



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Allocations Committee

DATE: February 6, 2009

FR: Executive Director

RE: American Recovery and Reinvestment Act of 2009: Regional Program Priorities

Background

Working in partnership with President Obama, Congress is developing an \$800–\$900 billion economic recovery package calling for massive new spending as well as tax cuts. The recovery package is still very dynamic, and staff is closely monitoring changes as they are proposed. By way of background, the House has approved its version of the American Recovery and Reinvestment Plan (ARRA). The Senate Appropriations Committee has approved a version of the recovery plan and it is currently being taken up by the full Senate. Attachment A provides a side-by-side comparison of the two proposals – as they stand today. As you can see, the two proposals have many commonalities and differences in terms of transportation provisions, and ultimately will have to be merged into one policy through a conference committee.

Under the two proposals, the U.S. Department of Transportation is slated to receive on the order of \$46 - 47 billion, or 5-6% of the overall economic recovery package. The current schedule calls for Congress to pass the American Recovery and Reinvestment Act of 2009 by mid-February, in advance of the President's Day recess.

How Much Will the Bay Area Receive?

The infusion of federal funds for infrastructure is definitely welcome news. Under the two proposals, the Bay Area is slated to directly receive between \$140 million and \$200 million through the sub-allocation of STP funds from FHWA and on the order of \$320 million to \$500 million through the FTA programs.

In addition, projects in the region would likely receive a substantial portion of the remaining \$1.7 billion to \$2 billion in FHWA funds that would flow to the state of California directly. The California Transportation Commission and Caltrans are currently in discussion about their priorities for these state funds. Under state law, the funds would either flow to the SHOPP for highway rehabilitation or the STIP for expansion projects.

California also would receive roughly \$125 million in STP Transportation Enhancements funds – the Bay Area share would be roughly \$23 million. Further, there are several categories of other transportation funds – such as the Competitive Discretionary Program, High Speed Rail, Intercity Rail, FTA Capital Investment Grants, Alternative Fuels, Transportation Electrification, and Public Lands – where Bay Area projects could compete nationally for funding.

Project Delivery Requirements

The ARRA is meant to jumpstart the economy and as such includes provisions to ensure timely expenditure of funds. The table below summarizes the currently proposed ‘use it or lose it’ rules.

Type of Funds	House Approved	Senate Proposal
STP Sub-allocated Funds	<ul style="list-style-type: none"> ▪ 50% of Funds: Obligation within 75 days ▪ Remaining Funds: Obligation by June 2010 	<ul style="list-style-type: none"> ▪ Obligation within 1 year of enactment (February 2010)
FTA Formula Funds	<ul style="list-style-type: none"> ▪ 50% of Funds: Obligation within 90 days ▪ Remaining Funds: Award within 2 years (February 2011) or 21 months of grant award, whichever is later 	<ul style="list-style-type: none"> ▪ 50% of Funds: Obligation within 180 days ▪ Remaining Funds: Obligation within 1 year of enactment (February 2010)

MTC Guiding Principles

The economic recovery plan now in development in Washington is largely consistent with a set of guiding principles adopted by MTC In December 2008, included as Attachment B. Mirroring concepts in MTC's principles, both recovery and reinvestment bill proposals call for distributing short-term funding by existing statutory formulas rather than via project earmarking, although by somewhat different formulas and with different specific timelines and requirements for expenditure.

Short-term recovery funding likely will focus on system preservation activities that can be commenced and completed quickly, such as road resurfacing, bridge repair and bus replacements. MTC's principles also call for a second tier of "longer-term 'game-changing' investment strategies that can jump start a new direction for federal transportation in the 21st century" — particularly in the realms of climate protection and energy security.

Recommended Proposal

To put this much-needed funding capacity to best use, staff is recommending an approach that complements several regional initiatives already underway as well as the priorities established in the region’s long-range plan and the recently adopted Economic Recovery principles. The proposal is also mindful of the aggressive project delivery requirements. The rules say, “Use it or lose it,” and the Bay Area’s strong track record of project delivery will be critical to helping the ailing economy, keeping the federal money in the region and potentially capturing additional dollars.

The proposal takes a four-pronged approach to investing the roughly \$460-\$700 million in regional dollars expected through the ARRA, as summarized below. Based on federal estimates that \$1 billion in infrastructure investment creates or saves 27,000 jobs, the Bay Area transportation proposal could translate into 12,500 to 19,000 jobs.

1. **Focus Investments on Quick-Hitter System Preservation Projects:** Staff is recommending investment of roughly \$270 - \$510 million of the funds on system preservation projects. This translates into roughly \$175 - \$355 million to transit for system reinvestment and roughly \$100 - \$160 million for local streets and road reinvestment. The

funding ranges reflect the different investment levels in the House and Senate bills. In addition to tackling much needed road work, many of the priority projects proposed by the counties include bicycle and pedestrian repairs and improvements. Further, the investments now could pave the way for a strengthened regional policy for priority development areas – linking transportation investments with land use goals – in the new authorization.

2. **Make Strategic Investments that Support New Economy:** Staff is also recommending investing nearly \$190 million of the economic recovery funds to support longer-term infrastructure projects that will lay the groundwork for enhanced mobility in the Bay Area and broader national goals such as climate protection and energy security. In this vein, staff is recommending that funding be directed to two regional expansion projects – the Transbay Terminal Train Box construction and the BART Oakland Airport Connector – projects that will help complete train to plane connections as well as set the foundation, quite literally, for the California High Speed Rail terminus in San Francisco. Similarly, staff is recommending that initial investments be made toward a High Occupancy Toll Network (HOT) and improved freeway management systems, dubbed the Freeway Performance Initiative.
3. **Reinforce Commitments to Regional Initiatives and Priorities:** The proposed program of projects continues to advance and reinforce regional commitments and project priorities such as system preservation, the Resolution 3434 Regional Transit Expansion Program, the Freeway Performance Initiative, HOT lane projects, and critical safety improvements. In particular, we propose to continue past practice of investing federal ‘bonus’ funds in safety projects that serve multi-county travel corridors, which often do not fit neatly into county plans. Specifically, staff proposes to fund a first phase of the Vasco Road Safety project in Contra Costa County, and seek final federal funding contributions toward the Doyle Drive Safety project in San Francisco.
4. **Ensure Regional Success in Project Delivery:** There is still fluidity in actual project delivery deadlines, but one thing is certain – these federal funds need to be put to work quickly. Staff is proposing to over-program rehabilitation and maintenance projects to ensure that there are shelf-ready projects should there be obstacles in delivering the larger projects and/or for system reinvestment projects. The region will establish deadlines in advance of the federal deadlines – one set for the quick-hitters and a secondary milestone for the larger more complex projects that are expected to take longer for delivery.

In summary, the breakdown of the funding proposal is summarized below for expected regional Surface Transportation Program and Federal Transit Administration funds:

All Dollars in Millions

Program	Funding Range	Focus Area	Project Name	Proposed Regional Investment
Transit FTA 5307/ 5309	\$320- \$500	System Preservation	Transit Rehabilitation	\$175-\$355
		Train to Plane	Oakland Airport Connector	\$70
		High Speed Rail	Transbay Terminal (TBT) Box	\$75
				Subtotal: \$320 - \$500
Surface Transp. Program	\$140 - \$200	System Preservation	Local Road Rehabilitation	\$97 - \$157
		Safety	Vasco Road Safety Imps - CC County	\$10
		Smart Highways	Alameda I-580 HOT Lane	\$9
		Smart Highways	SR 237-I-880 HOT Express Connector	\$5
		Smart Highways	Freeway Performance Initiative – Ramp Meters	\$19
				Subtotal: \$140 - \$200
				Total: \$460 - \$700

Proposed Program and Project Detail

Additional detail is provided about the programs and projects below, grouped as follows:

1. System Preservation
2. Transit Expansion – New Economy
3. Safety Projects
4. Smart Highways

1. System Preservation

As noted in the proposal above, the majority of the funding is proposed for system reinvestment and preservation. To that point, staff has been working closely with the transit operators, Congestion Management Agencies, and Public Works Directors to compile lists of ready-to-go, priority project candidates.

Staff issued a preliminary request for transit rehabilitation/maintenance and streets and road rehabilitation and maintenance projects on January 20th. While there is still fluidity in the funding amounts and specific program requirements, MTC issued county fund targets of \$140 million to be used to develop projects list for streets and road projects and \$420 million to be used to develop ready-to-go transit rehabilitation/maintenance projects. These amounts will help prepare the region

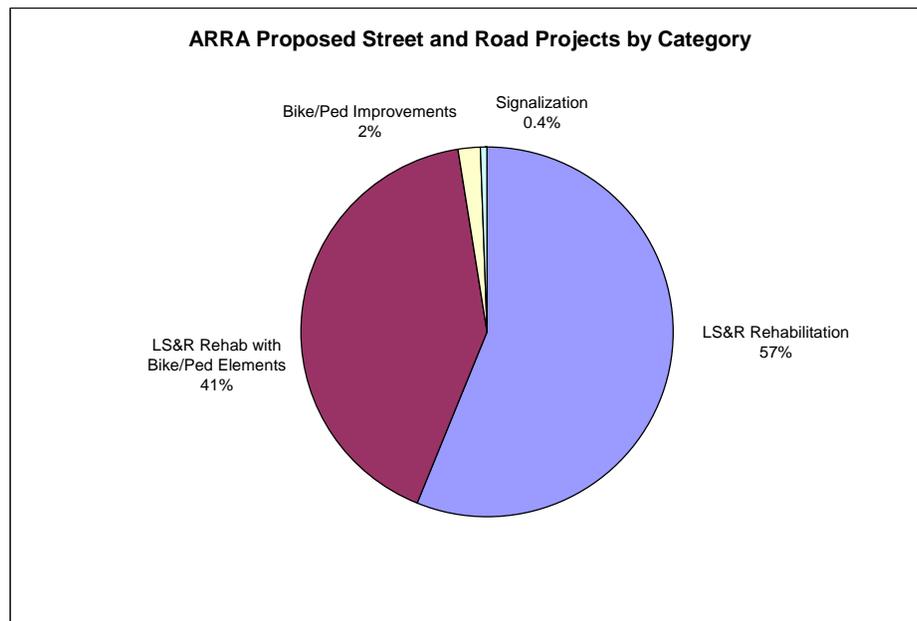
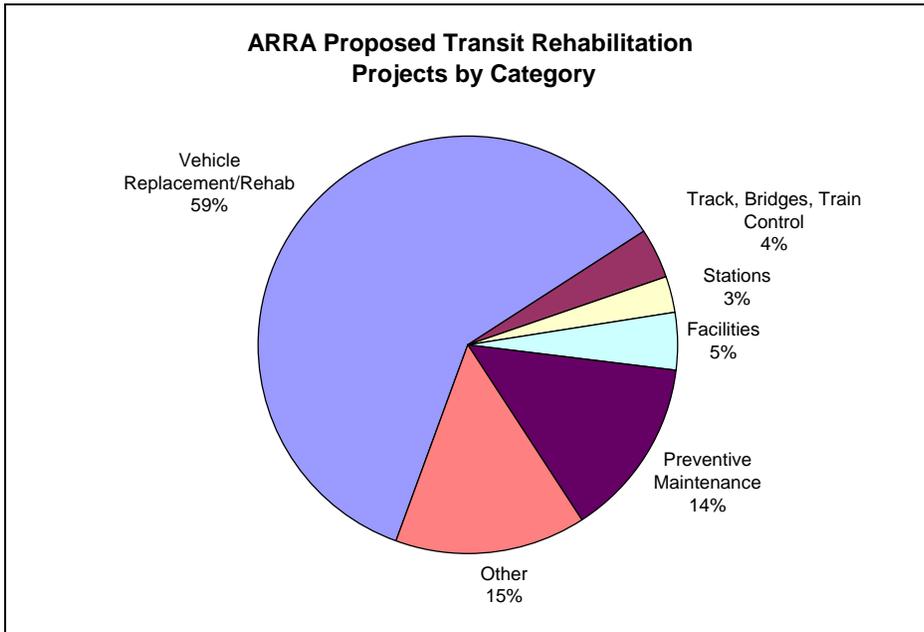
to react quickly, with a goal of investing \$270 million to \$510 million of the economic recovery funds into ready-to-go rehabilitation/maintenance projects, as well as potentially serve to provide a bench of ready-to-go projects should some projects fail to meet deadlines.

The request used existing regional distribution formulas by county and transit operator. These distribution formulas take into account the ridership and system characteristics for transit – thereby providing funding to systems in proportion to passengers carried and service operated. Similarly, for local streets and roads, counties were provided funding targets based on a formula that takes into account population, lane mileage, needs, and performance. Attachments C and D identify the Local Street and Road priorities and Transit priority projects, respectively. The tables below summarize the rehabilitation funding requests by county and transit operator. Note that this may be the amount programmed while only a portion of the projects may be able to move forward – and therefore be proposed for immediate inclusion into the Transportation Improvement Program (TIP) – depending on the final Federal funding level and region-wide project delivery success.

<i>Dollars in Millions</i> County	LS&R % Share	\$140.0
Alameda	20.2%	\$28.3
Contra Costa	14.6%	\$20.5
Marin	3.9%	\$5.5
Napa	2.6%	\$3.6
San Francisco	9.3%	\$13.0
San Mateo	9.0%	\$12.7
Santa Clara	21.7%	\$30.4
Solano	8.0%	\$11.2
Sonoma	10.6%	\$14.8

<i>Dollars in Millions</i> Transit Operator	%	\$420.0
AC Transit	9.5%	\$ 40.1
BART	24.2%	\$ 101.8
Caltrain	3.8%	\$ 16.1
GGBHTD	3.5%	\$ 14.7
SFMTA	24.9%	\$ 104.8
SamTrans	2.9%	\$ 12.3
VTA	17.5%	\$ 73.5
Large Operators	86%	\$ 363.3
Other Operators	14%	\$ 56.7

The types of projects prioritized by the transit operators and counties for system reinvestment are summarized in the pie charts below. As shown, the bulk of the funding is proposed for vehicle and street replacement and rehabilitation.



2. Transit Expansion – New Economy

As noted above, staff is recommending directing American Recovery and Reinvestment Act funding to two projects that we believe signify a new direction for energy security and climate change: 1) the Transbay Terminal Train Box and 2) the Oakland Airport Connector project. These projects are both included in MTC’s Resolution 3434 program and are not fully funded based on the last year’s Strategic Planning effort.

Transbay Transit Center Train Box: For the Transbay Terminal, Phase 1 is fully funded at roughly \$1.2 billion. Phase 1 constructs the Transbay Transit Center including the shoring walls for

eventual excavation for a train box to accommodate High Speed Rail and Caltrain. With the passage of the High Speed Rail bonds in November 2008, there is an opportunity to advance the excavation of the train box – both saving an estimated \$100 million in overall construction project cost and minimizing disruption in San Francisco by not having to return to excavate and instead following a more traditional ground-up construction for the terminal. The total cost of the train box is estimated at \$390 million. A proposed funding plan that includes \$75 million in regional FTA funds and contributions from other funding partners, including the California High Speed Rail Authority, is summarized below. This project would be subject to several conditions to ensure a full funding plan and successful project delivery, as discussed in the next section.

Transbay Transit Center Train Box: Proposed Funding Plan	Amount (in \$millions)
Estimated Cost	390
Potential Funding Sources	
CA High Speed Rail Bonds	195
TJPA Mello Roos	50
San Mateo Sales Tax	20
ARRA - MTC Discretionary	75
ARRA - DOT - Nat./HSR	50
Total Potential Funding	390

Oakland Airport Connector: The BART Oakland Airport Connector (OAC) project is another Resolution 3434 project with a funding shortfall. The project is ready-to-go but has been unable to secure the public funding or successfully negotiate a public private partnership procurement agreement. There have been many external factors – including decreasing passenger projections for the Oakland Airport and reduced availability of private capital in the financial markets – that have made it challenging to complete the public private partnership. Given that the ARRA funds provide an opportunity to complete this important rail to airport connection, staff is recommending that the region contribute \$70 million toward this roughly \$530 million project. This regional contribution would be conditioned on the ability of BART to secure the other funding commitments identified in the proposed funding plan.

BART Oakland Airport Connector	Amount (in \$millions)
Estimated Cost	529
Subtotal Existing Public Funding	288
Potential Additional Funding	241
Savings from Doolittle Flyover	30
MTC Additional Tolls/SLPP (est.)	20
Savings from Tube Seismic Project	50
ARRA – MTC Discretionary	70
BART contribution – HSR Connecting Operator/TIFIA/Private Financing	71

3. Safety Projects

MTC is proposing roughly \$10 million in funding toward a key safety project that serves residents in Alameda and Contra Costa counties, the Vasco Road safety project. Between 1996 and 2007, there were 351 collisions, including 136 injury collisions and 7 fatal collisions along the roadway located along the Contra Costa and Alameda county border. Community safety concerns sparked calls for improvements and led to the passage of Assembly Bill 15, which directed MTC and CCTA to report to the Legislature with recommendations to expedite approval and facilitate funding of the construction and maintenance of a median barrier on Vasco Road. As a result of the study and subsequent preliminary engineering, a first phase safety project has been identified that would construct a 1-mile concrete barrier and create a 5.5 mile continuous passing lane. The regional investment combined with an \$8 million local contribution would build the first phase of this important safety project.

4. Smart Highways

MTC is also proposing to direct \$33 million to improvements leading to a more technologically advanced highway system. In particular, \$19 million would jumpstart Freeway Performance Initiative projects in Santa Clara and San Mateo Counties. These projects will outfit freeways with intelligent transportation system technologies to squeeze maximum efficiency out of the existing highway system. Another \$14 million would support early investment in HOT infrastructure along Interstate 580 in Alameda County and at the I-880 and SR237 express connector in Santa Clara County.

Conditions to Ensure Successful Project Delivery

To ensure dollars in the Bay Area are put to work fast and are expended responsibly, MTC is establishing several conditions that fall into the following broad categories:

Project Policy and Funding Commitments: For the proposed transit expansion, highway improvements, and safety project investments, there are some specific commitments in terms of funding and policy agreements that must be met prior to the projects being amended into the TIP. Therefore, we would propose that the projects meet these conditions within the next two months. In the meantime, the projects, which include the Transbay Train Box, Oakland Airport Connector, Vasco Road, Freeway Performance Initiative, and HOT projects, would be included in the program conditionally. Attachment E details the proposed project-specific conditions.

Project Delivery and Award Deadlines: As noted earlier, projects also must meet all requirements as set forth by the federal-aid process despite the very aggressive deadlines, as the legislation provides no streamlining mechanisms or regulatory relief. Specifically, the bills' timely use of funds provisions require obligation from 75 days to 180 days for 50 percent of the funding. To poise the region for no loss of funding, staff proposes to require a regional obligation deadline in advance of the federal deadlines. Generally, for quick-hitting STP and FTA funded projects, MTC would require obligation or grant award within 60 days to 120 days, depending on the requirement of the enacted federal bill, and contract award within 180 days to one year. For the second tier of longer lead time projects, MTC will expect obligation within 300 days and award within six months after obligation. Attachment F outlines proposed project delivery and award deadlines.

Regional Advocacy for State and Federal Discretionary Funding

As noted at the outset, the region can expect to receive additional funding through the state and federal discretionary categories of the ARRA. Staying with the themes above and complementing several of the funding packages, staff has identified some preliminary program areas and projects for regional advocacy support that may align well with potential discretionary funding pots. Examples include the following; a complete list is included as Table 1.

➤ **State Discretionary**

- *STIP*: Continuation of Proposition 1B Projects
- *Transportation Enhancements*: Streetscapes and Bike/Pedestrian Projects
- *SHOPP*: Doyle Drive – final federal funding increment
- *FTA Section 5311* – Caltrans is initiating a call for projects for this program. Staff will likely ask the Commission to review a list of proposed projects for this \$2 million funding pot to serve non-urbanized transit needs by the end of the month.

➤ **Federal Discretionary**

- *High Speed Rail*: Transbay Transit Center Train Box – match to regional contribution
- *Public Lands*: Doyle Drive – final federal funding increment
- *Diesel Emissions Reduction Program*: Port of Oakland Truck Retrofits
- *Ferryboat/Facilities*: WETA South San Francisco Terminal and Vessels
- *Transportation Electrification*: Advance design for Caltrain Electrification

Looking Forward to Authorization

The final principle included in the Commission’s Economic Recovery Program (Attachment B) asks that Congress look forward following the economic recovery to the next authorization. In that vein, staff would like to highlight that a significant challenge and opportunity raised in Transportation 2035 is alignment of “focused growth” land use principles and actual transportation investments.

For those cities and counties that commit to more sustainable development patterns that seek to minimize vehicle trips, increased housing and employment densities bring with them increased demand for supporting infrastructure. During the Transportation 2035 planning process, the Commission was reluctant to target streets and roads rehabilitation investment for Priority Development Area (PDA) from specific identified funds in the Plan’s overall \$226 billion total. However, the concept of “new” money being so targeted generated more support. Clearly, the ARRA funds are such a new fund source, but the rapid turn-around to adopt the program, coupled with the “timely use of funds” deadlines, hinder its direct linkage to such incentives.

However, the opportunity to connect our Focused growth and Climate Change objectives to funding “on the street” can be achieved by anticipating a like amount of transportation investment in the upcoming new federal Authorization. Staff therefore proposes the following for the Commission’s consideration:

- Identify and escrow a portion of the new STP (or equivalent) funding coming with Authorization that would be dedicated priority funding for Priority Development Areas. Because of its clear linkage directly to cities and counties with land use authority, local street and road investment falls squarely in this camp. Transportation for Livable Communities (TLC), transit and bike/pedestrian funding might also be deployed as PDA incentives as well.
- Direct staff to begin developing a PDA priority investment strategy in advance of a completed Authorization, in order to guide the first cycle of programming under the new federal law.

Next Steps

Below are a number of key milestones for the implementation of the American Recovery and Reinvestment Act of 2009 projects in the MTC region.

- **February 6:** Partnership Board meeting
- **February 10:** MTC Joint Advisors meeting
- **February 11:** Programming and Allocations Committee review of regional programming proposal
- **Mid-February:** Targeted enactment of the ARRA by Congress
- **February 25:** Commission approval of ARRA program and accompanying TIP amendment

After receiving input from the Partnership Board and the MTC Joint Advisors and based on new information that may be available on the federal bill, staff plans to distribute a proposed program of projects and companion amendment to the Transportation Improvement Program, MTC Resolution Nos. 3875 and 3885, at the February 11th Programming and Allocations Committee meeting.



Steve Heminger

Table 1
American Recovery and Reinvestment Act of 2009
San Francisco Bay Area Strategy
February 6, 2009

(Amounts in \$ Millions)

Authority	Program	House	Senate	Focus Area	Project Name	Proposed Regional Investment	SubTotal
Regional Discretion							
MTC	Transit FTA 5307 / 5309	\$500	\$320	System Preservation	Transit Rehabilitation	\$175 - 355	\$175 - 355
				Train to Plane	Oakland Airport Connector	\$70	
				Expansion	Transbay Terminal (TBT) Box	\$75	\$145
MTC	Surface Transp. Program	\$140	\$200	System Preservation	Local Road Rehabilitation	\$97 - 157	\$97 - 157
				Safety	Vasco Road Safety Imps - CC County	\$10	
				Smart Highways	Alameda I-580 HOT Lane	\$9	
				Smart Highways	SR 237-I-880 HOT Express Connector	\$5	
				Smart Highways	Freeway Performance Initiative	\$19	\$43
Subtotal - Regional		\$640	\$520				\$460 - 700
State Discretion							
Caltrans	State Transportation Improvement Program	\$1,700	\$1,200	Prop 1B Backfill	Alameda I-580 EB HOV Segment 2	\$45	
				Prop 1B Backfill	Alameda I-580 Isabel Interchange	\$68	
				Prop 1B Backfill	ALA/CC SR 24 Caldecott Tunnel	\$175	
				Prop 1B Backfill	Marin I-580/US 101 Connector	\$15	
				Prop 1B Backfill	Solano I-80 HOV Lanes	\$4	
				Prop 1B Backfill	Sonoma US-101 HOV (Central)	\$43	\$350
Caltrans	SHOPP	\$300	\$300	Safety	Doyle Drive	\$50	\$50
Caltrans/MTC	Transp. Enhancements	\$125	\$0	Livable Communities	Streetscapes & Bike Ped Projects	\$23	\$23
Caltrans	Rural Transit (FTA 5311)	\$27	\$37	System Preservation	Transit Rehabilitation	\$2	\$2
Subtotal - State		\$2,152	\$1,537				\$425
Federal Discretion							
DOT	NSTP - Competitive Program	\$0	\$5,500		TBD	TBD	
DOT	HSR	\$0	\$2,500	Expansion	Transbay Terminal (TBT) Box	\$50	\$50
DOT	New Starts	\$1,000	\$0	Expansion	Muni Central Subway	\$20	\$20
DOT	Ferry Boat/Facilities	\$0	\$60	Expansion	WETA SSF Terminal and Vessels	\$20	\$20
DOT	Intercity Rail	\$300	\$250	System Efficiency	Caltrain Grade Seps: Tilton-Poplar	\$15	
				System Efficiency	Capitols/Caltrain Diridon Station	\$24	\$39
DOT	Public Lands	\$250	\$100	Safety	Doyle Drive	\$40	\$40
NPS	Park Roads	\$1,700	\$800	Park Access	Muir Woods/Manzanita Park and Ride	\$5	\$5
EPA	Diesel Emission Reduction Act	\$300	\$300	Climate Protection	Port of Oakland Truck Retrofit	\$10	\$10
DOE	Transportation Electrification	\$200	\$200	Climate Protection	Caltrain Electrification	\$20	\$20
Subtotal - Federal		\$3,750	\$9,710				\$204
Total						\$1,082 - 1,329	

Attachment A

Side-by-Side Comparison of Estimated House and Senate Economic Recovery Proposals

(Dollars in millions)

National

Program	House	Senate
Total	819,000	920
Tax Cut Share	33%	40%
US DOT Share	5.6%	4.9%
Highway	30,000	27,060
<i>Share Suballocated</i>	25.0%	40.0%
<i>Ferry Boats and Terminal Facilities</i>	-	60
<i>Park Roads and Parkways</i>	250	100
Transit	12,000	8,400
<i>5307/5311 Formula</i>	7,500	6,804
<i>New Starts</i>	2,500	-
<i>5309 Fixed Guideway Formula</i>	2,000	-
<i>Growing/High Density States</i>	-	1,596
Competitive Discretionary Program	-	5,500
High Speed Rail	-	2,000
Intercity Rail Grants	300	250
Amtrak	800	850
Aviation	3,000	1,300
National Park Service Roads	1,700	800
Alternative Fuels*	400	350
Transportation Electrification*	200	200
Diesel Emission Reduction**	300	300
National Transportation Total	\$ 48,700	\$ 47,010

State Discretionary Funds

Program	House	Senate
Highway Funds for STIP or SHOPP	2,000	1,620
Transportation Enhancement	125	-
Transit 5311 Formula	27	37
State Total	2,152	1,657

Bay Area Formula Funds

Program	House	Senate
Surface Transportation Program (STP)	140	200
Transit	508	320
<i>5307 Formula</i>	348	300
<i>5340 Formula</i>		18
<i>5309 Formula</i>	158	-
<i>5311 Formula</i>	2	2
Bay Area Total	648	520

* Funded by Department of Energy

** Funded by U.S. EPA

Attachment B

Economic Recovery Program – Transportation Investment Principles December 2008

1. The Metropolitan Transportation Commission (MTC) supports a sustained effort to renew the nation's transportation infrastructure to benefit the United States long after the current recession ends with investments that will endure for generations.
2. Residents of the San Francisco Bay Area continue to rely every day on major infrastructure projects built during the Great Depression, such as the Golden Gate and San Francisco-Oakland Bay Bridges, Caldecott Tunnel, Berkeley Marina, Alameda County Courthouse, and San Jose Civic Auditorium. These 1930's investments helped make possible the unprecedented economic expansion that followed for decades to come.
3. The Economic Recovery Program under consideration by President-Elect Obama and the next Congress should have a dual focus: (a) short-term "quick hitter" projects that can be put out to bid promptly and create jobs in the beleaguered construction industry; and (b) longer-term "game changing" investment strategies that can jump start a new direction for federal transportation policy in the 21st Century.
4. The short-term stimulus funding likely will focus on system preservation activities that can be commenced and completed quickly, such as road resurfacing, bridge repair, and bus replacements. These funds should be subject to "use it or lose it" requirements to ensure that money does not languish unspent. There should also be maintenance of effort requirements to prevent state or local project sponsors from substituting the stimulus funds for existing revenue sources.
5. The short-term funding should be allocated to state and local government by existing statutory formulas. Highway funds should be distributed according to the Surface Transportation Program (STP) formula, which provides funds in an equitable manner both to states and metropolitan areas. Public transit funds should be allocated to existing designated recipients under the Section 5307 and Section 5311 formula programs. There should be no project earmarking of any funds in Washington DC.

6. A significant portion of the economic recovery package should be devoted to longer-term infrastructure investments that can lay the groundwork not only for greater mobility of people and goods, but also the achievement of urgent national priorities like climate protection and energy security. Examples of such investments might include:
 - Smart Highways – Outfitting freeways in congested metropolitan areas with intelligent transportation system (ITS) and vehicle-infrastructure integration (VII) technologies to squeeze maximum efficiency out of the existing national highway system.
 - Electrification – Converting rail, bus and other local government vehicles to hybrid or electric power to reduce the emissions profile of the nation’s municipally-owned fleets.
 - Train to Plane – Completing missing intermodal links to connect existing urban rail systems to the nation’s major commercial airports.
7. In order to get the biggest and soonest “bang for the buck” from the economic recovery program investment, Congress should consider steps to expedite process and permit reviews for the affected transportation projects without diminishing environmental standards and safeguards.
8. Following completion of the economic recovery package, Congress should turn its immediate attention to the multi-year authorization of a new federal surface transportation program that – as recommended by the National Surface Transportation Policy and Revenue Study Commission – is “performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest.” The national commission also recommended significantly higher federal investment levels funded by increased user fees.

ATTACHMENT C
American Recovery and Reinvestment Act of 2009
Proposed Local Streets and Roads Rehabilitation Projects
DRAFT until February 25, 2009

County	Sponsor	Project Title	Project Elements				ARRA Funding Request
			Rehab Only	Rehab & Bike/Ped	Bike/Ped Only	Other	
Alameda							
ALA	Alameda County	Redwood Rd & Altamont Pass Rd Rehabilitation		☑️ ☑️			\$2,131,000
ALA	City of Alameda	Fernside Blvd and Central Avenue pavement resurfacing		☑️ ☑️			\$1,530,000
ALA	Albany	Solano Ave (West of San Pablo Avenue) - Rehabilitation	☑️				\$246,000
ALA	Berkeley	University Ave - San Pablo Ave to Sacramento St Rehab		☑️ ☑️			\$1,900,000
ALA	Dublin	Dougherty Rd/Dublin Blvd/San Ramon Rd Rehabilitation		☑️ ☑️			\$884,000
ALA	Fremont	Various streets pavement rehabilitation		☑️ ☑️			\$4,683,000
ALA	Hayward	Various streets pavement rehabilitation		☑️ ☑️			\$2,387,000
ALA	Livermore	Various streets pavement rehabilitation		☑️ ☑️			\$1,773,000
ALA	Newark	Various Streets Asphalt Concrete Overlay		☑️ ☑️			\$1,152,000
ALA	Oakland	Oakland - Various Streets and Roads Rehabilitation		☑️ ☑️ ☑️			\$6,964,000
ALA	Piedmont	Resurfacing and Curb Ramps		☑️ ☑️			\$126,000
ALA	Pleasanton	Overlay of Various City Streets		☑️ ☑️ ☑️			\$1,864,000
ALA	San Leandro	Aladdin Avenue & Washington Avenue Rehabilitation		☑️ ☑️			\$1,570,000
ALA	Union City	Various Arterials pavement rehabilitation		☑️ ☑️ ☑️			\$1,090,000
Alameda Total							\$28,300,000
Contra Costa							
CC	Contra Costa County	Vasco Road Overlay - Segment 3, 4 & 5	☑️				\$2,620,000
CC	Antioch	Hillcrest Pavement Rehabilitation	☑️				\$1,530,000
CC	Brentwood	Various streets and roads rehabilitation and overlay	☑️				\$1,030,000
CC	Clayton	City of Clayton, 2009 Arterial Overlay Project		☑️ ☑️			\$540,000
CC	Concord	Clayton Road Rehabilitation: Market to Oakland Avenue	☑️				\$1,770,000
CC	Danville	Diablo Road/Green Valley Road Rehabilitation		☑️ ☑️			\$940,000
CC	El Cerrito	Various streets and roads rehabilitation and overlay	☑️				\$660,000
CC	Hercules	San Pablo Avenue Pavement Rehabilitation	☑️				\$660,000
CC	Lafayette	Various streets and roads rehabilitation and overlay		☑️ ☑️			\$720,000
CC	Martinez	Various streets and roads rehabilitation and overlay	☑️				\$820,000
CC	Moraga	Moraga Rd Pavement Resurfacing	☑️				\$600,000
CC	Oakley	Oakley Rd and Delta Rd Pavement Rehabilitation	☑️				\$780,000
CC	Orinda	Charles Hill /Honey Hill /Miner Roads Pavement Rehabilitation	☑️				\$680,000
CC	Pinole	San Pablo Ave Fern/Alvarez/Quinan Crosswalk Safety Imps			☑️		\$153,000
CC	Pinole	Appian Way Pavement Overlay Project	☑️				\$467,000
CC	Pittsburg	Pittsburg Pavement Rehabilitation	☑️				\$1,060,000
CC	Pleasant Hill	Contra Costa Boulevard Pavement Rehabilitation		☑️ ☑️			\$820,000
CC	Richmond	Carlson Blvd Rehabilitation and Bike/Ped Imps		☑️ ☑️			\$1,510,000
CC	San Pablo	San Pablo Avenue rehabilitation and overlay		☑️ ☑️			\$680,000
CC	San Ramon	San Ramon Valley Blvd. Pavement Rehabilitation		☑️ ☑️			\$1,080,000
CC	Walnut Creek	Civic Drive Rehabilitation - Arroyo Road to Walden Road		☑️ ☑️			\$1,380,000
Contra Costa Total							\$20,500,000
Marin							
MRN	County of Marin	Pavement Rehabilitation Program - Various Locations	☑️				\$ 2,005,000
MRN	City of San Rafael	Street Resurfacing Project - Various Locations	☑️				\$ 1,130,000
MRN	City of Novato	Street Rehabilitation - Various Streets	☑️				\$ 1,015,000
MRN	City of Mill Valley	Streets Rehabilitation	☑️				\$ 320,000
MRN	Town of San Anselmo	Sir Francis Drake Blvd Resurfacing	☑️				\$ 255,000
MRN	City of Larkspur	Street Resurfacing Project - Various Streets	☑️				\$ 225,000
MRN	Town of Corte Madera	Street Rehabilitation	☑️				\$ 195,000
MRN	Town of Tiburon	Street Improvement Project	☑️				\$ 195,000
MRN	Town of Fairfax	Sir Francis Drake Resurfacing - June Court to Town Limits	☑️				\$ 160,000
Marin Total							\$5,500,000

ATTACHMENT C
American Recovery and Reinvestment Act of 2009
Proposed Local Streets and Roads Rehabilitation Projects
DRAFT until February 25, 2009

County	Sponsor	Project Title	Project Elements				ARRA Funding Request
			Rehab Only	Rehab & Bike/Ped	Bike/Ped Only	Other	
Napa							
NAP	City of American Canyon	Various streets and roads rehabilitation		🚶 🚲			\$300,000
NAP	City of Calistoga	Various streets and roads rehabilitation	🚶				\$100,000
NAP	City of Napa	Various streets and roads rehabilitation		🚶 🚲			\$1,500,000
NAP	City of St. Helena	Various streets and roads rehabilitation	🚶				\$150,000
NAP	County of Napa	Various streets and roads rehabilitation	🚶				\$1,500,000
NAP	Town of Yountville	Various streets and roads rehabilitation	🚶				\$50,000
Napa Total							\$3,600,000
San Francisco							
SF	SF DPW	Various Streets and Roads Rehabilitation		🚶 🚲			\$13,000,000
San Francisco Total							\$13,000,000
San Mateo							
SM	Atherton	Roadway rehab in Atherton	🚶				\$237,000
SM	Belmont	Overlay of various streets in Belmont		🚶 🚲			\$446,000
SM	Brisbane	Bayshore Blvd Overlay		🚶 🚲			\$126,000
SM	Burlingame	Resurfacing Program in Burlingame		🚶 🚲			\$529,000
SM	Colma	Serramonte Blvd Pavement Rehabilitation		🚶 🚲			\$126,000
SM	East Palo Alto	Various Streets Maintenance & Rehabilitation	🚶				\$405,000
SM	County of San Mateo	Resurfacing of Various Streets in San Mateo County	🚶				\$1,660,000
SM	Daly City	Street Resurfacing		🚶 🚲			\$1,310,000
SM	Foster City	Foster City Blvd Resurfacing	🚶				\$423,000
SM	Half Moon Bay	Main Street Rehabilitation		🚶 🚲			\$202,000
SM	Hillsborough	2009 Asphalt Overlay Project	🚶				\$377,000
SM	Menlo Park	Various Streets Pavement Rehabilitation	🚶				\$611,000
SM	Millbrae	2009 Street Repair Project	🚶				\$367,000
SM	Pacifica	Various Streets Pavement Rehabilitation		🚶 🚲			\$651,000
SM	Portola Valley	2008/2009 Street Resurfacing	🚶				\$188,000
SM	Redwood City	2008-2009 Street Overlay Project		🚶 🚲			\$1,210,000
SM	San Bruno	Various Roadway overlays		🚶 🚲			\$634,000
SM	San Carlos	Pedestrian and Bicycle Improvements			🚶 🚲		\$537,000
SM	San Mateo	Various Streets Pavement Rehabilitation		🚶 🚲			\$1,485,000
SM	South San Francisco	Various Streets Resurfacing		🚶 🚲			\$964,000
SM	Woodside	Canada Road Overlay	🚶				\$212,000
San Mateo Total							\$12,700,000
Santa Clara							
SCL	Campbell	Campbell: Citywide Arterial Surfacing Phase I	🚶				\$669,000
SCL	Cupertino	Road rehabilitation: Homestead Rd, Mary to DeAnza	🚶				\$730,000
SCL	Gilroy	Gilroy: Citywide sidewalk rehabilitation			🚶		\$638,000
SCL	Los Altos	San Antonio Road Resurfacing	🚶				\$243,000
SCL	Los Altos Hills	Moody Rd and Page Mill Rd Rehabilitation Project	🚶				\$304,000
SCL	Los Gatos	Blossom Hill/University Intersection Signal Upgrade				🚶	\$608,000
SCL	Milpitas	S Park Victoria Dr Resurfacing	🚶				\$1,094,000
SCL	Monte Sereno	Daves Avenue Rehabilitation	🚶				\$91,000
SCL	Morgan Hill	E. Dunne Ave. Resurfacing - Hwy. 101 to Butterfield	🚶				\$639,000
SCL	Mountain View	Mountain View: Citywide Street Resurfacing	🚶				\$821,000
SCL	Palo Alto	San Antonio and Lytton Ave Rehabilitation	🚶				\$1,246,000
SCL	San Jose	Citywide street, sidewalk & signal rehabilitation	🚶				\$14,592,000
SCL	Santa Clara	Santa Clara Citywide street resurfacing & signals	🚶				\$1,459,000
SCL	County of Santa Clara	Montague Expressway Pavement Rehabilitation Phase 3	🚶				\$3,625,000
SCL	County of Santa Clara	Tully and White Roads Pavement Rehabilitation	🚶				\$175,000
SCL	Saratoga	Saratoga Ave Overlay & Rehabilitation	🚶				\$821,000
SCL	Sunnyvale	Wolfe Road Caltrain Overcrossing Rehabilitation	🚶				\$2,645,000
Santa Clara Total							\$30,400,000

ATTACHMENT C
American Recovery and Reinvestment Act of 2009
Proposed Local Streets and Roads Rehabilitation Projects
DRAFT until February 25, 2009

County	Sponsor	Project Title	Project Elements				ARRA Funding Request
			Rehab Only	Rehab & Bike/Ped	Bike/Ped Only	Other	
Solano							
SOL	Benicia	East 2nd Street Overlay	☐				\$200,000
SOL	Dixon	Street & Road Rehabilitation	☐				\$300,000
SOL	Fairfield	Gateway Boulevard	☐				\$900,000
SOL	Solano County	Stimulus Overlay Project 2009	☐				\$1,800,000
SOL	Suisun City	Suisun City: Sunset Avenue Road Rehabilitation	☐				\$540,000
SOL	Vacaville	Peabody Road/Marshall Road Pedestrian Safety Imps			☐		\$160,000
SOL	Vallejo	Downtown Streetscape			☐		\$1,500,000
SOL	Benicia	Columbus Parkway Overlay	☐				\$200,000
SOL	Fairfield	E. Tabor Ave	☐				\$900,000
SOL	Suisun City	Suisun City: Main Street Road Rehabilitation (Gap Closure)	☐				\$200,000
SOL	Vacaville	2009 Asphalt Concrete Overlay Project	☐				\$1,430,000
SOL	Vallejo	Street Overlay	☐				\$1,020,000
SOL	Fairfield	Walters Rd	☐				\$420,000
SOL	Suisun City	Suisun City: Main Street Road Rehabilitation	☐				\$500,000
SOL	Fairfield	Suisun Valley Road	☐				\$750,000
SOL	Vacaville	2009 Slurry Seal Project	☐				\$380,000
Solano Total							\$11,200,000
Sonoma							
SON	Sebastopol	Various Streets Overlay	☐				\$500,000
SON	Windsor	Windsor/Shilo Road pavement resurfacing	☐				\$607,000
SON	Sonoma County	Roadway and Bridge Surface Preservation Program	☐				\$5,885,000
SON	Rohnert Park	Preventative Maintenance Treatments	☐				\$857,000
SON	Petaluma	Various Streets Rehabilitation	☐				\$1,292,000
SON	Healdsburg	Healdsburg Pavement Rehab	☐				\$500,000
SON	Cotati	Old Redwood Highway Rehabilitation – South (Seg 1)	☐				\$500,000
SON	Cloverdale	Overlay Various Streets	☐				\$500,000
SON	Santa Rosa	Various Streets Overlay	☐				\$3,659,000
SON	Sonoma	Heather Lane & Vicinity Street Rehabilitation	☐				\$500,000
Sonoma Total							\$14,800,000
Total LS&R							\$140,000,000

Note: This is a preliminary list of submitted potential local streets and roads projects. Final approved list subject to change depending upon final funding amounts, eligibility and deliverability. Expanded descriptions defined at time of programming into federal Transportation Improvement Program. Bike/Ped elements are currently being identified, and therefore the Bike/Ped Elements represent a partial listing.

ATTACHMENT D
American Recovery and Reinvestment Act of 2009
Proposed Transit System Preservation Projects
DRAFT until Feb. 25

Responsible Agency	Project Description	ARRA Request	Agency Subtotal/Target
AC Transit	Preventive Maintenance	\$ 40,100,000	\$ 40,100,000
BART	Rail Vehicle/Fleet Replacement	\$ 50,000,000	\$ 101,800,000
BART	Preventive Maintenance	\$ 10,000,000	
BART	System Renovation/Rehab	\$ 41,800,000	
Caltrain	Track and Infrastructure Rehabilitation	\$ 5,500,000	\$ 16,100,000
Caltrain	San Mateo County Railroad Bridge Replacement	\$ 7,700,000	
Caltrain	Replacement of Train Control System	\$ 2,900,000	
GGBHTD	Bus Wash Racks/Water Reclamation System	\$ 4,700,000	\$ 14,700,000
GGBHTD	Ferry Refurbishment	\$ 10,000,000	
SFMTA	LRV Truck Rebuild Program - Phase I	\$ 15,000,000	\$ 104,800,000
SFMTA	LRV Doors and Steps Reconditioning	\$ 15,000,000	
SFMTA	LRV Midlife Overhaul Program - Phase I	\$ 8,000,000	
SFMTA	LRV Collision Repairs	\$ 18,000,000	
SFMTA	Non Revenue Vehicle Replacement	\$ 2,000,000	
SFMTA	Motor Coach Component Life-Cycle Rehabilitation	\$ 20,000,000	
SFMTA	Central Control & Communications (C3) Phase I	\$ 550,000	
SFMTA	Central Control & Communications Interim Line Management	\$ 400,000	
SFMTA	ATCS Inductive Loop Cable In The Muni Metro Subway	\$ 1,000,000	
SFMTA	Capital Project Controls Software & Support	\$ 21,000,000	
SFMTA	Capital Planning and Grant Management Application	\$ 250,000	
SFMTA	Bus Yard Workstation Station Replacement	\$ 100,000	
SFMTA	Cable Car Kiosks	\$ 350,000	
SFMTA	Change Machines	\$ 40,000	
SFMTA	Safety and Security Fence Installation Program	\$ 2,000,000	
SFMTA	Miscellaneous Preventive Maintenance of Track Switches	\$ 1,000,000	
SFMTA	Infrastructure & Facility Enhancement & Preventive Maintenance	\$ 3,000,000	
Samtrans	Replacement of up to 137 buses	\$ 8,300,000	\$ 12,300,000
Samtrans	Preventive Maintenance	\$ 4,000,000	
VTA	107 Hybrid 40' Bus Replacements	\$ 74,800,000	\$ 73,500,000
VTA	23 Hybrid Artic Bus Replacements for BRT	\$ 25,100,000	
ACE	Midlife Overhaul of 5 ACE locomotives	\$ 6,811,667	\$ 4,600,000
CCCTA	Replacement buses (40) 40-foot transit coaches	\$ 6,600,000	\$ 6,600,000
ECCTA	Preventive Maintenance FY09/10	\$ 500,000	\$ 6,300,000
ECCTA	Replace 7 Support Vehicles w/Hybrids	\$ 252,000	
ECCTA	IT Structure - Replace all Office Hardware & Software	\$ 1,500,000	
ECCTA	Resurface Bus Parking Lot	\$ 928,000	
ECCTA	Replace Shop Lifts	\$ 125,000	
ECCTA	Replace/Add Cameras at Facility & on 12 buses	\$ 210,000	
ECCTA	Replace 8 Buses	\$ 3,241,446	
Fairfield	FAST Preventive Maintenance	\$ 550,000	\$ 4,648,754
Fairfield	MCI bus repower (14)	\$ 2,798,754	
Fairfield	Transit Vehicle Wash System - Purchase & Install Vehicle Wash	\$ 300,000	
Fairfield	GFI Fareboxes/counters for transit vehicles	\$ 1,000,000	
LAVTA	LAVTA rehabilitation projects	\$ 1,000,000	\$ 4,700,000
LAVTA	Preventive Maintenance	\$ 470,000	
LAVTA	Fuel and wash facility at satellite base	\$ 7,000,000	
NCTPA	VINE Capital Rolling Stock	\$ 2,000,000	\$ 4,300,000
NCTPA	Trancas/29 Park & Ride Lot - Napa	\$ 1,200,000	
NCTPA	VINE PMI Tools & Equipment	\$ 400,000	
NCTPA	VINE Bus Rehab	\$ 350,000	
NCTPA	Napa Transit Center	\$ 5,000,000	

ATTACHMENT D
American Recovery and Reinvestment Act of 2009
Proposed Transit System Preservation Projects
DRAFT until Feb. 25

Responsible Agency	Project Description	ARRA Request	Agency Subtotal/Target
Santa Rosa CityBus	Hybrid Bus Purchase (13)	\$ 8,281,000	\$ 5,900,000
Santa Rosa CityBus	Preventive Maintenance	\$ 2,397,951	
Santa Rosa CityBus	Transit Mall Renovation-Enhancement	\$ 800,000	
Sonoma County Transit	Preventive Maintenance	\$ 1,350,000	\$ 2,700,000
Sonoma County Transit	CNG Bus Purchase	\$ 1,350,000	
Union City	Replacement Buses (2)	\$ 500,000	\$ 500,000
City of Vacaville	Fixed Route bus replacement	\$ 1,734,372	\$ 3,200,000
City of Vacaville	Vacaville Intermodal Station	\$ 1,550,000	
City of Vallejo	Rehab/Preventive Maintenance	\$ 4,000,000	\$ 12,100,000
City of Vallejo	Vallejo Station	\$ 4,000,000	
City of Vallejo	Ferry Terminal ADA, Rehab	\$ 1,000,000	
City of Vallejo	Clean air upgrades for EPA regulations	\$ 1,000,000	
City of Vallejo	Bus Maintenance Facility	\$ 1,245,000	
City of Vallejo	Bus Shelters	\$ 775,000	
City of Vallejo	Vallejo Transit Security	\$ 500,000	
City of Vallejo	Purchase 15- Hybrid Buses instead of Diesels	\$ 1,800,000	
City of Vallejo	Paratransit Vehicles	\$ 200,000	
City of Vallejo	Repower Ferry Engines	\$ 2,000,000	
WestCat	Preventive Maintenance	\$ 810,000	\$ 1,200,000
WestCat	Facility Upgrade	\$ 630,000	
		Total	\$ 420,048,754

Attachment E: Project Policy and Funding Commitment Conditions

1) Transbay Transit Center Train Box:

- Funding will be amended into the TIP after determination and secured commitments for the following:
 - That the box is adequate for High Speed Rail and Caltrain operations;
 - That ownership/access to the train station between the High Speed Rail Authority, Caltrain, and the Transbay Joint Powers Authority is resolved satisfactorily;
 - That Proposition 1A funds are prioritized for the Train Box by the High Speed Rail Authority and a timeframe for appropriation by the Legislature is established;
 - That TJPA secures full funding commitments from other sources including, but not limited to, the following and for a total of \$120 million:
 - \$20 million in San Mateo Sales Tax
 - \$50 million in Mello Roos funding
 - \$50 million in ARRA federal discretionary funds

2) Oakland Airport Connector Project:

- Funding will be amended into the TIP after determination and secured commitments for the following:
 - Determination of the procurement method – public or public-private;
 - That BART secures full funding commitments from other sources including, but not limited to, the following and for a total of \$151 million:
 - \$30 million in Doolittle savings;
 - \$50 million in Tube seismic savings;
 - \$71 million in BART contribution (High Speed Rail Connectivity/TIFIA/Private Financing)

3) Vasco Road

- Funding will be amended into the TIP after determination and secured commitments for the following: \$8 million in local funds to match the regional commitment

4) High Occupancy Toll Projects: Alameda Interstate 580 and Santa Clara SR 237/I-880

- Funding will be amended into the TIP after determination and secured commitments for the following:
 - That ACCMA has secured \$3 million in local funds toward full funding of the EB HOT lane.

5) Freeway Performance Initiative

- Funding will be amended into the TIP after determination and secured commitments for the following:
 - All projects must be included in Freeway Performance Initiative (FPI) as described in the Transportation 2035 Plan.
 - FPI projects which include ramp metering elements must have a local resolution of support to activate the metering.

Attachment F: Project Delivery and Award Deadline Conditions

System Preservation Projects

Local Streets and Roads

1) All funds have a regional obligation (E-76 / federal authorization to proceed) deadline of 60 days following enactment. Funds not obligated within 60 days are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions. Although the ARRA only requires that 50 percent of the funds must meet the earlier deadline, by enforcing a delivery deadline for the entire system preservation funding we provide an added cushion should some projects fail to deliver by the federal deadline.

2) All funds must be in an awarded contract within 180 days of enactment. This is consistent with the intent of the ARRA to create and preserve jobs as soon as possible.

3) Additional timely use of funds as outlined in the regional project delivery policy (MTC Resolution 3606) must also be met. Project sponsors that do not meet the timely use of funds deadlines are subject to disqualification and/or limitation of regional discretionary funding during the next federal authorization Act.

System Preservation Projects

Transit

1) All funds have a regional obligation (approved FTA grant) deadline of 60 days following enactment. Funds not obligated within 60 days are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions. Although the ARRA only requires that 50 percent of the funds must meet the earlier deadline, by enforcing a delivery deadline for the entire system preservation funding we provide an added cushion should some projects fail to deliver by the federal deadline.

2) All funds must be in an awarded contract within 1 year of enactment. This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.

3) Project sponsors must adopt the Local Resolution of Support.

Non-System Preservation Projects

1) All funds have a regional obligation (E-76 / federal authorization to proceed) deadline of 300 days following enactment. Funds not obligated within 300 days are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions.

2) For all non-system preservation projects except the Freeway Performance Initiative projects, all funds must be in an awarded contract within 16 months of enactment. This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.

3) For Freeway Performance Initiative projects, all funds must be in an advertised construction contract within 1 year of enactment of the federal bill.