



DATE: June 10, 2019

TO: Transportation Authority of Marin Administration, Projects & Planning Executive Committee

FROM: Dianne Steinhauser, Executive Director
TAM Project Delivery Team

SUBJECT: Review and Accept the Updated Project Status Report (Action), Agenda Item No. 9

RECOMMENDATION

The Administration, Projects & Planning Executive Committee reviews the project updates provided and refers the item to the TAM Board for acceptance.

BACKGROUND:

Over prior years, staff provided the TAM Board with various project facts on an as-needed basis. Through the discussions over the current and upcoming major projects, the Board and staff believe that a regular project status report will help the Board and the general public to stay updated with the changes and progress TAM is making with major capital projects. It was also determined through the process, with reviewing of various project reports from other peer agencies, that up to date funding commitment and spending activities are useful information that can help the Board and the general public fully understand the overall project status.

The original TAM Project Status Report was developed and provided to the TAM Finance and Policy Executive Committee for review at its October 8, 2018 meeting. TAM staff provided the first updated report at its January 2019 TAM Board meeting as part of the Executive Director Report. It was also recommended at that time that staff will bring updates back about every 6-months.

DISCUSSION/ANALYSIS:

Project Status Report Highlights:

The purpose of the ongoing Project Status Report is to provide the TAM Board, as well as the general public, with a timely update on all on-going projects that are actively managed and/or funded by TAM. The Project Status Report covers on-going projects that are in active status and projects that are in planning phase.

Section A. Projects – Active covers all projects that are in environmental, design or construction phases. All those projects are well defined and, in most cases, fully funded. This quarter report includes 5 active projects as well as an overview of the Marin Sonoma Narrows (MSN) Corridor. The five projects are: MSN B1 Phase II and A4 Project; MSN – B3 Project; North-South Greenway Gap Closure Project – North Segment; North-South Greenway Gap Closure Project – South Segment; and Improve Bellam Boulevard Off-Ramp from Northbound US 101.

Section B. Projects – Planning Phase covers emerging high priority projects that TAM is devoting resources to study various options. Those projects most likely will become active projects in the foreseeable future. The report includes two projects in the planning phase: Northbound US 101 to Eastbound Interstate 580 Direct Connector and State Route 37.

FISCAL CONSIDERATION:

None.

NEXT STEPS:

The next project fact sheets update will be provided in November/December 2019.

ATTACHMENTS:

Attachment: TAM Project Status Report



Transportation Authority of Marin

Project Status Report

June 2019

ON-GOING PROJECTS

A. PROJECTS – ACTIVE

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● Indicates delay in schedule, increase in cost and/or increase in funding shortfall since last update.

Project US 101 Marin-Sonoma Narrows (MSN) Overview

Partners Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin
Jurisdiction(s) Novato, Petaluma

Scope

Widening of approximately 17 miles of US 101 from four to six lanes by adding carpool lanes in each direction and constructing new interchanges and frontage roads to remove unsafe access from private properties and local roads. Includes continuous Class I and Class II bikeways between Novato and Petaluma.

Project will be completed through a series of phases based on operational priority (level of need) and funding availability.

Status

- Design is underway for the carpool lanes between North Novato to Olompali. (MSN B7 and B8)
- Construction is nearing completion for the Highway 101 San Antonio Creek bridge and curve correction (Segment B3), spanning three miles at the Marin/Sonoma County line and should be completed in its entirety Fall 2019.
- All remaining Sonoma County segments are underway.

Issues/Areas of Concern

- Additional funding is needed to complete the remaining segments in Marin.

MARIN-SONOMA NARROWS STATISTICS

Project length.....17 miles
 Avg. daily traffic – 2013.....146,000 vehicles
 Avg. daily truck traffic – 2013.....6,200 trucks
 Marin County / Sonoma County total
 populations.....258,000/495,000
 Vehicle hours of delay (at less than 35 mph).....978,400
 Funds programmed for MSN.....\$419,552,000
 Funds needed to complete MSN.....~ \$200,000,000



