8/25/2021	\$3,900,000	\$562,757,375
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2021-163	Federal	5337	8/25/2021	\$63,754,189	\$562,757,375
Regional/Multi-County	REG090037	BART	BART: Railcar Procurement Program	CA-2021-163	Federal	5337	8/25/2021	\$31,170,000	\$562,757,375
Regional/Multi-County	VAR190002	BART	BART: TOD Implementation	CA-2021-065	Federal	Other Federal	6/25/2021	\$350,000	
Regional/Multi-County	BRT030005	BART	BART: Traction Power System Renovation	CA-2021-163	Federal	5337	8/25/2021	\$3,121,826	
Regional/Multi-County	BRT030005	BART	BART: Traction Power System Renovation	CA-2021-163	Federal	5337	8/25/2021	\$7,118,174	
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2021-163	Federal	5307	8/25/2021	\$1,795,357	
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2021-163	Federal	5307	8/25/2021	\$639,492	
Regional/Multi-County	BRT99T01B	BART	BART:ADA Paratransit Capital Accessibility Improve	CA-2021-163	Federal	5307	8/25/2021	\$175,936	
Regional/Multi-County	ALA190014	BART	BART-Elevator Renovation program	CA-2021-016	Federal	5337	2/9/2021	\$7,000,000	
Regional/Multi-County	ALA190014	BART	BART-Elevator Renovation program	CA-2021-163	Federal	5337	8/21/2021	\$7,000,000	
Regional/Multi-County	SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	CA-2021-121	Federal	5337	8/2/2021	\$800,000	
Regional/Multi-County	SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	CA-2021-121	Federal	5337	8/2/2021	\$400,000	
Regional/Multi-County	VAR170025	MCTD	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-137	Federal	5307	8/6/2021	\$48,892	
Regional/Multi-County	VAR170025	MCTD	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-137	Federal	5307	8/6/2021	\$15,000	
Regional/Multi-County	VAR210003	MCTD	GL: Transit ADA Operating Support	CA-2021-137	Federal	5307	8/6/2021	\$802,802	
Regional/Multi-County	REG190001	MTC	MTC: COVID-19 Emergency Transit Operations	CA-2020-224	Federal	5307	12/18/2020	\$2,311,194	
Regional/Multi-County	VAR170025	SamTrans	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2016-091-01	Federal	5307	8/19/2021	\$262,751	
Regional/Multi-County	VAR170025	Santa Rosa	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-184	Federal	5307	8/25/2021	\$159,358	
Regional/Multi-County	VAR170025	Santa Rosa	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-184	Federal	5307	8/25/2021	\$44,424	
Regional/Multi-County	VAR210003	Santa Rosa	GL: Transit ADA Operating Support	CA-2021-144-01	Federal	5307	8/9/2021	\$243,683	

[TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2020-21]

County	TIP ID	Operator	Project Name	FTA Grant Number	Fund Type	Fund Source	FTA Grant Date	FTA Grant Amount	Funding in TIP Later than 2021
Regional/Multi-County	VAR190006	Santa Rosa	GL: Transit Operating Assistance	CA-2021-144-01	Federal	5307	8/9/2021	\$1,535,205	
Regional/Multi-County	VAR190007	Santa Rosa	GL: Transit Preventive Maintenance	CA-2021-144-01	Federal	5307	8/9/2021	\$657,945	
Regional/Multi-County	VAR170025	SFMTA	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-102	Federal	5307	7/14/2021	\$1,127,352	
Regional/Multi-County	VAR210003	SFMTA	GL: Transit ADA Operating Support	CA-2021-234	Federal	5307	9/16/2021	\$4,116,185	
Regional/Multi-County	VAR190007	SMART	GL: Transit Preventive Maintenance	CA-2021-013	Federal	5307	2/11/2021	\$2,904,588	
Regional/Multi-County	VAR170025	SolTrans	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-097	Federal	5307	7/15/2021	\$156,725	
