



METROPOLITAN
TRANSPORTATION
COMMISSION

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February 25, 2009

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Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Muhaned Aljabiry
Division of Transportation Programming
Caltrans
P.O. Box 924873, MS-82
Sacramento, CA 94274-0001

Attention: Abhijit Bagde

RE: MTC TIP Revision 2009-05

Dear Mr. Aljabiry:

Please be advised that MTC recently made several changes to the 2009 Transportation Improvement Program (TIP). TIP Amendment 09-05 amends in the funding revenues for the American Recovery and Reinvestment Act (ARRA) as shown in the table below. This amendment adds in additional revenues only, to demonstrate financial constraint for the 2009 TIP. Several projects to be funded with ARRA funding are included in a companion Amendment 09-07. The amendment was approved by the commission on February 25, 2009

ARRA Funding Revenues TIP Revision 09-05	
Fund Type	Amount
FHWA Administered Funds	\$845,000,000
FTA Administered Funds	\$343,148,640
Total	\$1,188,148,640

The revision made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP, therefore a conformity determination is not required and the 2009 TIP remains financially constrained. The updated fiscal constraint documentation has been emailed to your staff and has been posted at MTC's TIP website at: <http://www.mtc.ca.gov/funding/tip/>. If you have any questions regarding this amendment, please contact Sri Srinivasan of my staff at (510) 817-5793.

Sincerely,

Therese W. McMillan
Deputy Executive Director, Policy

CC: Ms. Sylvia Fung – CT Dist. 4
Mr. Michael Lim - CT Dist.4
Ms. Chun Tsung - CT Dist. 4
Mr. Abhijit J. Bagde - CT HQ

Mr. Masoud Alemi, CT HQ
Mr. Stew Sonnenberg – FHWA
Mr. Ted Matley – FTA

Date: May 28, 2008
W.I.: 1512
Referred by: PAC
Revised: 12/17/08-C
02/25/09-C

ABSTRACT

Resolution No. 3875, Revised

This resolution adopts the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussions of the programming and subsequent revisions are contained in the Programming and Allocations Committee summary sheets dated May 14, 2008, December 10, 2008, and February 11, 2009

This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2009 TIP'.

2009 TIP Revisions

Revision #	Revision Type	# of Projects	Funding Change (\$)	MTC Approval Date	Final Approval Date
09-01	Admin. Modification	29	\$2,880,741	12/15/2008	12/16/2008
09-02	Amendment	72	\$28,081,615	12/17/2008	01/23/2009
09-03	Admin. Modification	15	\$361,802	01/29/2009	02/10/2009
09-04	Amendment	64	\$303,471,101	02/25/2009	
09-05	Amendment	0	\$1,188,148,640	02/25/2009	
09-07	Amendment	26	\$485,263,640	02/25/2009	
Total:		206	\$2,008,207,539		

Date: May 28, 2008
W.I.: 1512
Referred by: PAC
Revised: 12/17/08-C
02/25/09-C

Attachment B
Resolution No. 3875
Page 1 of 2

Revisions to the 2009 TIP

Revisions to the 2009 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 09-01 is an administrative modification approved by MTC's Executive Director under delegation of authority on December 15, 2008, with final approval by Caltrans on December 16, 2008. It makes revisions to 29 projects with a net increase in funding of \$2,880,741. Among other minor changes, it updates funding amounts, fund sources, project descriptions and project sponsors to reconcile with changes made through administrative modifications 07-27 and 07-28 which revised the 2007 TIP after the Commission had approved the 2009 TIP. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-02 is an amendment referred by the Programming and Allocations Committee on December 10, 2008 and approved by the MTC Commission on December 25, 2008, with final approval by FHWA/FTA on January 23, 2009. It makes revisions to 72 projects with a net increase in funding of \$28,081,615. Among other changes, it updates funding amounts to reflect changes made through Amendment 07-26 which revised the 2007 TIP after the Commission had approved the 2009 TIP. This amendment also reconciles STP/CMAQ funding that was obligated in FY 2007/08, modifies projects to reflect actions taken by the California Transportation Commission and makes adjustments to various grouped project listings at the request of Caltrans. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-03 is an administrative modification approved by MTC's Executive Director under delegation of authority on January 29, 2009, with final approval by Caltrans on February 10, 2009. It makes revisions to 15 projects with a net change in funding of \$361,802. One significant change in this revision includes combining the Doyle Drive Congestion Tolling project (SF-070043) into the Doyle Drive Replacement project (SF-991030), to reflect the changes made through administrative modification 07-28 which revised the 2007 TIP after the Commission had approved the 2009 TIP. Another change is to split the New Freedom Grouped Listing (REG070013) into three separate New Freedom (NF) grouped listings: NF FY06 Small UA (REG070013), NF FY07 Large UA (REG090004) and NF FY07/09 Small UA (REG090005) with updated project costs and lists to provide clarity. Changes made with this

revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-04 is an amendment referred by the Programming and Allocations Committee on February 11, 2009. It makes revisions to 64 projects with a net increase in funding of roughly \$303.4 million. Among other changes, it updates project lists and costs of several SHOPP Grouped listings. It adds the High Street Bridge back into the TIP and amends in 10 new projects into the TIP. Of these four received FTA 5320 grant funds and the revenues are accounted for as part of this revision. The amendment programs the second cycle funds of the Safe Routes to School grants into the TIP and seven projects are archived from the TIP. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

TIP Amendment 09-05 is an amendment referred by the Programming and Allocations Committee on February 11, 2009. It amends in the funding revenues for the American Recovery and Reinvestment Act (ARRA) as shown in the table below. This amendment adds in additional revenues only, to demonstrate financial constraint for the 2009 TIP. Several projects to be funded with ARRA funding are included in a companion Amendment 09-07 under Item 3c. Additional projects will be added under subsequent TIP revisions.

ARRA Funding Revenues TIP Revision 09-05	
Fund Type	Amount
FHWA Administered Funds	\$845,000,000
FTA Administered Funds	\$343,148,640
Total	\$1,188,148,640

Revision 09-07 is an amendment referred by the Programming and Allocations Committee on February 11, 2009. TIP Amendment 09-07 amends in 26 new grouped listings into the TIP with a net change in funding of \$485.3 million in American Recovery and Reinvestment Act (ARRA) and local funds. This revision programs \$395.1 million of the ARRA revenues amended into the TIP as part of Revision 09-05. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2009 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3875

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 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, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) require the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and MTC Resolutions Nos. 2730 and 3075, which establish the current Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.216(m)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develops and uses a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented Expedited Project Selection Procedures (EPSP) for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3875, and MTC Resolution 3606 Revised; and

WHEREAS, MTC has found that the 2009 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629); now, therefore be it

RESOLVED, that MTC adopts the 2009 TIP, attached hereto as Attachment 'A' and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2009 TIP in cooperation with county Congestion Management Agencies, the Bay Area Air Quality Management District, transit operators, the California Department of Transportation (Caltrans), counties and other partner agencies, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the 2009 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2009 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2009 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the Expedited Project Selection Procedures (EPSP) developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3875, and MTC Resolution 3606 Revised; and, be it further

RESOLVED, that amendments to the 2009 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in MTC Resolution No. 3875, and that staff have the authority to make technical corrections, and the Executive Director has the signature authority to approve administrative modifications and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or to federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP shall be accomplished in accordance with procedures and guidelines set forth in MTC Resolutions Nos. 2730 and 3075 Revised, and as otherwise adopted by MTC; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2009 TIP satisfies the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the federal Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in cursive script that reads "Bill Dodd". The signature is written in black ink and is positioned above a horizontal line.

Bill Dodd, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 28, 2008.

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3875
Page 1 of 1

2009 Transportation Improvement Program

The 2009 Transportation Improvement Program for the San Francisco Bay Area, adopted May 28, 2008, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices

Metropolitan Transportation Commission (MTC)
2008/09-2011/12 Federal Transportation Improvement Program
Revision 09-05