Phase Status

A1	Completed
A2	Completed
A3	Completed
B1 Phase I	Completed
B7 (Formerly B1-Phase II; See Fact Sheet)	Partially Funded
B2 Phase I	Completed
B2 Phase II	In Progress
B3 (See Fact Sheet)	In Progress
B8 (Formerly A4 & B5; See Fact Sheet)	Partially Funded
B6	In Progress
C1	Completed
C2	In Progress
C3	Completed

Project	US 101 Marin-Sonoma Narrows – B7 and B8
Partners	Caltrans, Sonoma County Transportation Authority, and Transportation Authority of Marin
Jurisdiction(s)	Novato

Scope

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to just south of Franklin Avenue Overhead, and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 mile south of the Marin/Sonoma County line. Project includes bridge widening, roadway widening and replacement, interchange modifications (Redwood Landfill Interchange), complete all HOV lanes in the NB and SB direction respectively, standardize inside and outside shoulders, and correct the roadway horizontal alignment and vertical profile, along with relocating remaining utilities.



Status

- Working with engineering consultant and Caltrans to design the project. Since the project is not currently fully funded, additional design funds will be needed to complete the design by December 2019 for a targeted mid 2020 construction start. TAM Measure AA and RM3 funds are being targeted.

Issues/Areas of Concern

- The project is an aggregation of three MSN projects, formerly called the B1 Phase II, A4 and B5 projects. Due to desire to complete the design plan by December 2019 and the potential lengthy process with right-of-way (ROW) acquisition, the project will be split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) ROW acquisition and utility relocation (MSN B8). The design and construction path seeks to decouple any potential delays from the ROW acquisition process.

Updates from Previous Quarterly Report

- N/A

Schedule

Planning	N/A
Environmental Clearance	2009
Design	2018-2019
Right of Way and Utilities	2018-2021
Construction	2020-2022

Estimated Cost by Project Phase

Planning	N/A
Environmental Clearance	N/A
Design	\$8,000,000
Right of Way and Utilities	6,000,000
Construction	106,000,000
TOTAL	\$120,000,000

Funding by Source

STIP Right of Way Excess Fund	\$700,000
SB1-LPP	500,000
STP	2,000,000
RM3 (Pending)	116,800,000
TOTAL	\$120,000,000

Project US 101 Marin-Sonoma Narrows – B7 and B8

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY18-12	3	Open	BKF Engineers	Design and Support Engineering Services	\$3,200,000	STIP ROW Fund & STP	\$1,062,113	33%
				TOTAL	\$3,200,000		\$1,062,113	33%

Project **Marin-Sonoma Narrows B3 – US 101 San Antonio Creek Bridge Replacement and HOV Lanes**

Partners Caltrans, Sonoma County Transportation Authority, and Transportation Authority of Marin
Jurisdiction(s) Novato, Petaluma

Scope

Construct a new San Antonio Creek Bridge, build a bicycle facility across San Antonio Creek to connect with San Antonio Road with Petaluma Blvd South frontage road. Realign a portion of US 101 to the west, with widening of the roadway for future carpool lanes and raise the roadway out of the flood plain and improve sightlines.

Status

- San Antonio Creek Bridge complete - late 2017.
- Both Northbound and Southbound traffic shifted to new alignment - Late 2018.
- Frontage roads are open to local traffic.
- Bicycle path will be completed in August/September 2019.
- Completion is anticipated Fall 2019

Issues/Areas of Concern

- Project conform/transition point conflicts with Sonoma County MSN project B2 Phase 2 to the north have been resolved, but complex coordination and scheduling issues between contractors remain.

Updates from Previous Quarterly Report

- Appurtenant work will continue until Fall 2019.



Schedule

Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2016-2019

Estimated Cost by Project Phase

Planning	\$334,000
Environmental Clearance	334,000
Design	4,932,000
Right of Way and Utilities	18,837,000
Construction	67,386,000
TOTAL	\$91,823,000

Funding by Source

STIP-IIP	\$86,542,000
STIP-RIP MRN	1,900,000
TCRP	2,900,000
SAFETEA-LU	405,000
DEMO TEA-21	76,000
TOTAL	\$91,823,000

Project Marin-Sonoma Narrows B3 – US 101 San Antonio Creek Bridge Replacement and HOV Lanes

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY09-06	12	Open	Mark Thomas & Co.	Design and Support Engineering Services	\$4,700,783	STIP-IIP	\$4,657,654	99%
				TOTAL	\$4,700,783		\$4,657,654	99%

Project North-South Greenway Gap Closure Project – Northern Segment (Larkspur Segment)

Partners TAM, MTC, Caltrans and the City of Larkspur

Jurisdiction(s) Caltrans and the City of Larkspur

Scope

The Northern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the Central Marin Ferry Connector bridge over Sir Francis Drake Boulevard and the pedestrian overcrossing of US 101. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Northern Segment shown in the adjacent graphic as orange alignment.)



