



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission

DATE: February 18, 2009

FR: Deputy Executive Director, Policy

RE: American Recovery and Reinvestment Act: Revised Recommendation

This memo provides an update on several elements of the regional programming proposal for the American Recovery and Reinvestment Act (ARRA) that was presented to the Programming and Allocations Committee. The updates include:

- Enactment of ARRA: Revised Funding Levels (Attachment 1 updated)
- Revised Regional Programming Proposal (Table 1 updated)
- Additional Proposal Information
 - Revised System Preservation Funding Levels by County/Transit Operator
 - Project Fact Sheets
 - Distribution Formula Detail

In addition, staff is providing MTC Resolution No. 3885, which sets forth the policy and programming for the ARRA program. The companion amendment to the Transportation Improvement Program, MTC Resolution No. 3875, Revised, will be provided under separate cover.

For additional background, refer to item 3a at <http://apps.mtc.ca.gov/events/agendaView.akt?p=1213> for the original memo and presentation slides, as presented at the Committee meeting.

ENACTMENT OF ARRA: REVISED FUNDING LEVELS

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. The ARRA includes \$48 billion for the Department of Transportation. Specifically, the proposal includes \$27.5 billion in Federal Highway Administration funding and \$8.4 billion in Federal Transit Administration funds. It is estimated that MTC will receive roughly \$150 million through the Surface Transportation Program sub-allocated program and \$340 million in Federal Transit Administration formula funds for a total regional ARRA formula distribution of roughly \$490 million.

Attachment 1 is a revised summary of the funding included in the ARRA. For your information, it also provides funding levels previously considered under both the House and Senate proposals. Generally, the regional funding levels are on the low side of the estimates as a result of the conference committee selecting the lower of the STP and Transit formula funds between the House and Senate proposals. In a surprising departure from the general cuts in the conference,

the ARRA includes \$8 billion nationally for High Speed Rail and Intercity Rail grants, a quadrupling of the program as compared to the Senate proposal.

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

Type of Funds	Deadlines
STP Sub-allocated Funds	<ul style="list-style-type: none"> ▪ Obligation within 1 Year ▪ All funds expire if not obligated by September 20, 2010
FTA Formula Funds Sections 5307/5309	<ul style="list-style-type: none"> ▪ 50% of Funds: Obligation within 180 days ▪ Remaining Funds: Obligation within 1 Year ▪ All funds expire if not obligated by September 20, 2010

REVISED REGIONAL PROGRAMMING PROPOSAL

In response to comments and the final funding levels, staff is proposing several changes to the regional funding proposal. These changes are summarized below and incorporated into a revised chart below and as Table 1, attached.

All Dollars in Millions

Program	Funding Level	Focus Area	Project Name	Proposed Regional Investment	% STP and FTA Funds
Transit FTA 5307/ 5309	\$340	System Preservation	Transit Rehabilitation	\$270	79%
		Train to Plane	Oakland Airport Connector	\$70	21%
Subtotal: \$340					100%
Surface Transp. Program	\$150	System Preservation	Local Road Rehabilitation	\$118	79%
		Safety	Vasco Road Safety Imps - CC County	\$10	8%
		Safety	North Bay Safety Improvements	\$3	
		Smart Highways	Freeway Performance Initiative – Ramp Meters	\$19	13%
Subtotal: \$150					100%
Total: \$490					

System Preservation Projects: Invest nearly 80% of the funding in streets and road and transit rehabilitation. Based on MTC’s estimates, this translates into roughly \$270 million in transit rehabilitation and \$118 million in streets and road rehabilitation/maintenance. As discussed below, transit funding flows to the region through several urbanized areas. Therefore, in developing the specific funding level for each transit operator, staff used as its guiding principle that each operator should receive as close to its share of the \$270 million, or 79% of the total

transit formula funds, as possible given operator eligibility for urbanized areas. To this end, specific operator agreements outlined in Transit Capital Priorities were not adhered to.

Strategic Investments: Staff is proposing two changes to the strategic investment category, lowering the proposed investment to \$102 million total (\$70 million transit and \$32 million highway). First, based on the lower than expected transit formula funds to the region and the much higher than expected High Speed Rail funding levels included in ARRA, staff is recommending that the funding for the Transbay Terminal Train Box construction be shifted from the regional formula program to the federal discretionary category. As such, MTC would be proposing to support the train box as its priority advocacy for this program category. Second, MTC is proposing to postpone or seek alternative funding for the HOT projects to allow more funding to flow to the streets and road rehabilitation projects, based on the ARRA lower than expected final STP sub-allocation.

Safety Projects: Staff is proposing that several safety project investments be added in the North Bay counties for roughly \$3 million in regional STP funding. These projects include: 1) McGary Road safety improvements, which parallels Interstate 80 and links the cities of Vallejo and Fairfield in Solano County; 2) Highway 29 Class 1 Bike Path in Napa County; and 3) Santa Rosa Mendocino Avenue safety project in Sonoma County.

Regional Deadlines/Conditions: The deadlines for obligation and contract award have been updated to reflect the final delivery requirements in the bill. The new proposed regional deadlines are summarized in the table below.

Type of Funds	System Preservation	Non-System Preservation
STP, FTA 5307 and 5309 Formula Funds	<ul style="list-style-type: none"> ▪ Obligation/Grant award by May 31, 2009, or within approximately 90 days of Commission adoption ▪ Contract award: <ul style="list-style-type: none"> ○ September 30, 2009 (Local Road) ○ November 30, 2009 (Transit) 	<ul style="list-style-type: none"> ▪ Obligation by November 30, 2009 or approximately 9 months after Commission adoption ▪ Contract award by December 31, 2009, or approximately 10 months after Commission adoption

Advocacy Priorities for Non-Formula ARRA Programs: Staff has added Attachment D to the resolution to formalize the Commission’s advocacy priorities for non-formula programs in the ARRA. Staff is proposing that two projects be added initially to this advocacy list – the Transbay Terminal Train Box (High Speed Rail and Intercity Rail Grants) and the Doyle Drive safety project (National Park Service and Park Roads and Parkways). While the list is not exclusive of funding that may be requested through the ARRA for Bay Area transportation projects, it does provide a regional framework for significant projects that the Commission plans to seek priority funding through the competitive and non-formula categories of the ARRA. Staff anticipates that this list will be amended as more information is developed about the eligibility and criteria for other programs included in the ARRA.

ADDITIONAL PROPOSAL INFORMATION

The information below further details the regional programming proposal, in terms of distribution formula background and project specifics.

Distribution Formula Detail

The System Preservation funding is proposed to be distributed to the county CMAs and transit operators using established formulas developed by MTC and the Bay Area Partnership for the distribution of federal funding for purposes of transit and local streets and roads rehabilitation, as described below.

Local Streets and Roads Rehabilitation

The county-wide shares are calculated using an allocation formula developed and approved by the Local Streets and Roads Working Group (a group comprised of local agency public works staff that reports to the Partnership Board), in collaboration with MTC staff. The allocation formula contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The performance share of the formula is weighted by the total share derived from the other three factors. This weighting is performed to take into account the relative size and need of the local agencies when distributing the 25 percent of available funding that is conditioned on performance. Each jurisdiction's share of the available funding is calculated individually and then the shares are summed at the county level.

Transit Rehabilitation

The transit formula used is essentially that established during the last recessionary period among all the transit operators and incorporated into a 10% flexible set-aside for operators in the annual FTA formula funds. The numbers are 50% based on ridership and 50% based on FTA revenue factors. FTA revenue factors provide the basis for apportioning the funds nationally by urbanized area and include revenue vehicle miles, passenger miles, and operating cost. Because FTA money comes into the region in 12 distinct urbanized areas, the regional Transit Capital Priorities Process and Criteria establishes a percentage of the set-aside in each urbanized area for each eligible operator. For the ARRA funding, staff has aggregated the percentages regionally by weighting the amount of funds by urbanized area.

Revised System Preservation Project Priorities and Funding Levels

As noted above, the information presented at the Committee meeting was based on ranges and draft targets for the counties and transit operators. Now that the ARRA has been enacted, staff has requested adjusted project priorities to reflect the proposed investment in rehabilitation. The tables below summarize the new funding breakdown by county and transit operator.