REVENUE SOURCES		4 YEARS (See FSTIP Cycle)									
		2008/09		2009/10		2010/11		2011/12		Total	
		09-04	09-05	09-04	09-05	09-04	09-05	09-04	09-05	09-04	09-05
LOCAL	Local Total	\$3,770,212,190	\$3,770,212,190	\$3,875,611,063	\$3,875,611,063	\$3,842,410,324	\$3,842,410,324	\$3,879,916,604	\$3,879,916,604	\$15,368,150,181	\$15,368,150,181
	REGIONAL¹										
REGIONAL ¹	Tolls	\$1,570,490,520	\$1,570,490,520	\$1,621,131,811	\$1,621,131,811	\$1,674,705,521	\$1,674,705,521	\$1,730,837,056	\$1,730,837,056	\$6,597,164,909	\$6,597,164,909
	-- Bridge	\$467,004,913	\$467,004,913	\$468,603,628	\$468,603,628	\$470,210,337	\$470,210,337	\$471,825,080	\$471,825,080	\$1,877,643,957	\$1,877,643,957
	-- Corridor	\$1,103,485,608	\$1,103,485,608	\$1,152,528,183	\$1,152,528,183	\$1,204,495,184	\$1,204,495,184	\$1,259,011,976	\$1,259,011,976	\$4,719,520,951	\$4,719,520,951
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$923,588,780	\$923,588,780	\$642,970,780	\$642,970,780	\$752,910,780	\$752,910,780	\$650,280,780	\$650,280,780	\$2,969,751,118	\$2,969,751,118
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$33,137,771	\$33,137,771	\$33,624,793	\$33,624,793	\$63,028,697	\$63,028,697	\$34,412,652	\$34,412,652	\$164,203,913	\$135,203,913
	Other (Please specify)	\$444,750	\$444,750	\$0	\$0	\$0	\$0	\$29,000,000	\$0	\$444,750	\$29,444,750
	Regional Total	\$2,527,661,820	\$2,527,661,820	\$2,297,727,384	\$2,297,727,384	\$2,490,644,998	\$2,490,644,998	\$2,415,530,488	\$2,415,530,488	\$9,731,564,690	\$9,731,564,690
	STATE										
STATE	State Highway Operations and Protection Program (SHOPP)	\$327,587,000	\$327,587,000	\$413,578,000	\$413,578,000	\$350,243,000	\$350,243,000	\$244,994,000	\$244,994,000	\$1,336,402,000	\$1,336,402,000
	SHOPP (Including Augmentation)	\$327,587,000	\$327,587,000	\$413,578,000	\$413,578,000	\$350,243,000	\$350,243,000	\$244,994,000	\$244,994,000	\$1,336,402,000	\$1,336,402,000
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$229,815,540	\$229,815,540	\$153,125,800	\$153,125,800	\$179,566,830	\$179,566,830	\$207,061,553	\$207,061,553	\$769,569,723	\$769,569,723
	STIP (Including Augmentation)	\$229,815,540	\$229,815,540	\$142,617,800	\$142,617,800	\$174,785,830	\$174,785,830	\$207,061,553	\$207,061,553	\$754,280,723	\$754,280,723
	STIP Prior	\$0	\$0	\$10,508,000	\$10,508,000	\$4,781,000	\$4,781,000	\$0	\$0	\$15,289,000	\$15,289,000
	Proposition 1 B ¹	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$70,120,000	\$70,120,000	\$139,240,000	\$139,240,000	\$0	\$0	\$0	\$0	\$209,380,000	\$209,380,000
	State and Local Partnership Program	\$53,541,000	\$53,541,000	\$0	\$0	\$0	\$0	\$0	\$0	\$53,541,000	\$53,541,000
	State Transit Assistance (STA) (e.g. population/commuter based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Please specify)	\$375,695,862	\$375,695,862	\$292,885,300	\$292,885,300	\$16,662,600	\$16,662,600	\$2,308,300	\$2,308,300	\$687,552,062	\$687,552,062	
State Total	\$1,056,759,402	\$1,056,759,402	\$998,828,100	\$998,828,100	\$546,472,430	\$546,472,430	\$454,363,853	\$454,363,853	\$3,056,424,785	\$3,056,424,785	
FEDERAL TRANSIT											