Status

- Environmental analysis is complete.
- Final design is nearing completion.
- Northern Segment construction documents prepared in two phases, work within Caltrans ROW and work along Old Redwood Highway within the City of Larkspur. This allows phasing of construction.

Issues/Areas of Concern

- Partners are monitoring construction bidding environment as other projects in the County have experienced higher costs than estimated.

Updates from Previous Quarterly Report

- Financial Information Updated

Schedule

Planning	Complete
Environmental Clearance	Complete
Design	In Progress
Right of Way and Utilities	In Progress
Construction	2019-2020

Estimated Cost by Project Phase

Planning	-
Environmental Clearance	\$1,100,000
Design	2,400,000
Right of Way and Utilities	-
Construction	12,044,637
TOTAL	\$15,544,637

Funding by Source

RM2	\$13,741,000
CMAQ (Old Redwood Highway)	1,120,000
Measure A Interest Funds	400,000
BAAQMD Grant	283,637
TOTAL	\$15,544,637

Project: North-South Greenway Gap Closure Project – Northern Segment

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY15-08	4	Open	Moffatt & Nichol	Environmental, Plans, Specifications and Estimates (PAED, PS&E)	\$3,045,000	RM2	\$2,960,044	97%
				TOTAL	\$3,045,000		\$2,960,044	97%

Project **North-South Greenway Gap Closure Project – Southern Segment (Larkspur & Corte Madera Segment)**

Partners MTC, SMART, the City of Larkspur and the Town of Corte Madera

Jurisdiction(s) Larkspur, Corte Madera

Scope

The Southern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the southern terminus of the Northern Segment through a private easement (not yet secured) then along the SMART right-of-way south to Wornum Drive to connect to existing multi-use paths. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Southern Segment shown in the adjacent graphic as red alignment.)



Status

- The use of the SMART right-of-way has been secured.
- The County of Marin Department of Public Works has agreed to be the implementing agency for the initial alternative’s alignment analysis and environmental analysis. TAM is the project sponsor.

Issues/Areas of Concern

- The Southern Segment requires acquisition of private right-of-way by means of easement.
- Subject to resolving the funding constraints future project delivery for the Southern Segment will be evaluated.

Updates from Previous Quarterly Report

- Financial Data Updated

Schedule

Planning	Completed
Environmental Clearance	2020
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	
Environmental Clearance	1,500,000
Design	TBD
Right of Way and Utilities	850,000
Construction	TBD
TOTAL	\$2,350,000

Funding by Source

RM2	\$2,350,000
TOTAL	\$2,350,000

Project North-South Greenway Gap Closure Project – Southern Segment

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	\$1,350,000	RM2	\$430,698	31%
A-FY14-21		Closed	Sonoma-Marín Area Rail Transit District (SMART)	Boundary Survey and Title Research	\$75,000	RM2	\$52,652	100%
A-FY18-18		Closed	Sonoma-Marín Area Rail Transit District (SMART)	Right-of-Way	\$850,000	RM2	\$850,000	100%
				TOTAL	\$2,275,000		\$1,333,350	58%

Project	Improve Bellam Boulevard Off-Ramp from Northbound US 101
Partners	Caltrans, Transportation Authority of Marin, and City of San Rafael
Jurisdiction(s)	Caltrans and City of San Rafael

Scope

Improve the Bellam Avenue off ramp from US 101 by widening the two lanes immediately past the core point. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. An extra lane will be added near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