<i>Dollars in Millions</i> County	LS&R % Share	\$118.0
Alameda	20.2%	\$23.8
Contra Costa	14.6%	\$17.3
Marin	3.9%	\$4.6
Napa	2.6%	\$3.1
San Francisco	9.3%	\$11.0
San Mateo	9.0%	\$10.7
Santa Clara	21.7%	\$25.6
Solano	8.0%	\$9.4
Sonoma	10.6%	\$12.5

<i>Dollars in Millions</i> Transit Operator	%	\$270.0
AC Transit	9.5%	\$25.7
BART	24.2%	\$65.3
Caltrain	3.8%	\$10.3
GGBHTD	3.5%	\$9.4
SFMTA	24.9%	\$67.2
SamTrans	2.9%	\$7.9
VTA	17.5%	\$47.2
Large Operators	86%	\$233.0
Other Operators	14%	\$36.4

Specific projects are still being compiled and finalized by the Congestion Management Agencies and transit operators. Specific project details will be provided at the Commission meeting, or posted to the MTC website in advance as available. The draft lists were included in the February 6th Committee mailing.

Project Fact Sheets

In response to questions about individual non-system preservation projects, staff has compiled a set of fact sheets about each project, included in Attachment 2.

RECOMMENDATION

Staff recommends that the Commission approve MTC Resolution Nos. 3875 and 3885.


 Therese W. McMillan

Table 1
American Recovery and Reinvestment Act
San Francisco Bay Area Strategy
February 18, 2009

(Amounts in \$ Millions)

Authority	Program	ARRA	Focus Area	Project Name	Proposed Regional Investment	Regional Subtotal
Regional Discretion						
MTC	Transit FTA 5307/5309	\$340	System Preservation	Transit Rehabilitation	\$270	
				Train to Plane	\$70	
MTC	Surface Transp. Program	\$150	System Preservation	Local Road Rehabilitation	\$118	
			Safety	Vasco Road Safety Imps - CC County	\$10	
			Safety	North-Bay Safety Projects	\$3	
			Smart Highways	Freeway Performance Initiative	\$19	
Subtotal - Regional		\$490				\$490
State Discretion						
Caltrans	State Transportation Improvement Program	\$1,422	Prop 1B Backfill	I-680 Sunol Grade HOV, SB Segment 2	\$35	
			Prop 1B Backfill	I-680 Sunol Grade HOV, SB Segment 3	\$15	
			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	\$399
Caltrans	SHOPP	\$300	Safety	Doyle Drive	\$50	\$50
Caltrans/MTC	Transp. Enhancements	\$75	Livable Communities	Streetscapes & Bike Ped Projects	\$10	\$10
Caltrans	Rural Transit (FTA 5311)	\$30	System Preservation	Transit Rehabilitation	\$2	\$2
Subtotal - State		\$1,827				\$462
Federal Discretion						
DOT	NSTP - Competitive Program	\$1,500		TBD	TBD	
DOT	High Speed Rail/Intercity Rail	\$8,000	Expansion	Transbay Terminal (TBT) Box	\$400	\$400
DOT	New Starts	\$750		TBD	TBD	
DOT	Transit Energy Efficiency	\$100		TBD	TBD	
DOT	Ferry Boat/Facilities	\$60		TBD	TBD	
DOT	Park Road and Parkways	\$170				
NPS	Nat. Park Service (inc. roads)	\$589	Safety	Doyle Drive	\$50	\$50
EPA	Diesel Emission Reduction Act	\$300		TBD	TBD	
FEMA	Transit and Port Security	\$300		TBD	TBD	
Subtotal - Federal		\$11,769				\$450
Total						\$1,402

ATTACHMENT 1

American Recovery and Reinvestment Act

(Dollars in millions)

National

Program	House	Senate	Conference
Total	819,000	838,000	787,000
US DOT Share	5.6%	5.4%	6.1%
Highway Formula	30,000	27,060	27,500
<i>Share Suballocated</i>	25.0%	40.0%	30.0%
<i>Ferry Boats and Terminal Facilities</i>	-	60	60
<i>Park Roads and Parkways</i>	250	100	170
Transit	12,000	8,400	8,400
<i>5307/5311 Formula</i>	7,500	6,804	6,210
<i>New Starts</i>	2,500	-	750
<i>5309 Fixed Guideway Formula</i>	2,000	-	750
<i>Growing/High Density States</i>	-	1,596	690
Competitive Discretionary Program	-	5,500	1,500
High Speed and Intercity Rail Grants	-	2,000	8,000
Intercity Rail Grants	300	250	-
Amtrak Capital Improvements	800	850	850
Amtrak Capital Security Grants	-	-	450
Aviation	3,000	1,300	1,300
National Park Service (includes road repair)	1,700	800	589
Alternative Fuels*	400	-	-
Transportation Electrification*	200	-	-
Diesel Emission Reduction**	300	300	300
Transit & Port Security Grants***	-	200	300
National Transportation Total	\$ 48,700	\$ 46,460	\$ 49,189

State Discretionary Funds

Program	House	Senate	Conference
Highway Funds for STIP or SHOPP	2,000	1,530	1,722
Transportation Enhancement	125	-	75
Transit 5311 Formula	27	37	30
State Total	2,152	1,567	1,827

Bay Area Formula Funds

Program	House	Senate	Conference
Surface Transportation Program (STP)	140	200	150
Transit	508	320	342
<i>5307/5340 Formula</i>	348	318	288
<i>5309 Formula</i>	158	-	52
<i>5311 Formula</i>	2	2	2
Bay Area Total	648	520	492

* Funded by Department of Energy

** Funded by Environmental Protection Agency

*** Funded by Federal Emergency Management Agency

ATTACHMENT 2: Project Fact Sheets

American Recovery and Reinvestment Act: Resolution 3434/Train to Plane Oakland Airport Connector

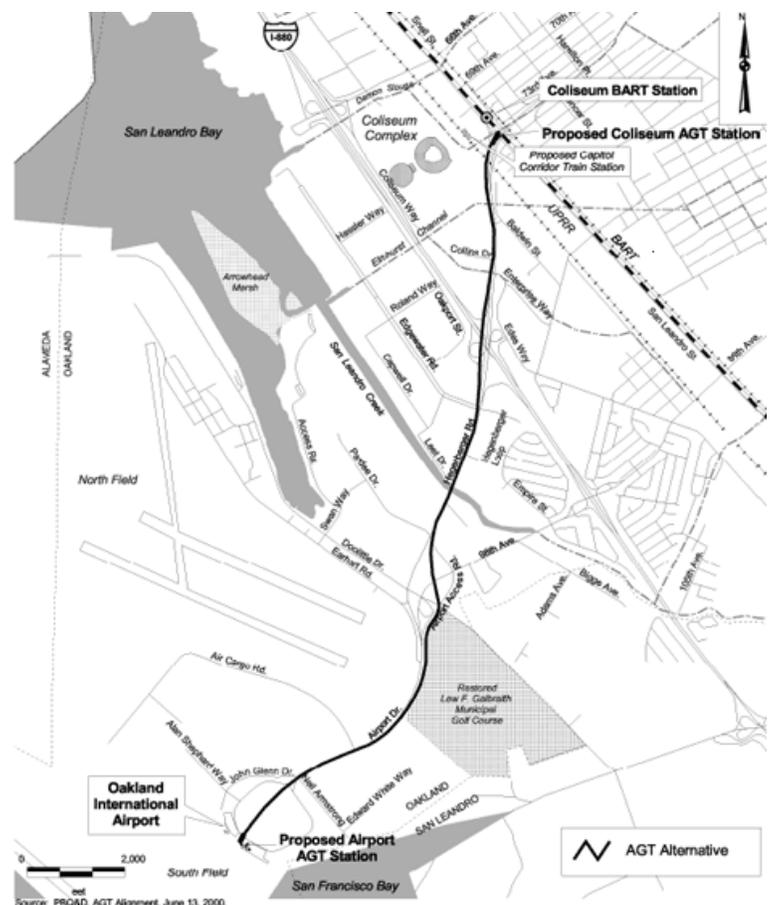
Project Sponsor: San Francisco Bay Area Rapid Transit

Project Location: Oakland

Project Overview: A 3.2-mile connector to enhance schedule reliability over the AirBART shuttle, reduce trip times and provide a seamless connection with the BART system. With a travel time of less than 10 minutes between the Coliseum BART Station and the airport, and vehicles departing every few minutes, the OAC is expected to carry 13,540 daily passengers, or 13% of the air passenger transit mode share by 2020.