FEDERAL TRANSIT	FTA American Recovery and Reinvestment Act	\$0	\$343,148,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$343,148,640
	American Recovery and Reinvestment Act (5307)	\$0	\$288,686,682	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$288,686,682
	American Recovery and Reinvestment Act (5309)	\$0	\$52,349,675	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,349,675
	American Recovery and Reinvestment Act (5311)	\$0	\$2,112,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,112,283
	Bus and Bus Related Grants (5304c)	\$30,863,000	\$30,863,000	\$32,097,000	\$32,097,000	\$33,381,000	\$33,381,000	\$34,716,000	\$34,716,000	\$131,057,000	\$131,057,000
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$2,411,477	\$2,411,477	\$2,507,936	\$2,507,936	\$2,608,254	\$2,608,254	\$2,712,584	\$2,712,584	\$10,240,250	\$10,240,250
	Fixed Guideway Modernization (5309g)	\$129,632,000	\$129,632,000	\$134,818,000	\$134,818,000	\$140,210,000	\$140,210,000	\$145,819,000	\$145,819,000	\$550,479,000	\$550,479,000
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5315)	\$2,411,477	\$2,411,477	\$2,507,936	\$2,507,936	\$2,608,254	\$2,608,254	\$2,712,584	\$2,712,584	\$10,240,250	\$10,240,250
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New and Small Starts (Capital Investment Grants) (5309b)	\$2,500,000	\$2,500,000	\$2,600,000	\$2,600,000	\$2,700,000	\$2,700,000	\$2,800,000	\$2,800,000	\$10,600,000	\$10,600,000	
New Freedom (SAFETEA-LU)	\$1,815,000	\$1,815,000	\$1,884,000	\$1,884,000	\$1,963,000	\$1,963,000	\$2,042,000	\$2,042,000	\$7,708,000	\$7,708,000	
Nonurbanized Area Formula Program (5311)	\$2,112,000	\$2,112,000	\$2,197,000	\$2,197,000	\$2,285,000	\$2,285,000	\$2,376,000	\$2,376,000	\$8,970,000	\$8,970,000	
Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transit in the Parks (5320)	\$1,690,000	\$1,690,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,690,000	\$1,690,000	
Urbanized Area Formula Program (5307)	\$223,037,000	\$223,037,000	\$231,959,000	\$231,959,000	\$241,237,000	\$241,237,000	\$250,887,000	\$250,887,000	\$947,120,000	\$947,120,000	
Other (5339 and TSGP)	\$121,000	\$121,000	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$601,000	\$601,000	
Federal Transit Total	\$396,592,954	\$739,741,594	\$411,054,872	\$411,054,872	\$426,992,507	\$426,992,507	\$444,065,167	\$444,065,167	\$1,678,705,590	\$2,921,564,140	
FEDERAL HIGHWAY											
FEDERAL HIGHWAY	FIWA American Recovery and Reinvestment Act	\$0	\$845,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$845,000,000
	American Recovery and Reinvestment Act (STIP)	\$0	\$845,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$845,000,000
	Federal Highway Non-Discretionary	\$74,224,628	\$74,224,628	\$72,685,071	\$72,685,071	\$73,993,402	\$73,993,402	\$75,325,283	\$75,325,283	\$296,228,584	\$296,228,584
	Congestion Mitigation and Air Quality (CMAQ)	\$81,402,097	\$81,402,097	\$77,502,133	\$77,502,133	\$78,898,974	\$78,898,974	\$80,320,958	\$80,320,958	\$318,124,162	\$318,124,162
	Surface Transportation Program (Regional)	\$38,566,000	\$38,566,000	\$77,082,000	\$77,082,000	\$35,514,000	\$35,514,000	\$79,002,000	\$79,002,000	\$230,164,000	\$230,164,000
	Highway Bridge Program (HBP)	\$3,682,000	\$3,682,000	\$4,557,000	\$4,557,000	\$7,051,000	\$7,051,000	\$0	\$0	\$15,290,000	\$15,290,000
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$6,172,840	\$6,172,840	\$1,091,500	\$1,091,500	\$1,426,570	\$1,426,570	\$4,145,490	\$4,145,490	\$12,836,400	\$12,836,400
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$11,779,100	\$11,779,100	\$0	\$0	\$0	\$0	\$0	\$0	\$11,779,100	\$11,779,100
Federal Lands Highway	\$40,272,789	\$40,272,789	\$1,390,000	\$1,390,000	\$0	\$0	\$0	\$0	\$41,662,789	\$41,662,789	
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$256,099,654	\$1,101,099,654	\$234,307,704	\$234,307,704	\$196,883,946	\$196,883,946	\$238,793,731	\$238,793,731	\$926,085,035	\$1,771,085,035	
FEDERAL HIGHWAY DISCRETIONARY PROGRAMS											
FEDERAL HIGHWAY DISCRETIONARY PROGRAMS	Bridge Discretionary Program	\$37,500,000	\$37,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$37,500,000	\$37,500,000
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$16,398,000	\$16,398,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,398,000	\$16,398,000
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$1,604,000	\$1,604,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,604,000	\$1,604,000
	High Priority Projects (HPP)	\$135,782,686	\$135,782,686	\$20,666,628	\$20,666,628	\$4,478,000	\$4,478,000	\$9,183,840	\$9,183,840	\$170,111,154	\$170,111,154
	High Risk Rural Road (HRRR)	\$5,063,445	\$5,063,445	\$1,660,000	\$1,660,000	\$2,802,000	\$2,802,000	\$0	\$0	\$9,525,445	\$9,525,445
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$5,400,000	\$5,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$5,400,000
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$735,000	\$735,000	\$0	\$0	\$0	\$0	\$0	\$0	\$735,000	\$735,000
	Transportation and Community and System Preservation Program (Other (Inclusive of NMTPP/DEMO))	\$100,000	\$100,000	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$600,000	\$600,000
Other (Inclusive of NMTPP/DEMO)	\$40,329,141	\$40,329,141	\$4,439,000	\$4,439,000	\$0	\$0	\$0	\$0	\$44,768,141	\$44,768,141	
Subtotal	\$242,912,272	\$242,912,272	\$26,765,628	\$26,765,628	\$7,780,000	\$7,780,000	\$9,183,840	\$9,183,840	\$286,641,740	\$286,641,740	
Federal Highway Total	\$499,011,926	\$1,344,011,926	\$261,073,332	\$261,073,332	\$204,663,946	\$204,663,946	\$247,977,571	\$247,977,571	\$1,212,726,775	\$2,057,726,775	
FEDERAL TOTAL²	\$895,604,880	\$2,083,753,520	\$672,128,204	\$672,128,204	\$631,656,453	\$631,656,453	\$692,042,738	\$692,042,738	\$2,891,432,275	\$4,079,580,915	
INNOVATIVE FINANCE³											
INNOVATIVE FINANCE ³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$26,427,000	\$26,427,000	\$26,427,000	\$26,427,000
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Private Developer Fees)	\$174,000,000	\$174,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$174,000,000	\$174,000,000
	Innovative Financing Total	\$174,000,000	\$174,000,000	\$0	\$0	\$0	\$0	\$26,427,000	\$26,427,000	\$200,427,000	\$200,427,000
	REVENUE TOTAL	\$8,424,236,293	\$9,612,396,933	\$7,844,295,751	\$7,844,295,751	\$7,511,184,205	\$7,511,184,205	\$7,468,290,684	\$7,468,290,684	\$31,247,998,932	\$32,436,147,572

NOTES:
 Current TIP Revision only adds ARRA revenues to the TIP

Metropolitan Transportation Commission (MTC)
2008/09-2011/12 Federal Transportation Improvement Program
Revision 09-05

PROGRAMMED		4 YEARS (See FSTIP Cycle)									
		2008/09		2009/10		2010/11		2011/12		Total	
		09-04	09-05	09-04	09-05	09-04	09-05	09-04	09-05	09-04	09-05
LOCAL	Local Total	\$2,141,256,915	\$2,141,256,915	\$1,417,533,731	\$1,417,533,731	\$1,332,027,670	\$1,332,027,670	\$328,716,587	\$328,716,587	\$5,219,534,903	\$5,219,534,903
REGIONAL¹	Tolls	\$1,188,132,825	\$1,188,132,825	\$538,253,000	\$538,253,000	\$500,000,000	\$500,000,000	\$21,458,000	\$21,458,000	\$1,797,843,825	\$1,797,843,825
	- Bridge	\$444,461,100	\$444,461,100	\$423,253,000	\$423,253,000	\$500,000,000	\$500,000,000	\$21,458,000	\$21,458,000	\$939,172,100	\$939,172,100
	- Corridor	\$743,671,725	\$743,671,725	\$115,000,000	\$115,000,000	\$0	\$0	\$0	\$0	\$858,671,725	\$858,671,725
	Regional Transit Fare Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$707,362,500	\$707,362,500	\$609,593,065	\$609,593,065	\$419,144,043	\$419,144,043	\$264,800,000	\$264,800,000	\$2,000,899,628	\$2,000,899,628
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$29,000,000	\$29,000,000	\$0	\$0	\$29,000,000	\$29,000,000
	Other (Please specify)	\$444,750	\$444,750	\$0	\$0	\$0	\$0	\$0	\$0	\$444,750	\$444,750
	Regional Total	\$1,895,940,075	\$1,895,940,075	\$1,147,846,065	\$1,147,846,065	\$499,144,043	\$499,144,043	\$286,258,000	\$286,258,000	\$3,826,188,203	\$3,826,188,203
STATE	State Highway Operations and Protection Program (SHOPP)	\$327,587,000	\$327,587,000	\$413,578,000	\$413,578,000	\$350,243,000	\$350,243,000	\$244,994,000	\$244,994,000	\$1,336,402,000	\$1,336,402,000
	SHOPP (Including Augmentation)	\$327,587,000	\$327,587,000	\$413,578,000	\$413,578,000	\$350,243,000	\$350,243,000	\$244,994,000	\$244,994,000	\$1,336,402,000	\$1,336,402,000
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$229,815,540	\$229,815,540	\$153,125,800	\$153,125,800	\$179,566,830	\$179,566,830	\$207,061,553	\$207,061,553	\$769,569,723	\$769,569,723
	STIP (Including Augmentation)	\$229,815,540	\$229,815,540	\$142,617,800	\$142,617,800	\$174,785,830	\$174,785,830	\$207,061,553	\$207,061,553	\$754,280,723	\$754,280,723
	STIP Prior	\$0	\$0	\$10,508,000	\$10,508,000	\$4,781,000	\$4,781,000	\$0	\$0	\$15,289,000	\$15,289,000
	Proposition 1 B ⁴	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$70,120,000	\$70,120,000	\$139,240,000	\$139,240,000	\$0	\$0	\$0	\$0	\$209,360,000	\$209,360,000
	State and Local Partnership Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA) (i.e., Proposition 68 based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (BTA, State-STIP, State Cash, ERS)	\$375,695,862	\$375,695,862	\$292,885,300	\$292,885,300	\$16,662,600	\$16,662,600	\$2,308,300	\$2,308,300	\$887,552,062	\$887,552,062
	State Total	\$1,003,218,402	\$1,003,218,402	\$998,828,100	\$998,828,100	\$546,472,430	\$546,472,430	\$454,303,853	\$454,303,853	\$3,002,883,785	\$3,002,883,785
	FITA American Recovery and Reinvestment Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	American Recovery and Reinvestment Act (5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	American Recovery and Reinvestment Act (5309)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	American Recovery and Reinvestment Act (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309)	\$10,966,745	\$10,966,745	\$0	\$0	\$0	\$0	\$0	\$0	\$10,966,745	\$10,966,745
	Clean Fuel Formula Program (5306)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Guideway Modernization (5309a)	\$114,671,192	\$114,671,192	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$114,671,192	\$114,671,192
	Infercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$1,324,854	\$1,324,854	\$0	\$0	\$0	\$0	\$0	\$0	\$1,324,854	\$1,324,854
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$1,960,000	\$1,960,000	\$0	\$0	\$0	\$0	\$1,960,000	\$1,960,000
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$1,350,000	\$1,350,000	\$1,235,000	\$1,235,000	\$0	\$0	\$0	\$0	\$2,585,000	\$2,585,000
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$1,690,000	\$1,690,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,690,000	\$1,690,000
	Urbanized Area Formula Program (5307)	\$208,163,276	\$208,163,276	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$208,163,276	\$208,163,276
	Other (5339 and TSGP)	\$121,000	\$121,000	\$0	\$0	\$0	\$0	\$0	\$0	\$97,000	\$97,000
	Federal Transit Total	\$338,287,067	\$338,287,067	\$3,875,000	\$3,875,000	\$0	\$0	\$0	\$0	\$342,162,067	\$342,162,067
	FHWA American Recovery and Reinvestment Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	American Recovery and Reinvestment Act (517)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL HIGHWAY	Federal Highway Non-Discretionary										
	Congestion Mitigation and Air Quality (CMAQ)	\$57,508,827	\$57,508,827	\$917,000	\$917,000	\$0	\$0	\$0	\$0	\$58,425,827	\$58,425,827
	Surface Transportation Program (Regional)	\$53,211,865	\$53,211,865	\$0	\$0	\$0	\$0	\$0	\$0	\$53,211,865	\$53,211,865
	Highway Bridge Program (HBP)	\$38,566,000	\$38,566,000	\$77,082,000	\$77,082,000	\$35,514,000	\$35,514,000	\$79,002,000	\$79,002,000	\$230,164,000	\$230,164,000
	Highway Safety Improvement Program (HSIP)	\$3,682,000	\$3,682,000	\$4,557,000	\$4,557,000	\$7,051,000	\$7,051,000	\$0	\$0	\$15,290,000	\$15,290,000
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$6,172,840	\$6,172,840	\$1,091,500	\$1,091,500	\$1,426,570	\$1,426,570	\$4,145,490	\$4,145,490	\$12,838,400	\$12,838,400
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$11,779,100	\$11,779,100	\$0	\$0	\$0	\$0	\$0	\$0	\$11,779,100	\$11,779,100
	Federal Lands Highway	\$40,272,789	\$40,272,789	\$1,390,000	\$1,390,000	\$0	\$0	\$0	\$0	\$41,662,789	\$41,662,789
	Other (Inclusive of NMTIP, DEMO, NCIPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$211,193,421	\$211,193,421	\$85,037,500	\$85,037,500	\$43,991,570	\$43,991,570	\$83,147,490	\$83,147,490	\$423,383,981	\$423,383,981
	Federal Highway Discretionary Programs										
	Bridge Discretionary Program	\$37,500,000	\$37,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$37,500,000	\$37,500,000
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$16,398,000	\$16,398,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,398,000	\$16,398,000
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$1,604,000	\$1,604,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,604,000	\$1,604,000
	High Priority Projects (HPP)	\$136,782,686	\$136,782,686	\$20,666,628	\$20,666,628	\$4,478,000	\$4,478,000	\$9,183,840	\$9,183,840	\$170,111,154	\$170,111,154
	High Risk Rural Road (HRRR)	\$5,063,445	\$5,063,445	\$1,660,000	\$1,660,000	\$2,802,000	\$2,802,000	\$0	\$0	\$9,525,445	\$9,525,445
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$5,400,000	\$5,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$5,400,000
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$735,000	\$735,000	\$0	\$0	\$0	\$0	\$0	\$0	\$735,000	\$735,000
	Transportation and Community and System Preservation Program	\$100,000	\$100,000	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$600,000	\$600,000
	Other (Please specify)	\$40,329,141	\$40,329,141	\$4,430,000	\$4,430,000	\$0	\$0	\$0	\$0	\$44,759,141	\$44,759,141
	Subtotal	\$242,812,272	\$242,812,272	\$26,765,628	\$26,765,628	\$7,780,000	\$7,780,000	\$9,183,840	\$9,183,840	\$286,641,740	\$286,641,740
	Federal Highway Total	\$454,105,693	\$454,105,693	\$111,803,128	\$111,803,128	\$51,771,570	\$51,771,570	\$92,331,330	\$92,331,330	\$710,015,721	\$710,015,721
	FEDERAL TOTAL⁴	\$792,392,760	\$792,392,760	\$115,878,128	\$115,878,128	\$51,771,570	\$51,771,570	\$92,331,330	\$92,331,330	\$1,052,173,788	\$1,052,173,788
INNOVATIVE FINANCE⁵	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$26,427,000	\$26,427,000	\$26,427,000	\$26,427,000
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 125 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$174,000,000	\$174,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$174,000,000	\$174,000,000
	Innovative Financing Total	\$174,000,000	\$174,000,000	\$0	\$0	\$0	\$0	\$26,427,000	\$26,427,000	\$200,427,000	\$200,427,000
	PROGRAMMED TOTAL	\$8,066,868,152	\$8,066,868,152	\$3,679,387,444	\$3,679,387,444	\$2,428,415,713	\$2,428,415,713	\$1,188,096,770	\$1,188,096,770	\$13,303,207,879	\$13,303,207,879

NOTES:
 Current TIP Revision only adds ARRA revenues to the TIP

Metropolitan Transportation Commission (MTC)

2008/09-2011/12 Federal Transportation Improvement Program

Fiscal Constraint Analysis for Revision 09-05

REVENUE Vs. PROGRAMMED		4 YEARS (See FSTIP Cycle)									
		2008/09		2009/10		2010/11		2011/12		Total	
		09-04	09-05	09-04	09-05	09-04	09-05	09-04	09-05	09-04	09-05
LOCAL	Local Total	\$1,628,955,275	\$1,628,955,275	\$2,458,077,332	\$2,458,077,332	\$2,510,382,654	\$2,510,382,654	\$3,551,200,017	\$3,551,200,017	\$10,148,615,278	\$10,148,615,278
REGIONAL	Tolls	\$382,357,695	\$382,357,695	\$1,082,876,811	\$1,082,876,811	\$1,624,705,521	\$1,624,705,521	\$1,709,379,056	\$1,709,379,056	\$4,799,321,084	\$4,799,321,084
	-- Bridge	\$22,543,813	\$22,543,813	\$45,350,628	\$45,350,628	\$420,210,337	\$420,210,337	\$450,367,080	\$450,367,080	\$938,471,857	\$938,471,857
	-- Corridor	\$359,813,883	\$359,813,883	\$1,037,526,183	\$1,037,526,183	\$1,204,495,184	\$1,204,495,184	\$1,259,011,976	\$1,259,011,976	\$3,860,849,228	\$3,860,849,228
	Regional Transit Fare/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$216,226,200	\$216,226,200	\$33,377,695	\$33,377,695	\$333,766,737	\$333,766,737	\$385,480,780	\$385,480,780	\$968,051,490	\$968,051,490
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$33,137,771	\$33,137,771	\$33,624,793	\$33,624,793	\$34,028,697	\$34,028,697	\$34,412,652	\$34,412,652	\$135,203,913	\$135,203,913
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$29,000,000	\$0	\$0	\$29,000,000
	Regional Total	\$631,721,745	\$631,721,745	\$1,149,881,299	\$1,149,881,299	\$1,992,500,955	\$1,992,500,955	\$2,129,272,488	\$2,129,272,488	\$5,903,376,487	\$5,903,376,487
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ¹	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State and Local Partnership Program	\$53,541,000	\$53,541,000	\$0	\$0	\$0	\$0	\$0	\$0	\$53,541,000	\$53,541,000
	State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Total	\$53,541,000	\$53,541,000	\$0	\$0	\$0	\$0	\$0	\$0	\$53,541,000	\$53,541,000
FEDERAL TRANSIT	FTA American Recovery and Reinvestment Act	\$0	\$343,148,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$343,148,640
	American Recovery and Reinvestment Act (5307)	\$0	\$288,686,682	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$288,686,682
	American Recovery and Reinvestment Act (5309)	\$0	\$52,349,675	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,349,675
	American Recovery and Reinvestment Act (5311)	\$0	\$2,112,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,112,283
	Bus and Bus Related Grants (5309c)	\$19,896,255	\$19,896,255	\$32,097,000	\$32,097,000	\$33,381,000	\$33,381,000	\$34,716,000	\$34,716,000	\$120,090,255	\$120,090,255
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$2,411,477	\$2,411,477	\$2,507,936	\$2,507,936	\$2,608,254	\$2,608,254	\$2,712,584	\$2,712,584	\$10,240,250	\$10,240,250
	Fixed Guideway Modernization (5309e)	\$14,960,808	\$14,960,808	\$134,618,000	\$134,618,000	\$140,210,000	\$140,210,000	\$145,819,000	\$145,819,000	\$435,607,808	\$435,607,808
	Intercity Bus (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$1,086,623	\$1,086,623	\$2,507,936	\$2,507,936	\$2,608,254	\$2,608,254	\$2,712,584	\$2,712,584	\$8,915,396	\$8,915,396
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$2,500,000	\$2,500,000	\$640,000	\$640,000	\$2,700,000	\$2,700,000	\$2,800,000	\$2,800,000	\$8,640,000	\$8,640,000
	New Freedom (SAFETEA-LU)	\$1,815,000	\$1,815,000	\$1,888,000	\$1,888,000	\$1,963,000	\$1,963,000	\$2,042,000	\$2,042,000	\$7,708,000	\$7,708,000
	Nonurbanized Area Formula Program (5311)	\$762,000	\$762,000	\$962,000	\$962,000	\$2,285,000	\$2,285,000	\$2,376,000	\$2,376,000	\$6,385,000	\$6,385,000
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$14,873,724	\$14,873,724	\$231,959,000	\$231,959,000	\$241,237,000	\$241,237,000	\$250,887,000	\$250,887,000	\$738,956,724	\$738,956,724
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$58,305,887	\$401,454,527	\$407,179,872	\$407,179,872	\$426,992,507	\$426,992,507	\$444,065,167	\$444,065,167	\$1,336,543,433	\$1,679,892,073
FEDERAL HIGHWAY	HRWA American Recovery and Reinvestment Act	\$0	\$845,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$845,000,000
	American Recovery and Reinvestment Act (STIP)	\$0	\$845,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$845,000,000
	Federal Highway Non-Discretionary	\$16,716,001	\$16,716,001	\$71,768,071	\$71,768,071	\$73,993,402	\$73,993,402	\$75,325,283	\$75,325,283	\$237,802,757	\$237,802,757
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$28,190,232	\$28,190,232	\$77,502,133	\$77,502,133	\$78,898,974	\$78,898,974	\$80,320,958	\$80,320,958	\$264,912,297	\$264,912,297
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$44,906,233	\$889,906,233	\$149,270,204	\$149,270,204	\$152,892,376	\$152,892,376	\$155,646,241	\$155,646,241	\$502,715,054	\$1,347,715,054
	Federal Highway Total	\$44,906,233	\$889,906,233	\$149,270,204	\$149,270,204	\$152,892,376	\$152,892,376	\$155,646,241	\$155,646,241	\$502,715,054	\$1,347,715,054
	FEDERAL TOTAL ¹	\$103,212,120	\$1,291,360,780	\$556,450,076	\$556,450,076	\$579,884,883	\$579,884,883	\$599,711,408	\$599,711,408	\$1,839,258,487	\$3,027,407,127
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	REVENUE Vs. PROGRAMMED TOTAL	\$2,417,430,141	\$3,605,578,781	\$4,164,408,707	\$4,164,408,707	\$5,082,768,492	\$5,082,768,492	\$6,280,183,913	\$6,280,183,913	\$17,844,791,252	\$19,132,938,892

NOTES:
Current TIP Revision only adds ARRA revenues to the TIP