Status

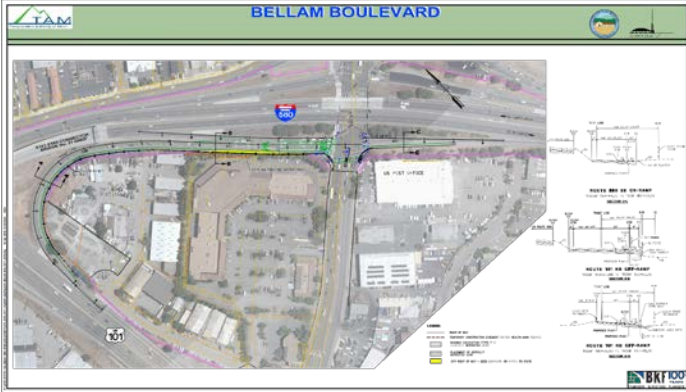
The CEQA document was recorded on August 15, 2018. Design approval from Caltrans is expected in late summer 2019 along with the right of way certification. The County of Marin has signed the co-operative agreement for construction with minor changes. San Rafael Council approved relinquishment of right of way to Caltrans.

Issues/Area of Concern

Required Caltrans approval is taking longer than expected for non-standard design features. The obtaining of a Temporary Construction Easement from Chelsea Properties requires the approval of both parties. Additional geotechnical investigations are underway..

Updates from Previous Quarterly Report

Relinquishment of the right of way from the City of San Rafael was approved.



Schedule

Planning	Complete
Environmental Clearance	Complete
Design	Fall 2019
Right of Way and Utilities	Summer 2019
Construction	Summer 2020

Estimated Cost by Project Phase

Planning	\$30,000
Environmental Clearance	90,000
Design	567,000
Right of Way and Utilities	170,000
Construction	4,000,000
TOTAL	\$4,857,000

Funding By Source

Measure A/AA Sales Tax	\$4,857,000
TOTAL	\$4,857,000

Project Status Report - Active

June 2019

Project Improve Bellam Boulevard Off-Ramp from Northbound US 101

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	1	Open	BKF Engineers	Complete design services including environmental	\$1,510,000	Measure A Sales Tax	\$1,226,776	81%
A-FY19-17		Open	County of Marin	Agreement to manage construction including construction management	\$4,000,000	Measure A Sales Tax		0%
				TOTAL	\$5,510,000		\$1,226,776	81%

Project	Northbound US 101 to Eastbound Interstate 580 Direct Connector
Partners	Caltrans, Metropolitan Transportation Commission, Transportation Authority of Marin, City of San Rafael and City of Larkspur
Jurisdiction(s)	Caltrans and City of San Rafael

Scope

Construct a direct connection route between northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel eastbound toward Contra Costa County. The eastbound approach to the RSR Bridge is one of only two toll bridges in the Bay Area accessed by low speed local roads with traffic signals resulting in traffic delays on local roads and US 101.



Status

In 2018, voters approved Regional Measure 3 to fully fund Alternative 3. This Alternative will be very similar to the existing Bellam off-ramp from US 101, however Bellam Boulevard will be crossed with an elevated structure. I-580 will be widened to three lanes. Qualifications statements were recently obtained from consultants to complete project planning environmental documents, and project approval from clatrans.

Issues/Area of Concern

Approval is required from Caltrans to accept the relatively slow design speed associated with the curve of Alternative 3. Increasing traffic in the area may someday require that the design accommodate the westbound I-580 to southbound US 101 movement. The design for this project must consider rough design of that concept, to accommodate potential future construction.

Updates from Previous Quarterly Report

RFQ/RFP released for environmental work, packages have been received.

Schedule

Planning	2020
Environmental Clearance	2021
Design	2023
Right of Way and Utilities	2023
Construction	2025

Estimated Cost by Project Phase

Planning	\$1,750,000
Environmental Clearance	3,500,000
Design	9,000,000
Right of Way and Utilities	20,250,000
Construction	117,000,000
TOTAL	\$151,500,000

Funding by Source

RM3	\$135,000,000
Measure AA Sales Tax	16,500,000
TOTAL	\$151,500,000

Project Northbound US 101 to Eastbound Interstate 580 Direct Connector

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	\$102,000	Measure A Sales Tax	\$102,000	100%
				TOTAL	\$102,000		\$102,000	100%

Project State Route 37

Partners Caltrans, Metropolitan Transportation Commission, and Transportation Authority of Marin, Sonoma, Napa and Solano Counties

Jurisdiction(s) Marin County

Scope

State Route 37 is a key transportation corridor stretching from US 101 in Marin County to Interstate 80 in Solano County. It is part of a planning study by UC Davis and Caltrans and is being evaluated by an advisory committee comprised of transportation authorities from Marin, Sonoma, Solano and Napa counties to address sea level rise, traffic congestions, transit options and recreational activities.