Project Alignment: From the Coliseum Station to Doolittle Drive, the proposed route would proceed primarily in the median of Hegenberger Road; south of Doolittle Drive on OIA property. The alignment would run between Airport Drive to the west and the Lew F. Galbraith Municipal Golf Course to the east. Past the golf course, the AGT alignment would proceed southwest to its terminus at the new airport terminal.

The AGT vehicles would operate primarily on an elevated guideway, thus providing the AGT with its own exclusive right-of-way separate from other vehicular traffic along its route. The AGT system will allow for future construction of one intermediate station near the intersection of Doolittle Drive and Hegenberger Road.



Project Benefits:

- Provide reliable scheduled service between BART and OIA.
- Provide flexibility to increase transit vehicle frequencies during periods of increased travel demand.
- Offer a competitive alternative to those who drive to OIA by providing predictable connections and travel timesavings.
- Provide a convenient, safe and comfortable connection between BART and OIA.
- Provide inter-modal transit hubs where rail, bus, automobile, bicycle and pedestrian links meet.
- Maximize BART ridership.

Project Schedule: Environmental Clearance: EIR certified March 2002

Contract Award: December 2009

Project Completion: 2013

Project Funding: The current committed public funds total \$288 million. The estimated cost and proposed funding is as follows, although the final funding plan is subject to BART confirmation by June 2009:

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
<i>Federal ARRA Funds</i>	70
BART contribution - HSR Connecting Operator/TIFIA/Private Financing	71

American Recovery and Reinvestment Act of 2009: *Smart Highways* Freeway Performance Initiative: Santa Clara Co.

Project Sponsor: California Department of Transportation (Caltrans)
Project Location: In Santa Clara County on Interstate 280: southbound from Menker (near I-880) to 11th St. (near US-101); northbound from Vine (near SR-87) to Leland (near I-880). I-280 is a highly congested commute corridor connecting the job centers of Silicon Valley and San Francisco.

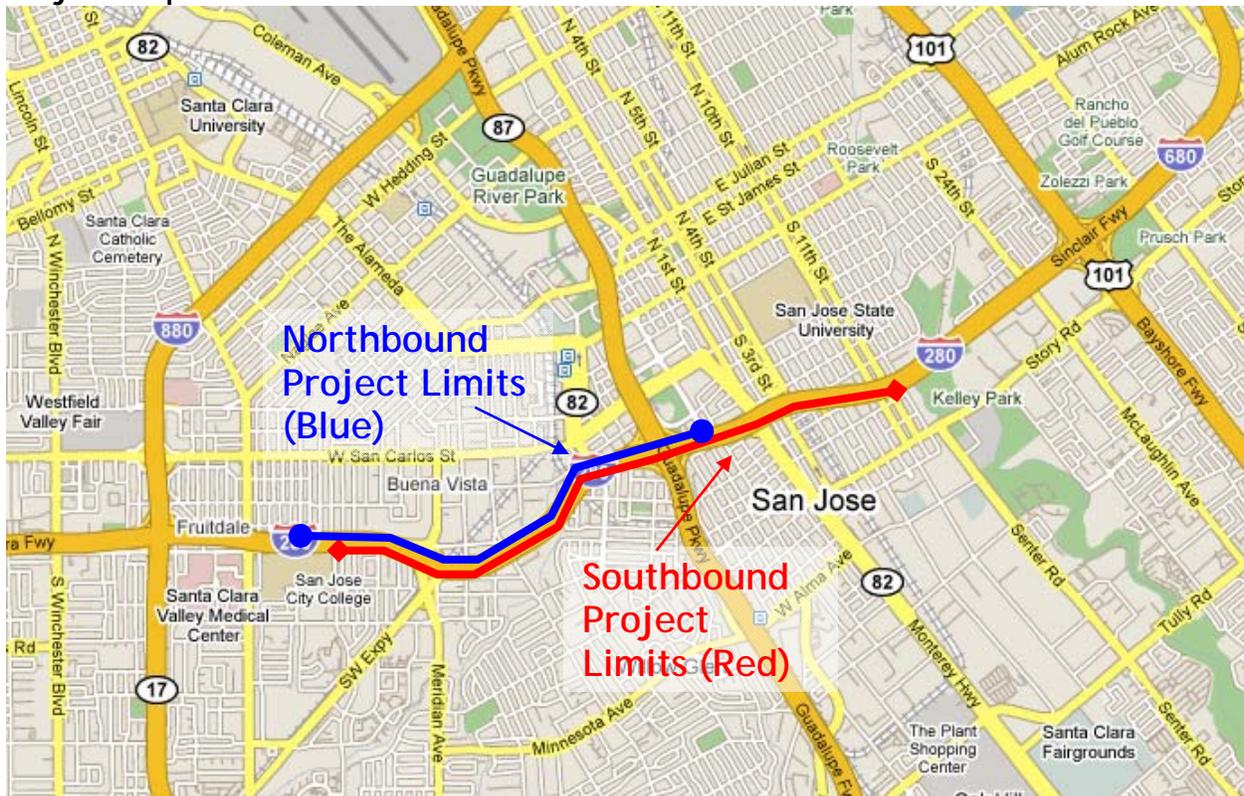
Project Description: Install ramp metering on I-280: 8 metered on-ramps southbound and 7 metered on-ramps northbound. The ramp metering projects will extend the metering that already exists between SR-85 and I-880 by an additional 3 miles, and complements successful metering already deployed on SR-87. The combined projects will save a total of 3,360 vehicle-hours of daily delay during peak periods.

Project Schedule: Environmental Clearance: December 2009
Contract Award: February 2010
Project Completion: February 2012

Project Funding:

Fund Source	Amount
<i>Federal ARRA Funds: Southbound</i>	\$7.0 million
<i>Federal ARRA Funds: Northbound</i>	\$5.0 million
Total Project Cost	\$12.0 million

Project Map



American Recovery and Reinvestment Act of 2009: *Smart Highways*
Freeway Performance Initiative: San Mateo Co.

Project Sponsor: California Department of Transportation (Caltrans)

Project Location: In San Mateo County on Interstate 280: southbound from SR-1 to I-380. I-280 is a highly congested commute corridor connecting the job centers of Silicon Valley and San Francisco. I-380 connects I-280 with the San Francisco International Airport (SFO).

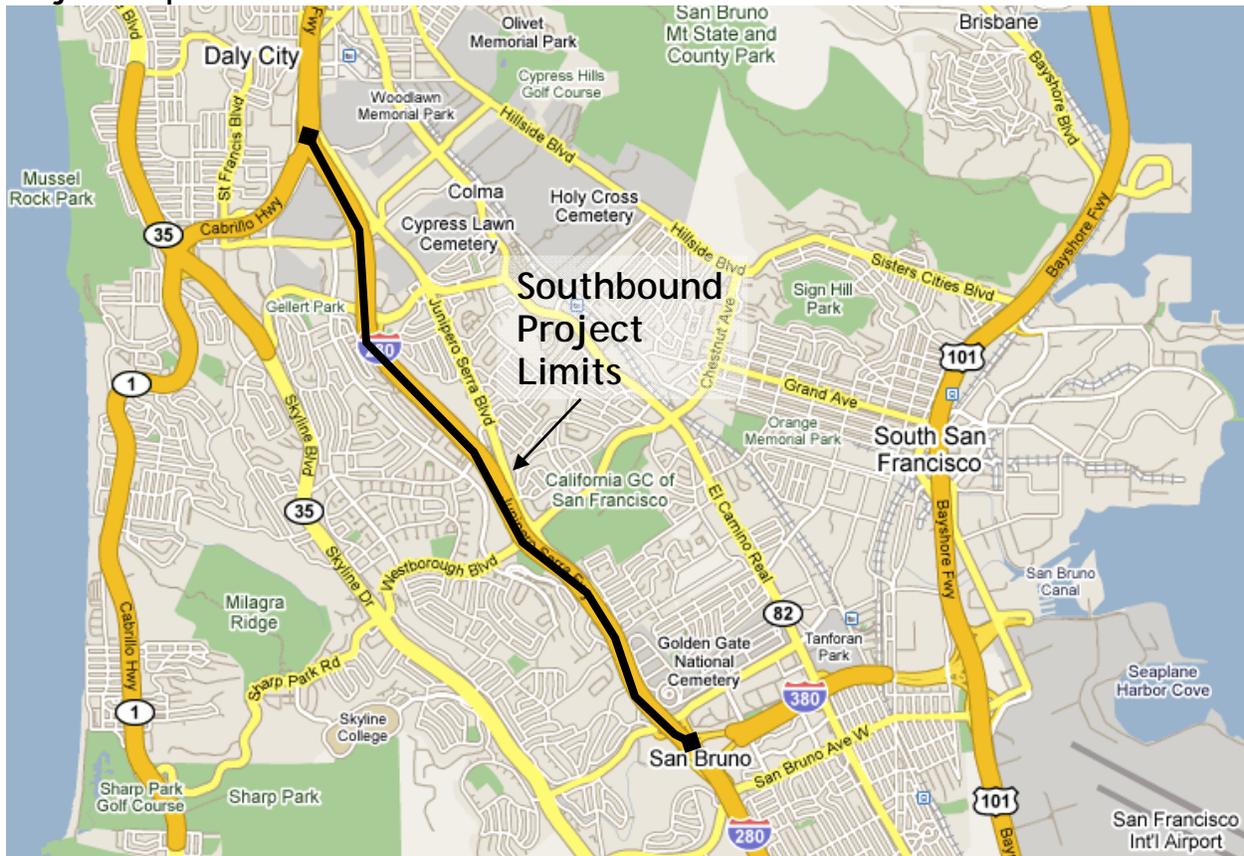
Project Description: Install ramp metering on I-280: 9 metered on ramps covering 4.2 miles southbound. The project complements ramp metering already deployed in the northbound direction. The project will save 460 vehicle-hours of daily delay in the morning peak period.

Project Schedule: Environmental Clearance: December 2009
 Contract Award: February 2010
 Project Completion: February 2012

Project Funding:

Fund Source	Amount
<i>Federal ARRA Funds</i>	<i>\$7.0 million</i>
Total Project Cost	\$7.0 million

Project Map



American Recovery and Reinvestment Act of 2009: *Safety*
Vasco Road Safety Improvements

Project Sponsor: Contra Costa County Public Works (CCCPW)
Project Location: Vasco Road is a north/south arterial between Brentwood in Contra Costa County and Livermore in Alameda County. Today, Vasco Road is a major commuter and truck route, serving as an alternative to the congested I-680 and SR-4 corridors. Due to the increased traffic on the corridor, traffic collisions have averaged 30 annually over the last twelve years.

Project Description: Construct a 1-mile concrete barrier and close a southbound 1-mile passing lane gap for a total continuous passing lane of 5.5 miles. The project will significantly improve safety on the most dangerous section of Vasco Road.

Project Schedule: Environmental Clearance: October 2009
Contract Award: February 2010
Project Completion: September 2011

Project Funding:

<u>Fund Source</u>	<u>Amount</u>
Local Sales Tax	\$0.7 million
Federal Earmark	\$0.5 million
Proposition 1B Local Streets	\$7.0 million
Federal ARRA Funds	\$10.0 million
Total Project Cost	\$18.2 million

Project Map



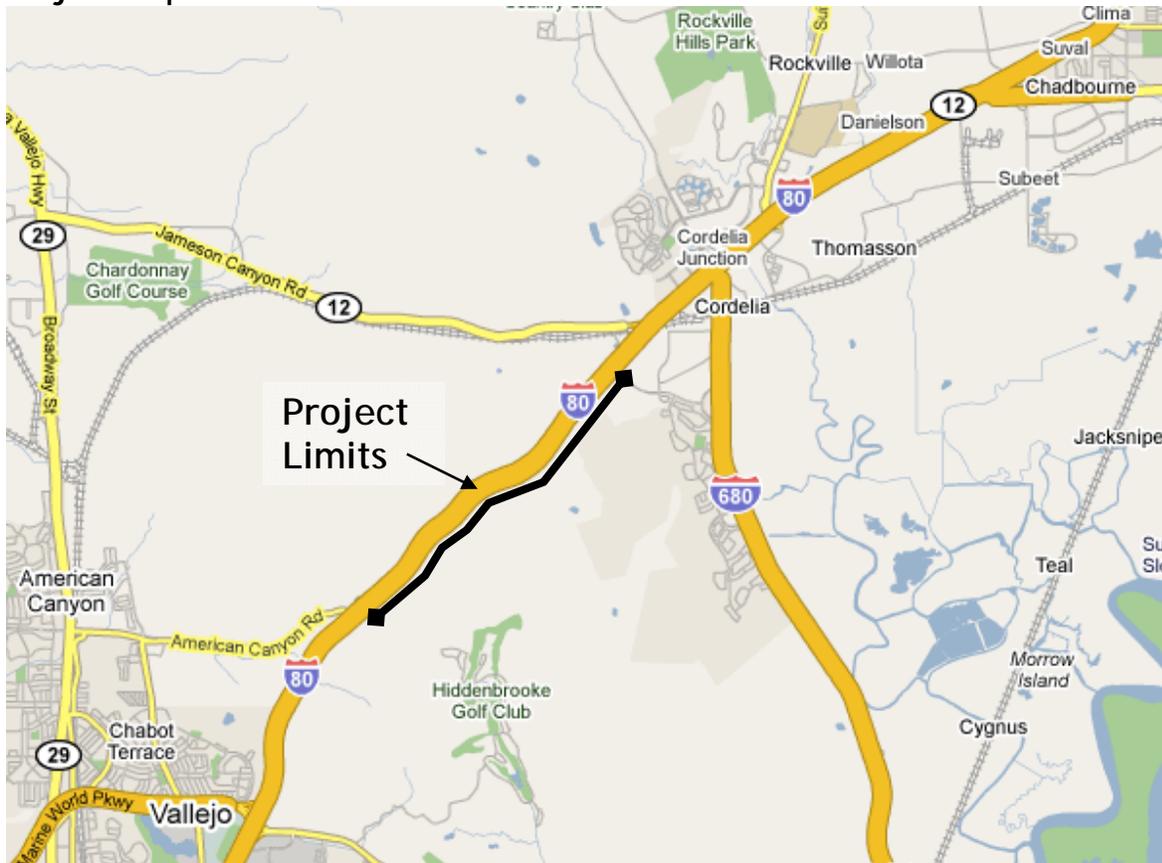
American Recovery and Reinvestment Act of 2009: *Safety*
McGary Road Safety Improvements Project

Project Sponsors: Solano Transportation Authority, Solano County, City of Fairfield
Project Location: McGary Road is a frontage road that parallels Interstate 80 and links the cities of Vallejo and Fairfield in Solano County. The road is closed due to damage caused by a landslide in the late 1990s.
Project Description: Reconstruct the failed portion of frontage road and open road for public use. The project will also improve emergency vehicle access along the I-80 corridor and improve the regional bicycle network.
Project Schedule: Environmental Clearance: April 2009
 Contract Award: June 2009
 Project Completion: October 2009

Project Funding:

Fund Source	Amount
TDA Article 3 (Local)	\$0.3 million
Federal Earmark	\$0.5 million
Transportation Enhancements (Fed.)	\$0.6 million
Trans. Fund for Clean Air (Local)	\$0.1 million
Federal ARRA Funds	\$1.0 million
Total Project Cost	\$2.5 million

Project Map



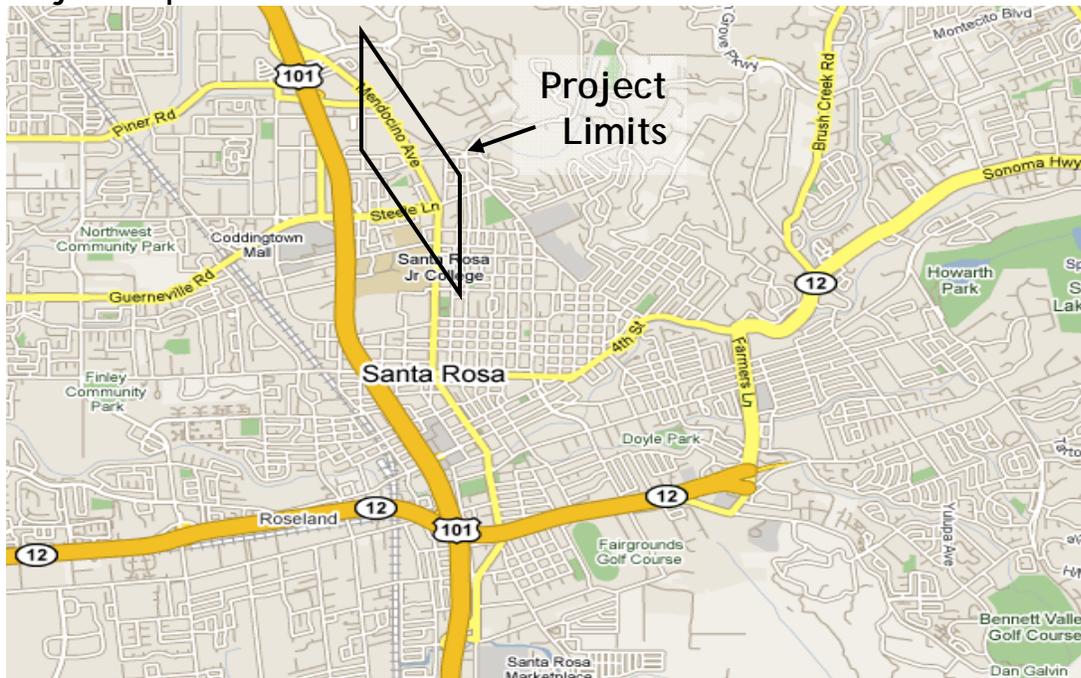
American Recovery and Reinvestment Act of 2009: *Safety*
Santa Rosa Mendocino Avenue ITS Project

Project Sponsor: City of Santa Rosa
Project Location: Mendocino Avenue from Ridgway Ave to Bicentennial Way and includes the intersection of Bicentennial Way and Ventura Ave.
Project Description: Install adaptive traffic control hardware and software at nine intersections on the corridor, including communications, detection, traffic signal controllers, and cameras. The majority of this work, although called construction, is related to changing out controllers, setting up computer software and communications, and testing of the system once installed. The ITS system through vehicle detection and traffic signal controller coordination, reduces vehicle stacking in through lanes by optimizing turning movement signal timing and thus reduces the collision rates for rear-end type accidents. The ITS system extends the signal cycle timing which reduces the incidence of red light running. These are the most serious type of collisions at intersections due to the severity of the accident caused by high speed impact. Signal preemption capability is integrated into the ITS system which will provide for enhanced emergency and transit vehicles green light priority at intersections.
Project Schedule: Environmental Clearance: March 2009
Contract Award: July 2009
Project Completion: December 2009

Project Funding:

Fund Source	Amount
<i>Federal ARRA Funds</i>	<i>\$.75 million</i>
Total Project Cost	\$.75 million

Project Map



American Recovery and Reinvestment Act of 2009: *Safety*
Yountville Highway 29 Class 1 Bike Path

Project Sponsor: Town of Yountville

Project Location: Yountville is located in Napa County, about 8 miles north of the City of Napa. SR-29 is the highway connecting Napa County to I-80.

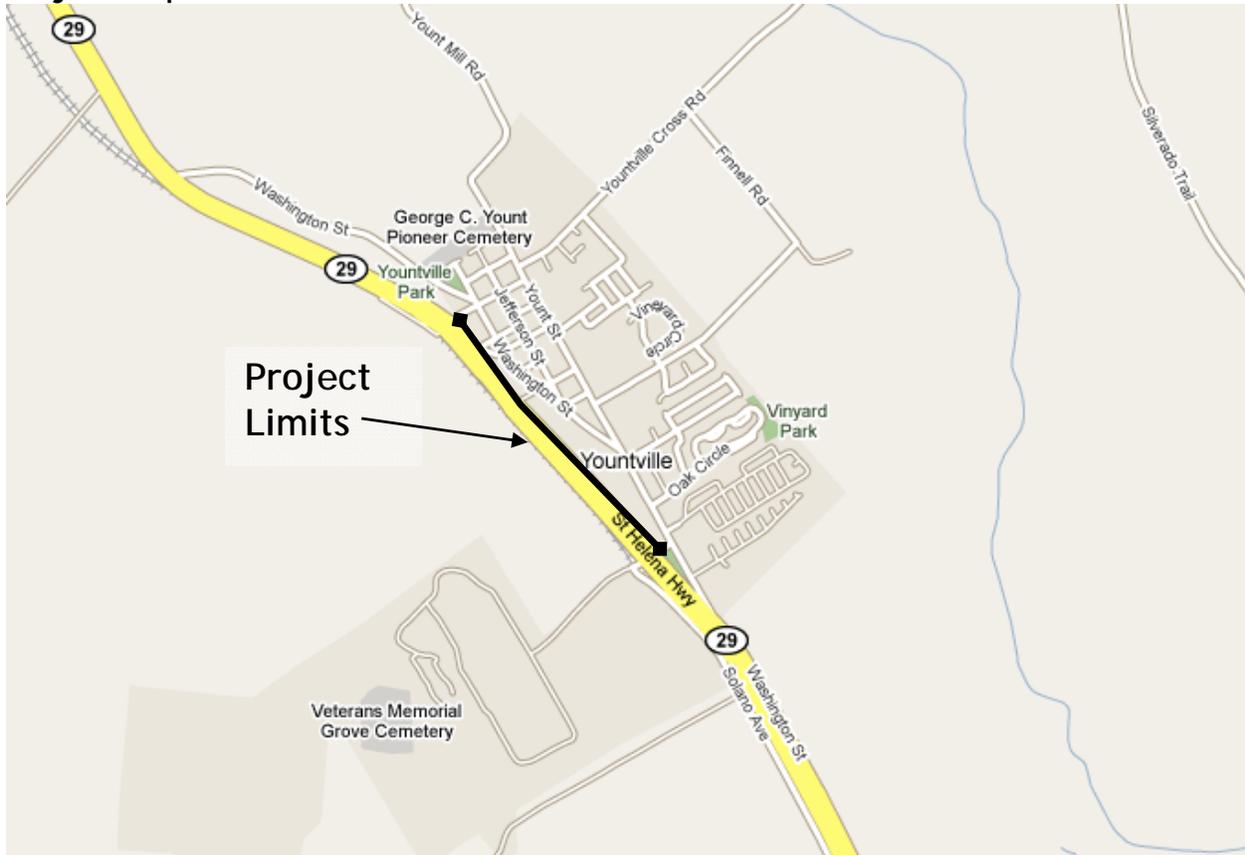
Project Description: Construct Class I Bike Path parallel to SR-29 from California Drive to Madison St. The project will improve sections of existing path to comply with the Caltrans Highway Design Manual (Section 1000) minimum requirements of a Class I bikeway. The project will address the increased number of conflicts between bikes, vehicles and pedestrians causing a concern for public safety by providing bike riders a safe route through Town and to local destinations off the busiest streets. The bikeway will link to the County-wide proposed bikeway and provide an important bypass of downtown Yountville eliminating traffic conflicts between bicyclist, motorists and pedestrians.

Project Schedule: Environmental Clearance: July 2009
Contract Award: December 2009
Project Completion: February 2011

Project Funding:

Fund Source	Amount
<i>Federal ARRA Funds</i>	<i>\$1.0 million</i>
Total Project Cost	\$1.0 million

Project Map



American Recovery and Reinvestment Act: Resolution 3434/High Speed Rail Transbay Transit Center - Train Box

Project Sponsor: Transbay Joint Powers Authority (TJPA).