Regional/Multi-County	VAR170025	SolTrans	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-097	Federal	5307	7/15/2021	\$156,726	
Regional/Multi-County	VAR210003	SolTrans	GL: Transit ADA Operating Support	CA-2021-192	Federal	5307	8/31/2021	\$366,722	
Regional/Multi-County	VAR190006	SolTrans	GL: Transit Operating Assistance	CA-2021-192	Federal	5307	8/31/2021	\$343,701	
Regional/Multi-County	VAR190006	SolTrans	GL: Transit Operating Assistance	CA-2021-192	Federal	5307	8/31/2021	\$2,951,888	
Regional/Multi-County	VAR190007	SolTrans	GL: Transit Preventive Maintenance	CA-2021-192	Federal	5307	8/31/2021	\$1,000,000	
Regional/Multi-County	VAR210003	VTA	GL: Transit ADA Operating Support	CA-2021-211	Federal	5307	8/31/2021	\$3,873,241	
Regional/Multi-County	VAR210003	VTA	GL: Transit ADA Operating Support	CA-2021-211	Federal	5307	8/31/2021	\$159,754	
Regional/Multi-County	VAR170025	WestCAT	GL: Lifeline Transportation Program Cycle 5 and 6	CA-2021-101	Federal	5307	7/15/2021	\$25,311	
Regional/Multi-County	VAR210003	WestCAT	GL: Transit ADA Operating Support	CA-2021-101	Federal	5307	7/15/2021	\$277,332	
Regional/Multi-County	REG090067	WETA	WETA: Fixed Guideway Connectors	CA-2021-236	Federal	PFGP	9/17/2021	\$4,456,000	
San Francisco	SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab	CA-2021-119	Federal	5337	7/23/2021	\$1,617,000	\$16,125,000
San Francisco	SF-95037B	SFMTA	SF Muni Rail Replacement Program	CA-2021-005	Federal	5337	1/28/2021	\$4,288,000	\$11,388,957
San Francisco	SF-95037B	SFMTA	SF Muni Rail Replacement Program	CA-2021-119	Federal	5337	7/23/2021	\$7,026,000	\$11,388,957
San Francisco	SF-190013	SFMTA	SFMTA Zero Emission Bus Procurement	CA-2021-122	Federal	5307	7/30/2021	\$1,000,000	\$2,000,000
San Francisco	SF-990022	SFMTA	SFMTA: ADA Paratransit Operating Support	CA-2021-122	Federal	5307	7/30/2021	\$3,410,218	
San Francisco	SF-170018	SFMTA	SFMTA: Motor Coach Mid-Life Overhaul	CA-2021-234	Federal	5307	9/16/2021	\$17,655,692	\$3,462,100
San Francisco	SF-090035	SFMTA	SFMTA: Paratransit Vehicle Replacements	CA-2021-234	Federal	5307	9/16/2021	\$2,872,800	
San Francisco	SF-170021	SFMTA	SFMTA: Rehab Historic Streetcars	CA-2021-119	Federal	5337	7/23/2021	\$7,344,308	\$1,958,286
San Francisco	SF-050024	SFMTA	SFMTA:Train Control & Trolley Signal Rehab/Replace	CA-2021-119	Federal	5337	7/23/2021	\$28,931,000	\$38,499,052
San Mateo	SF-010028	Caltrain	Caltrain Electrification	CA-2017-014-06	Federal	5309	7/9/2021	\$100,000,000	\$92,554,259
San Mateo	SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	CA-2021-121	Federal	5337	8/2/2021	\$766,667	\$1,399,569
San Mateo	SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	CA-2021-121	Federal	5337	8/2/2021	\$1,533,333	\$1,399,569
San Mateo	SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	CA-2021-121	Federal	5337	8/2/2021	\$2,500,080	
San Mateo	SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	CA-2021-121	Federal	5337	8/2/2021	\$5,075,920	
San Mateo	SM-150011	SamTrans	SamTrans - Purchase of Replacement Minivans	CA-2021-082	Federal	5307	7/6/2021	\$568,000	
Santa Clara	SCL190043	VTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	CA-2021-043	Federal	5307	5/17/2021	\$1,200,000	
Santa Clara	SCL170002	VTA	VTA BART Phase II TOD and Station Access Planning	CA-2021-104	Federal	OTHER FEDERAL	8/27/2021	\$1,580,000	
Santa Clara	SCL210006	VTA	VTA Rail Substation Rehab/Replacement	CA-2021-211	Federal	5337	9/10/2021	\$7,640,000	
Santa Clara	SCL150008	VTA	VTA Track Intrusion Abatement	CA-2021-043	Federal	5307	5/17/2021	\$4,000,000	
Santa Clara	SCL050046	VTA	VTA: ADA Operating Set Aside	CA-2021-043	Federal	5307	5/17/2021	\$161,916	
Santa Clara	SCL050046	VTA	VTA: ADA Operating Set Aside	CA-2021-043	Federal	5307	5/17/2021	\$3,808,800	
Santa Clara	SCL190037	VTA	VTA: Bus & LR Vehicle Mobile Router Replacement	CA-2021-043	Federal	5307	5/17/2021	\$1,200,000	
Santa Clara	SCL210007	VTA	VTA: Bus Charging at Cerone	CA-2021-207	Federal	5307	8/31/2021	\$280,000	
Santa Clara	SCL190045	VTA	VTA: Cameras for VTA ACCESS Paratransit Vehicles	CA-2021-043	Federal	5307	5/17/2021	\$1,804,850	
Santa Clara	SCL190047	VTA	VTA: Downtown San Jose Speed Improvements	CA-2021-207	Federal	5307	8/31/2021	\$8,480,000	
Santa Clara	SCL190039	VTA	VTA: Facilities ADA Upgrades	CA-2021-043	Federal	5307	5/17/2021	\$2,560,000	
Santa Clara	SCL190040	VTA	VTA: Fuel Dispenser & UDC Replacement	CA-2021-043	Federal	5307	5/17/2021	\$1,920,000	
Santa Clara	SCL210009	VTA	VTA: Guadalupe Signal Assessment/SCADA System Repl	CA-2021-211	Federal	5337	9/10/2021	\$4,140,000	
Santa Clara	SCL190053	VTA	VTA: Guadalupe Steam Rack Improv & Liner Replace	CA-2021-211	Federal	5337	9/10/2021	\$160,000	
Santa Clara	SCL190026	VTA	VTA: HVAC Replacement	CA-2021-207	Federal	5307	8/31/2021	\$1,622,600	
Santa Clara	SCL110099	VTA	VTA: Light Rail Bridge and Structure - SG Repair	CA-2021-211	Federal	5337	9/10/2021	\$1,312,000	
Santa Clara	SCL210010	VTA	VTA: Ohlone/Chynoweth Interlocking	CA-2021-11	Federal	5337	9/10/2021	\$2,720,000	
Santa Clara	SCL170005	VTA	VTA: Paratransit Vehicle Procurement	CA-2021-043	Federal	5307	5/17/2021	\$3,978,116	
Santa Clara	SCL170005	VTA	VTA: Paratransit Vehicle Procurement	CA-2021-207	Federal	5307	8/31/2021	\$5,417,120	
Santa Clara	SCL050002	VTA	VTA: Rail Replacement Program	CA-2021-211	Federal	5337	9/10/2021	\$8,592,389	
Santa Clara	SCL190046	VTA	VTA: Rehab of LR System Elevators and Escalators	CA-2021-037	Federal	5337	5/6/2021	\$7,440,000	
Santa Clara	SCL190041	VTA	VTA: Replace UPSs and PDU in OCC/EOC	CA-2021-043	Federal	5307	5/17/2021	\$377,361	
Santa Clara	SCL210008	VTA	VTA: Security Enhancement at Chaboya Parking Lot	CA-2021-207	Federal	5307	8/31/2021	\$480,000	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2021-043	Federal	5307	5/17/2021	\$1,356,605	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	SCL050001	Federal	5307	5/17/2021	\$2,164,898	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2021-043	Federal	5339	5/17/2021	\$199,026	

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County	TIP ID	Operator	Project Name	FTA Grant Number	Fund Type	Fund Source	FTA Grant Date	FTA Grant Amount	Funding in TIP Later than 2021
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2021-043	Federal	5339	5/17/2021	\$3,500,049	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2021-207	Federal	5307	8/5/2021	\$17,837,995	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2021-207	Federal	5307	8/31/2021	\$1,347,175	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2021-207	Federal	5339	8/31/2021	\$183,439	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	CA-2021-207	Federal	5339	8/31/2021	\$3,215,648	
Solano	SOL190003	F-S Transit	Fairfield - Electric Bus Fleet and Infrastructure	CA-2021-019	Federal	5339	5/18/2021	\$1,206,518	\$4,427,794

Total obligations: \$1,552,846,463