Status

- MTC funded and completed a Corridor Plan in June 2018, prioritizing congestion relief in Segment B in Solano and Sonoma Counties. Segment A consists of Marin and portions of Sonoma County. Segment C is located in Solano County.
- Caltrans conducted public outreach in conjunction with the Corridor Plan with a series of workshops, web surveys and two rounds of focus meetings.

Issues/Area of Concern

- A 1,500-foot segment of the four-lane freeway, between US 101 and Atherton Avenue in Novato, had been closed due to the flooding of Novato Creek in January and February 2017. Caltrans spent about \$6 million to reopen the highway.
- The same segment along with portions near Atherton Ave flooded in February of this year, leading to additional highway closures in 2019.

Updates from Previous Quarterly Report

- RM3 allocates \$100 million to the corridor. TAM will receive \$3 million to prepare detail analysis for levee improvements.
- MTC completed the PID document for Segment B and will begin the environmental review process for the Interim Project in June/July.
- Marin County Public Works kicked off a SR-37 adaptation planning study to better define future opportunities to make Segment A1 more resilient to flooding and closures. The small-scale study is being funded through a Caltrans Planning Grant with some local matching funds.
- Due to the February 2019 flooding and closures, Caltrans mobilized repairs to reopen SR-37 quickly and initiated the preparation of a PID document for Segment A1. This PID document will lead to the preparation of an environmental document for a project to improve Segment A1; which is anticipated to start in December 2019.



Schedule – Segment A

Planning	2018
Environmental Clearance	2022
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase – Segment A

Planning	TBD
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	TBD

Funding by Source – Segment A

City/County	\$160,000
TOTAL	\$160,000

Project State Route 37

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY16-10		Closed	Solano Transportation Authority	Design Alternatives	\$40,000	City/County	\$40,000	100%
C-FY17-16	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 11)	Segment A - Improvement Concept Study	\$88,000	City/County	\$85,922	97%
A-FY19-10		Closed	NVTA, STA, SCTA and TAM	SR37 Travel Behavior Feasibility Study	\$11,765	City/County	\$11,765	100%
A-FY19-07		Open	County of Marin	SR37 Adaptation Study	\$30,000	City/County	\$5,944	19%
				TOTAL	\$169,765		\$143,631	84%

Project Status Report

June 2019

PROJECT PHASE DEFINITIONS

Planning – Complete project studies to define general project parameters.

Environmental Clearance – Completion of and approval of environmental studies and/or reports. Environmental analysis assesses the potential impacts a project may have on the natural and/or built environment.

Design – Engineer and design project leading to the preparation of plans, specifications and construction estimates. Resource agency permits are obtained in the final design stage in preparation to advertise the project for construction bidding.

Right of Way and Utilities – Establish cost and obtain ownership/passage through a given area for the benefit of project completion. Establish utilities needed for the project and relocation if necessary. Right-of-way certification required if using federal funds or if the project is on state highway system.

Construction – Includes actual construction, construction management and construction related design. Actual construction close-out duration may go for years after scheduled completion date shown.

Project Management – Project or construction management and oversight support of projects to carry out elements of construction. Project management is provided by in-house agency staff and consultants. Typically includes construction materials testing for contract compliance.

ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EEMP	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ENV MITG	Environmental Mitigation
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute Program
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

Project Status Report

ACRONYMS AND ABBREVIATIONS

MTS	Metropolitan Transportation System
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PA&ED	Project Approval & Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimates
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM 2	Regional Measure 2
ROW	Right of Way
ROW CAP	Right of Way Capital
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCS	Sustainable Communities Strategy
SLPP	State Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR2S	Safe Routes to School
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STIP-IIP	Interregional Transportation Improvement Program
STIP-RIP	Regional Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee