

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2009

Item Number 3b

Resolution Nos. 3885 and 3896, Revised

Subject: American Recovery and Reinvestment Act (ARRA): Policies and Programming – Regional and State Elements. MTC Resolution Nos. 3885 and 3896, Revised.

Background: 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 Act includes \$27.5 billion in Federal Highway Administration (FHWA) funding and \$8.4 billion in Federal Transit Administration (FTA) funds. On February 25, 2009 the Commission approved the programming of an initial amount of \$154 million for the FHWA portion and the full amount of \$341 million for the FTA portion (MTC Resolution No. 3885). On April 22, 2009 the Commission approved an additional \$157 million in FHWA funds authorized under AB3X 20 (MTC Resolution 3896). In all, the regional ARRA programming totals roughly \$660 million.

Subsequent to these approvals, there have been changes in the funding of some projects, and minor changes and additions submitted by project sponsors. Given the expedited timeframe in which projects were selected and are required to be delivered, it is anticipated that changes will be required as the projects proceed through the delivery process.

The change this month for Resolution 3885 is noted below.

- Add a provision in Attachment A authorizing the Executive Director or designee to revise Attachment B as necessary to reflect the programming of projects as the projects are revised in the federal Transportation Improvement Program (TIP). This will allow flexibility in responding quickly to project changes under the expedited delivery deadlines, by streamlining the programming actions.

The changes this month for Resolution 3896 are noted below.

- Remove the Marin I-580/101 Auxiliary Lane Connector project for \$15.3 million. This project will proceed with state bond funds rather than federal ARRA funds as a result of the recent successful sale of additional bonds by the State Treasurer. Staff is proposing the \$15.3 million be directed toward Tier 2 transit needs (per the distribution obtained in MTC Resolution No. 3885), with these funds programmed to specific projects in conjunction with the FY 2009-10 FTA Program of Projects next month. This will allow additional discussion with the transit operators to ensure funds are spent expeditiously.
- Add various local Streets and Roads System Preservation projects as identified in Attachment B in response to the Commission's action in April that added \$23.5 million in State-Element ARRA funding for Local Streets and Roads System Preservation projects.

- Remove the US 101 HOV Gap Closure Bike Path project for \$2.1 million and add the San Mateo US 101 Belmont bike bridge project in its place. Originally the Marin US 101 HOV Gap Closure Bike Path was to receive \$2.1 million in regional ARRA TE funds. However, at the April CTC meeting the funds were approved as State ARRA TE funds. This frees up our ARRA TE funds for another project in the region.

Following the April CTC action that made \$2.1 million in regional TE available, staff initiated an informal solicitation for ready-to-go TE projects among the nine county CMAs. Roughly \$20 million in projects were submitted. However, only two projects stood out as regional ready-to-go within the next couple months: one in San Mateo and one in Marin County. Both projects would connect to or add critical components of the Bay Trail network. However, the San Mateo project – US 101 Belmont Bike Bridge is expected to receive State ARRA TE funds as well. Therefore, the recommended \$2.1 million in Regional ARRA TE funds would leverage over \$2 million in State ARRA TE funds. The Regional ARRA TE funding is contingent upon securing the state funds to fully fund the project, which is ready to proceed to construction. Attached are letters of support for these two projects in Marin and San Mateo counties.

Issues: None.

Recommendation: Refer Resolution Nos. 3885 and 3896, Revised to the Commission for approval.

Attachment: MTC Resolution 3885, Attachment A, Revised
MTC Resolution 3896, Attachment A, Revised, and Attachment B Revised.
Letters of Support for TE Projects – Belmont Bike Bridge and Cal Park Hill

Date: February 25, 2009
W.I.: 1512
Referred by: PAC
Revised: 03/25/09-C
04/22/09-C
05/27/09-C

ABSTRACT

Resolution No. 3885, Revised

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

This resolution was revised on March 25, 2009 to make minor project modification as identified by the project sponsors, in particular, the federal agencies clarified that ADA operating expenses would be allowed for up to 10% of the funding so some changes take into account this added flexibility.

This resolution was revised on April 22, 2009 to make minor project modifications to local streets and roads projects identified by the project sponsors and to elevate the non-system preservation projects from Tier 2 to Tier 1 to allow programming these projects in the TIP (Attachments B-1 and B-2). The revision also made changes to several SFMTA projects in the transit system preservation category. Lastly, the Tier 2 streets and road system preservation contingency list (Attachment C-1) was superseded by Resolution No. 3896, which directed \$23 million to streets and road preservation projects, thereby meeting the Tier 2 commitments. Attachment C-1 is therefore no longer needed and is deleted.

This resolution was revised on May 27, 2009 to authorize the Executive Director or designee to revise Attachment B as necessary to reflect the programming of funds as projects are revised in the TIP.

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, the Deputy Executive Director Memorandum to the Commission dated February 25, 2009, the Executive Director Memorandum to the Commission dated March 25, 2009, and the Programming and Allocations Committee Summary dated April 8, 2009 and May 13, 2009.

Date: February 25, 2009
W.I.: 1512
Referred by: PAC
Revised: 05/27/09-C

Attachment A
Resolution No. 3885
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**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 \$154 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 \$122 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. 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.