Project Location: San Francisco

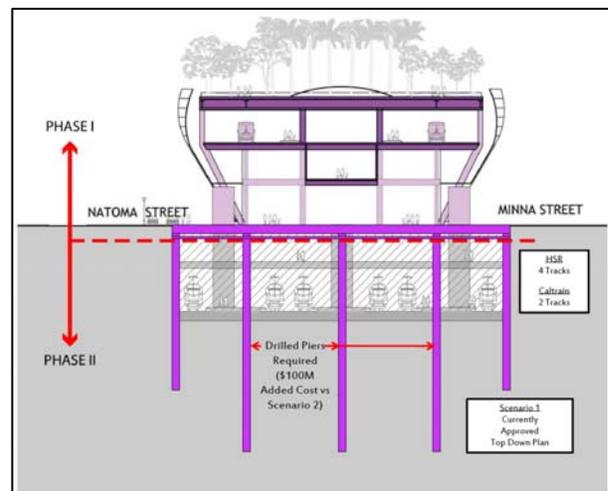
Transbay Transit Center Project Overview: The Transbay Transit Center project will replace the current Transbay Terminal at 1st and Mission Streets in San Francisco with a modern transit hub connecting the Bay Area and the State. The first phase will create a new, 1 million square foot above ground Transit Center, with foundations for below-grade levels serving Caltrain and future High Speed Rail. A mixed-use Transit Tower will be built adjacent to the Transit Center. The below-grade levels of the Transit Center (the underground excavation and shell for the train platforms and mezzanine level, also referred to as the 'train box'), are currently planned for construction as part of Phase 2.

Project Schedule: The project has NEPA and CEQA clearances; FTA issued a Record of Decision on February 8, 2005. Contracts for the terminal and train box construction could be awarded by February 2010.

Project Funding: The cost of the Phase 1 project is \$1.189 billion and is fully funded. The Phase 2 cost is estimated at \$2.996 billion, and approximately \$642 million has been identified to fund this phase. Most of the funding identified for Phase 2 is not available until after completion of Phase 1 in 2015.

Current "Top-Down" Approach

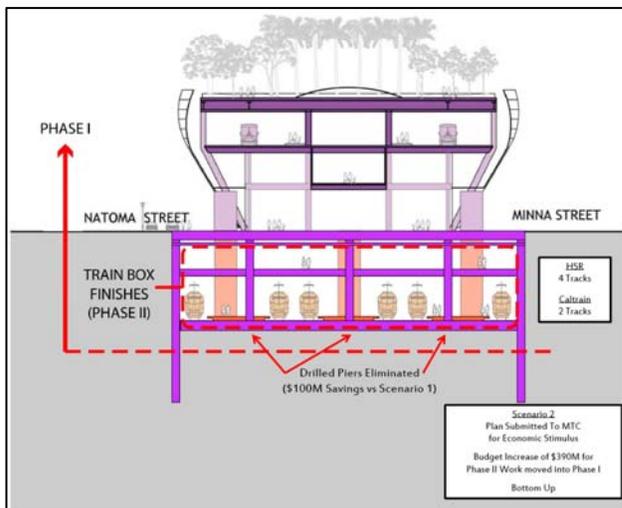
The current project scope calls for the new Transbay Transit Center (Phase 1) to be constructed using a "top-down" approach where a special foundation system is built and the above-grade levels of the transit center are built on top of the new foundation. Excavation under this approach is limited to a depth of about 10 feet. Phase 2 of the Transbay program would include full excavation of the lower, below-grade levels under the special foundation system and construction of the train station.



Proposed "Bottom-Up" Approach

With the passage of the California High Speed Rail bonds in November 2008, there is an opportunity to advance the construction of the train box saving an estimated \$100 million in overall construction costs by following a more traditional "bottom-up" construction for the terminal. TJPA evaluated an alternative phasing approach where the structure of the below grade levels of the Transit Center are constructed in Phase 1, instead of deferring that element until Phase 2. Using a traditional "bottom-up"

construction approach, the site would be fully excavated to a depth of approximately 60 feet, and a conventional building foundation system and the below-grade shell for the train box would be constructed. Construction of the above grade building would follow.



The “bottom-up” approach shifts expenditures currently budgeted in Phase 2 into Phase 1 and eliminates some elements of the foundation system (principally the drilled pier). More importantly, the construction approach is greatly simplified, reducing the budget and schedule risk. The “bottom-up” approach will result in a longer construction period for the Phase 1 project.

Using design elements included in the High Speed Rail Authority’s

environmental documents, the train box design included 4 tracks for high speed rail and two tracks for Caltrain.

Other Options Under Consideration

With the advent of the ARRA, the High Speed Rail Authority, Caltrain, MTC, and TJPA began discussing the potential for accelerating the train box. Recently, the High Speed Rail Authority indicated that additional tracks would be required to meet their operating requirements. Options for addressing these needs are still under discussion and range from a drilled pier and shoring wall system that preserves the ability to excavate a larger train box in the future to full construction of a larger train box now. The designs, costs, and potential funding sources for several options are being developed.

The range of the estimated cost and proposed funding for the “bottoms up” approach under the original design criteria and the new High Speed Rail operating criteria is as follows:

Transbay Transit Center Train Box:	Amount (in \$ millions)
Estimated Cost	\$390 - \$815
Potential Funding Sources:	
CA High Speed Rail Bonds	\$195 - \$408
ARRA - High Speed Rail Program	\$195 - \$407

American Recovery and Reinvestment Act of 2009: *Safety*
US 101 - Doyle Drive Replacement

Project Sponsor: California Department of Transportation (Caltrans)/San Francisco County Transportation Authority (SFCTA)

Project Location: US 101 / Doyle Drive southerly approach to the Golden Gate Bridge in the Presidio of San Francisco.

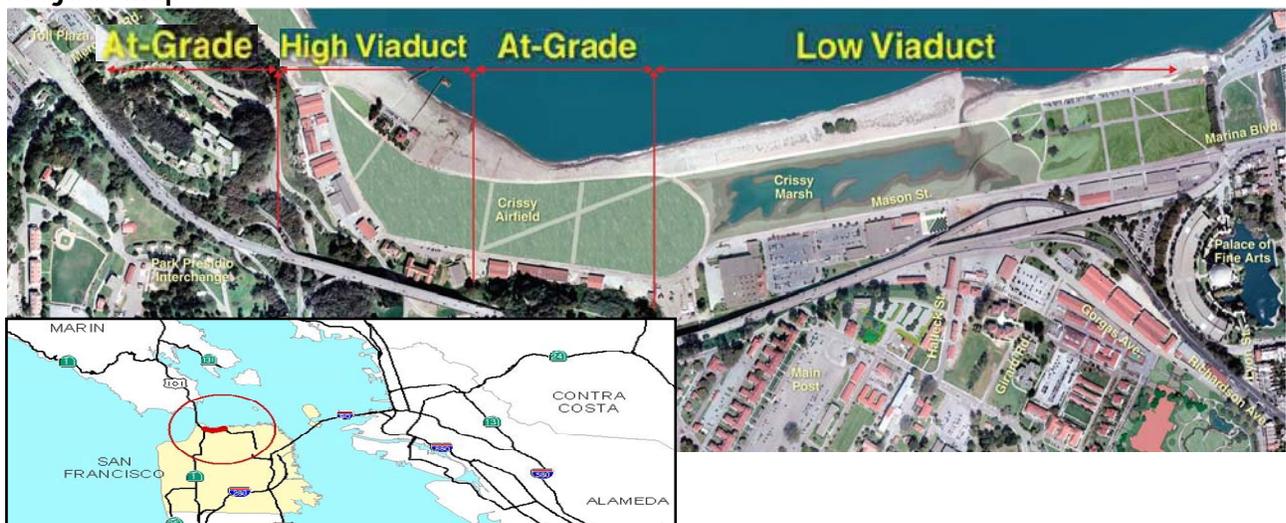
Project Description: Doyle Drive is a six-lane facility with no median barrier or shoulders carrying 120,000 vehicles a day. The Doyle Drive viaduct itself has a federal sufficiency rating of 2 out of 100 - the worst in the state. This project will replace Doyle Drive with a new viaduct, cut and cover tunnels, and open depressed roadway with shoulders and wide median.

Project Schedule: Environmental Clearance: December 2008
 Contract Award: Summer 2009 (first of several phases)
 Project Completion: December 2012

Project Funding:

Fund Source	Amount
Local - Prop K	\$68 million
RTIP	\$84 million
State - TCRP	\$15 million
State - SHOPP	\$405 million
State Local Partnership	\$ 21 million
Bridge Tolls/North Bay Contribution	\$160 million
Federal - Committed	\$72 million
Other Federal Redirection	\$30million
Cost Savings	\$90 million
Federal ARRA Funds	\$100.0 million
Total Project Cost	\$1,045 million

Project Map



Date: February 25, 2009
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3885

This resolution adopts the policy and programming for the American Recovery and Reinvestment Act (ARRA) Program. The policy contains the project categories that are to be funded with FY 2008-09 ARRA program funds for inclusion in the 2009 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A - American Recovery and Reinvestment Act Policy and Programming
- Attachment B - Tier 1 Programming
- Attachment C - Tier 2 Programming
- Attachment D - Advocacy Priorities for Non-Formula ARRA Categories

Further discussion of the American Recovery and Reinvestment Act Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated February 11, 2009 and the Deputy Executive Director Memorandum to the Commission dated February 25, 2009.

Date: February 25, 2009
W.I.: 1512
Referred By: PAC

RE: American Recovery and Reinvestment Act: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3885

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of American Recovery and Reinvestment Act of 2009 (ARRA) funded projects; and

WHEREAS, MTC developed and endorsed a set of Economic Recovery Principles in December 2008; and

WHEREAS, MTC took into consideration the Economic Recovery Principles, Transportation 2030 policies, and investment decisions going into Transportation 2035 to develop a proposed set of projects and program investment areas to be funded with American Recovery and Reinvestment Act Funds, as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length;

WHEREAS, MTC is mindful of the timely use of funds established in the ARRA and has included in Attachment A regional delivery deadlines in advance of the federal deadlines and provisions to quickly redirect any funds from projects not meeting the deadlines to ensure that no funds are lost to the region; and

WHEREAS, using the principles and procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, developed a program of projects to be funded with federal Surface Transportation Program and Federal Transit Administration formula funds in the ARRA for inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC has identified a set of Tier 1 projects for amendment into the Transportation Improvement Program (TIP), as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP will be subject to public review and comment; and

WHEREAS, MTC has identified a set of Tier 2 projects that still need to meet policy and funding agreements set forth in Attachment A as well as a contingency list of projects that could use ARRA funds if projects identified in Attachment B are not able to proceed, as set forth in Attachment C of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, MTC has identified additional Bay Area transportation projects to support in advocacy efforts for non-Bay Area formula transportation funding programs in the ARRA set forth in Attachment D, incorporated herein as though set forth at length; now therefore be it

RESOLVED that MTC approves the policies, programming, and advocacy efforts for the American Recovery and Reinvestment Act, as set forth in Attachments A, B, C, and D of this Resolution; and be it further

RESOLVED that projects in Attachment B will be amended into in the 2009 TIP, subject to the final federal approval of the amendment; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, Federal Transit Administration, and Federal Highway Administration, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 25, 2009

Date: February 25, 2009
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3885
Page 1 of 10

**American Recovery and
Reinvestment Act
Policy and Programming
For FY 2008-09**

American Recovery and Reinvestment Act Policies and Programming

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BACKGROUND

The American Recovery and Reinvestment Act (ARRA) enacted a \$787 billion economic recovery package calling for new spending as well as tax cuts. The ARRA includes \$48 billion for the Department of Transportation. Specifically, the proposal includes \$27.5 billion in Federal Highway Administration funding and \$8.4 billion in Federal Transit Administration funds. It is estimated that MTC will receive roughly \$150 million through the Surface Transportation Program sub-allocated program and \$340 million in Federal Transit Administration formula funds.

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

Type of Funds	Deadlines
STP Sub-allocated Funds	<ul style="list-style-type: none"> ▪ Obligation within 1 Year ▪ All funds expire if not obligated by September 20, 2010
FTA Formula Funds Sections 5307/5309	<ul style="list-style-type: none"> ▪ 50% of Funds: Obligation within 180 days ▪ Remaining Funds: Obligation within 1 Year ▪ All funds expire if not obligated by September 20, 2010

AMERICAN RECOVERY AND REINVESTMENT ACT—REGIONAL INVESTMENT APPROACH

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.

1. **Focus Investments on Quick-Hitter System Preservation Projects:** Staff is recommending investment of \$388 million of the funds on system preservation projects. This translates into roughly \$270 million to transit for system reinvestment and roughly \$118 million for local streets and road reinvestment.

2. **Make Strategic Investments that Support New Economy:** Staff is also recommending investing nearly \$102 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 one regional transit expansion project, the BART Oakland Airport Connector, a project that will help complete train to plane connection. Further, staff is recommending support for funding for the Transbay Terminal Train Box construction through the Federal High Speed Rail and Intercity Rail grant program. This project will 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 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, and critical safety improvements. Specifically, in the area of safety, staff proposes to fund a first phase of the Vasco Road Safety project in Contra Costa County as well as several North Bay safety projects using federal STP sub-allocated funds. Staff also recommends support for the final federal funding contributions toward the Doyle Drive Safety project in San Francisco through non-Bay Area formula ARRA programs.

4. **Ensure Regional Success in Project Delivery:** Rehabilitation and maintenance projects will be over-programmed to ensure that there are shelf-ready projects should there be obstacles in delivering the larger projects and/or the 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.

PROGRAMMING CATEGORIES

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 Available	Focus Area	Project Name	Proposed Regional Investment
Transit FTA 5307/ 5309	\$340	System Preservation	Transit Rehabilitation	\$270
		Train to Plane	Oakland Airport Connector	\$70
				Subtotal: \$340
Surface Transp. Program	\$150	System Preservation	Local Road Rehabilitation	\$118
		Safety	Vasco Road Safety Imps - CC County	\$10
		Safety	North Bay Safety Improvements	\$3
		Smart Highways	Freeway Performance Initiative – Ramp Meters	\$19
				Subtotal: \$150
				Total: \$490

GENERAL PROGRAMMING POLICIES

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC's Public Participation Plan, Resolution No. 3821. The Commission's adoption of the ARRA program, including policy and procedures, are similarly subject to the MTC Public Participation Plan. MTC's advisory committees and the Bay Area Partnership were consulted in the development of the region's ARRA funding program.
- 2. 2009 Transportation Improvement Program (TIP).** Projects approved as part of the ARRA Program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is expected that funding for the System Preservation projects will be programmed in the TIP, to the fullest extent possible, as Grouped Project Listings.
- 3. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the American Recovery and Reinvestment Act Program.
- 4. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
- 5. Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/ Implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of two parts: 1) an application submittal and/or TIP amendment request form to MTC staff, and 2) Resolution of Local Support approved by the project sponsor/ Implementing Agency's Board.
- 6. Project Screening and Compliance with Regional and Federal Requirements:** MTC staff has performed a preliminary review of projects proposed for American Recovery and Reinvestment Act Program to ensure 1) eligibility; 2) RTP consistency; 3) project readiness and 4) other requirements of the ARRA legislation. The projects are also subject to compliance with the following:

 - Federal Project Eligibility;
 - RTP Consistency;

- Title VI Compliance;
- Accommodations for Bicyclists, Pedestrians and Persons with Disabilities (FHWA funds only);
- Local Resolution of Support; and
- Fully Funded Projects.

In addition to the above, the following requirements would apply to FTA funded projects per MTC Resolution 3841:

- Eligibility for funding under the FTA Urbanized Area Formula, Fixed Guideway Modernization and/or Rural and Small Urban Areas programs.
- Capital project under FTA definition of capital; operating assistance is not eligible.
- Asset useful life requirements
- All other applicable federal requirements

Finally, the following factors were considered in the project selection process as required by the ARRA:

- Funds can be obligated and contracts can be awarded within the deadlines of this Act.
- Inclusion status in an approved Statewide Transportation Improvement Program (STIP) and/or Metropolitan Transportation Improvement Program (TIP)
- Projection of project completion within a three-year time frame
- Location in economically distressed areas as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161) for FHWA funding only.

- 7. MTC Routine Accommodations of Pedestrians and Bicyclists Policy:** Applicable project sponsors need to complete the Routine Accommodations of Pedestrians and Bicyclists Accommodations checklist and make this information available to local bicycle advisory committees prior to project programming in the TIP as set forth by MTC Resolution 3765.
- 8. System Preservation Distribution:** The System Preservation funding will be distributed to the county CMAAs and transit operators using established formulas developed by MTC and the Bay Area Partnership for the distribution of federal funding for purposes of transit and local streets and roads rehabilitation, as described below.

System Preservation Distribution - Local Streets and Roads Rehabilitation

The county-wide shares are calculated using an allocation formula developed and approved by the Local Streets and Roads Working Group (a group comprised of local agency public works staff that reports to the Partnership Board), in collaboration with MTC staff. The allocation formula contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The performance share of the formula is weighted by the total share derived from the other three factors. This weighting is performed to take into account the relative size and need of the local agencies when distributing the 25 percent of available funding that is conditioned on performance. Each jurisdiction's share of the available funding is calculated individually and then the shares are summed at the county level.

System Preservation Distribution – Transit Rehabilitation

The transit formula used is essentially that established during the last recessionary period among all the transit operators and incorporated into a 10% flexible set-aside for operators in the annual FTA formula funds. The numbers are 50% based on ridership and 50% based on FTA revenue factors. FTA revenue factors provide the basis for apportioning the funds nationally by urbanized area and include revenue vehicle miles, passenger miles, and operating cost. Because FTA money comes into the region in 12 distinct urbanized areas, the regional Transit Capital Priorities Process and Criteria establishes a percentage of the set-aside in each urbanized area for each eligible operator. For the ARRA funding, staff has aggregated the percentages regionally by weighting the amount of funds by urbanized area.

- 9. Project Delivery and Award Deadline Conditions:** A primary objective of the ARRA program is economic recovery and as a result, projects receiving grants are required to meet stringent project delivery deadlines set forth by the legislation and by MTC. These deadlines ensure that ARRA funds will not be lost to the region.

Funding for System Preservation projects that do not meet the deadline will be redirected to another eligible project within the county (FHWA) or urbanized area (FTA), at the discretion of the County Congestion Management Agency, or redirected at the discretion of the transit operator, as applicable.

Funding for Non-System Preservation projects that do not meet the prescribed deadlines will be redistributed to the system preservation projects within the applicable categories.

System Preservation Projects-- Local Streets and Roads

a) Although the ARRA does not provide early delivery deadlines for the regional sub-allocated STP funding, by establishing delivery deadlines for the entire system preservation funding, job creation and preservation is expedited. Therefore, all Local Streets and Roads System Preservation funds have a regional obligation (E-76 / federal authorization to proceed) deadline of May 31, 2009 (approximately 90 days after Commission approval). Funds not obligated by May 31, 2009 are subject to reevaluation by MTC, Caltrans Local Assistance and CMA staff, for redirection to other projects that can be delivered no later than July 31, 2009. To meet the May 31, 2009 obligation deadline, project sponsors must submit their Preliminary Environmental Studies (PES), field review forms and related documentation to Caltrans by March 5 (approximately one week after Commission approval), and must receive NEPA clearance and submit all remaining federal-aid required documentation, including the final PS&E package to Caltrans by April 30, 2009 (approximately 60 days). Funds that miss the April 30th NEPA Clearance / final PS&E submittal deadline are subject to reevaluation by MTC, Caltrans Local Assistance and CMA staff for redirection to other projects that can meet the obligation deadline.

b) All funds must be in an awarded contract by September 30, 2009 (approximately 210 days). This is consistent with the intent of the ARRA to create and preserve jobs as soon as possible. Furthermore, project sponsors are required to submit their required Award

notification to Caltrans (with a copy to the CMAs) within 30 days of award, and no later than October 31, 2009.

c) Additional timely use of funds as outlined in the regional project delivery policy (MTC Resolution 3606) must also be met. Especially the post-award deadlines. 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

a) All funds have a regional obligation (approved FTA grant) deadline of May 31, 2009 (approximately 90 days following Commission approval). Funds not obligated by May 31 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 establishing a delivery deadline for all of the system preservation projects, funding can be redirected within the region should some projects fail to deliver by the federal deadline.

b) All funds must be expended or in an awarded contract by November 30, 2009, (approximately 270 days following Commission action). This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.

c) Project sponsors must adopt the Local Resolution of Support by March 31st.

Non-System Preservation Projects

a) All non-system preservation funds have a regional obligation (E-76 / federal authorization to proceed / approved FTA grant) deadline of November 30, 2009 (approximately 270 days following enactment). Funds not obligated or in an approved FTA grant by November 30 are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions.

b) For all non-system preservation projects, all funds must be in an awarded contract by December 31, 2009 (approximately 300 day from enactment). This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.

10. Project Policy and Funding Commitment Conditions

The deadline for meeting the policy and funding commitments necessary for amendment into the TIP is June 2009.

a) Oakland Airport Connector Project:

- Funding will be amended into the TIP after release of bid documents for the project including a BART funding plan that identifies commitments of the following for a total of \$151 million, depending on whether a public financing or public-private partnership is pursued:
 - \$30 million in Doolittle savings;
 - \$50 million in Transbay Tube seismic savings;
 - \$71 million in BART contribution (High Speed Rail Connectivity/TIFIA/Private Financing)

- MTC execution of the grant will follow confirmation of successful bid process and ability to move to contract award.

c) Safety Projects

- 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.

d) 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.

11. Fixed Program and Specific Project Selection. The regional ARRA program is project specific and the ARRA funds programmed to projects are for those projects alone. Any changes must be accompanied by an amendment to the Transportation Improvement Program. The ARRA Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with ARRA funds. Project sponsors are responsible for securing the necessary funds, in the case of cost increases or additional funding needed to complete the project including contingencies.

12. Local Match. Projects may be funded with ARRA Program funding up to 100% of the total project cost, unless otherwise noted.

13. Priority Development Areas. In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and actual transportation investments. Specifically, new funding, such as the ARRA, provides the most viable opportunity to make this connection. However, the rapid turn-around to adopt the program, coupled with the timely use of funds deadlines, hinder its direct linkage to such incentives. Therefore, staff is directed to begin developing a priority development area (PDA) priority investment strategy in advance of a completed Authorization, in order to guide the federal programming under the new federal law, as a proxy and complement to the funding opportunities presented by the ARRA.

SCHEDULE

As noted previously, this supplementary funding is subject to very short project delivery deadlines. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

American Recovery and Reinvestment Act (ARRA) Program Programming Schedule	
February 6, 2009	Partnership Board meeting
February 10, 2009	MTC Joint Advisors meeting
February 11, 2009	Programming and Allocations Committee review of regional programming proposal
February 17, 2009	Enactment of the ARRA
February 25, 2009	Commission approval of ARRA program and accompanying TIP amendment
March 5, 2009	PES/Field Review Documents Submittal Deadline – LS&R System Preservation Projects
April 30, 2009	60-day NEPA clearance and Final PS&E Package Deadline – LS&R System Preservation
May 31, 2009	90-day Obligation (E-76) Deadline – LS&R System Preservation Projects 90-day Grant Award Deadline – Transit System Preservation Projects
June 30, 2009	Conditions met – Non-System Preservation Projects
September 30, 2009	180-day Contract Award – LS&R System Preservation Projects
November 30, 2009	270-day Obligation/Grant Award Deadline – All Non-System Preservation Projects 270-day Contract Award Deadline – Transit System Preservation Projects
December 31, 2009	300-day Contract Award Deadline – All Non-System Preservation Projects

Attachments B and C to be provided at the Commission meeting.

Tier 1 and Tier 2 projects are still being compiled and finalized by the Congestion Management Agencies and transit operators. Specific project details will be provided at the Commission meeting, or posted to the MTC website in advance as available.

Date: February 25, 2009
W.I.: 1512
Referred by: PAC

Attachment D
Resolution No. 3885
Page 1 of 1

Advocacy Priorities for Non-Formula ARRA Programs

This attachment sets forth the Commission's advocacy priorities for non-formula programs for the ARRA. While the list below is not exclusive of funding that may be requested through the ARRA for Bay Area transportation projects, it does provide a regional framework for significant projects that the Commission plans to seek funding for through the competitive and non-formula programs of the ARRA. This list may be amended as more information is developed about the eligibility and criteria for the programs included in the ARRA.

Project	Proposed Funding Program	Estimated Amount Requested
Transbay Terminal Train Box	High Speed Rail and Intercity Rail Grants	\$400 million
Doyle Drive	National Park Service (including park roads)	\$50 million
Doyle Drive	Park Roads and Parkways	See above
	Subtotal	\$450 million