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	\$154	System Preservation	Local Road Rehabilitation	\$122
		Safety	Vasco Road Safety Imps - CC County	\$10
		Safety	North Bay Safety Improvements	\$3
		Smart Highways	Freeway Performance Initiative – Ramp Meters	\$19
				Subtotal: \$154
				Total: \$494

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. The ARRA program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, the project list to Resolution 3885 sets forth the projects to be funded under the ARRA Programming Policy. The Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as revised in the TIP.
- 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	210-day Contract Award Deadline – 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

Date: April 22, 2009
W.I.: 1512
Referred by: PAC
Revised: 05/27/09-C

ABSTRACT

Resolution No. 3896, Revised

This resolution adopts the project selection criteria, policies and programming for the State Element of 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 - State Element Project List

This resolution was revised on May 27, 2009 to remove the Marin I-580/101 Auxiliary Lane Connector project for \$15.3 million and add transit rehabilitation projects in its place, and to remove the Marin US 101 HOV Gap Closure Bike Path project for \$2.1 million and add the San Mateo US 101 Belmont bike bridge project in its place, and to include project additions as identified by the project sponsors for the additional LS&R system preservation funding.

Further discussion of the American Recovery and Reinvestment Act Program is contained in the MTC Executive Director's Memorandum to the Commission dated April 8, 2009 and the Programming and Allocations Committee Summary dated April 8, 2009 and May 13, 2009.

Date: April 22, 2009
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3896
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**American Recovery and
Reinvestment Act**

**State Funding Element
Policy and Programming
For FY 2008-09**

American Recovery and Reinvestment Act Policies and Programming

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BACKGROUND

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. MTC programmed \$495 million in regional ARRA formula distribution funds in February 2009. This consisted of the roughly \$154 million in sub-allocated Surface Transportation Program and \$341 million in Federal Transit Administration formula funds provided for under existing law.

This resolution addresses the state element of the ARRA, which was suballocated to the region under AB3X 20.

AMERICAN RECOVERY AND REINVESTMENT ACT—STATE ELEMENT

Under existing federal and state law, the ARRA includes roughly \$1.7 billion in FHWA funds that flow to the state of California, separate and apart from the amounts sub-allocated to the regions.

With the recent passage of AB3X 20, the remaining state element of the ARRA is to be directed 62.5 % to the regions and 37.5 % to Caltrans. This results in an additional \$165.5 million in federal highway funding available to MTC for programming.

AB3X 20 directs how the State's share of the funding would be spent, with the entire 37.5% (\$935 million) for the SHOPP, \$310 million of which would be temporarily 'loaned' for use by Proposition 1B projects. Once the bond funds begin to flow, the 'loaned' funding would be repaid and used for SHOPP projects. At their March meeting, the CTC approved \$625 million in ARRA funds for the SHOPP, with the Bay Area receiving \$132.3 million, (21 percent) including \$50 million for Doyle Drive.

Furthermore, Caltrans has estimated the cost of oversight for the ARRA projects to be about \$13.9 million with 62.5% or \$8.7 million set aside from the regional portion to cover these costs (approximately \$1.7 million from the Bay Area).

Fund Estimate

The total ARRA funding available for the Bay Area is \$321 million, as shown in the chart below. As a reminder, MTC already programmed \$154 million, leaving roughly \$157.3 million in ARRA FHWA flexible funds and \$9.6 million in Transportation Enhancement (TE) funding for this programming action.

<i>All Figures in Millions</i>	AB3X 20 Legislative Change
Bay Area Distribution – FHWA Funding	
MTC Regional Element (already programmed):	154.0
MTC State Element (non-TE):	157.3
MTC State Element (TE):	9.6
MTC SubTotal:	165.5
Total Suballocated	320.9

With AB3X20 as the framework for the State Element of the ARRA, there is likely to be transportation funding in an amount equivalent to the bond commitment addressed available for the region to meet future transportation needs. These “freed up” funds will be available at some future date that should enable a much more extensive round of outreach with the public and other stakeholders prior to Commission action.

To put this much-needed funding capacity to best use, and meet the expedited delivery requirements, staff is recommending an approach, described below, that directs funds to existing bond projects, to the extent possible, fully funds the Tier 2 for Local Streets and Roads, and funds two Smart Highway projects that were unable to be funded in the Regional ARRA program approved earlier.

1. State Funding (Non-TE):

- **Direct \$105 million to move Proposition 1B projects to construction:**

Consistent with information discussed during the circulation of the ARRA regional programming proposal, MTC staff is proposing to focus the ARRA State element funds that will come to the region on ready-to-go Proposition 1B bond highway projects that have been stalled and unable to move to construction given the state budget impasse and credit market uncertainty. The action by MTC/BATA in January to buy almost \$200 million in state debt kept several projects in construction and allowed for the award of one new project in Sonoma County. Recent favorable bond sales have allowed additional Proposition 1B funded projects to move forward. The region still needs an additional \$302 million to deliver all of the ready-to-go bond projects after considering bond and state SHOPP commitments. Staff is proposing that the region partner with Caltrans and leverage additional state funding with regional ARRA funding. The table below prioritizes the projects based on their ready-to-go status and the ability to attract and leverage the maximum amount of state funds.

(All numbers in millions)

	Total Need	State Commitments		Remaining Need	New ARRA Commitments		Total Funding	Shortfall
		Funded Other Bond	Funded SHOPP		ARRA Regional	Requested State ARRA		
1. SHOPP Projects With State ARRA SHOPP Funding Commitment								
Solano I-80 HOV Lanes Contract 3	29.5		29.5	0.0			29.5	0.0
<i>Totals:</i>	29.5	0.0	29.5	0.0	0.0	0.0	29.5	0.0
2. SHOPP Projects with Excess Bond Sale Funding Commitments								
I-580 Eastbound HOV Segment 2	45.1	30.9	14.2	0.0			45.1	0.0
I-580 Isabel Interchange, Contracts 1, 2, 3	68.0	68.0	0.0	0.0			68.0	0.0
I-680 Sunol Grade SB HOV Contract 2	35.7	9.9	25.8	0.0			35.7	0.0
I-680 Sunol Grade SB HOV Contract 3	14.5		14.5	0.0			14.5	0.0
<i>Totals:</i>	163.3	108.8	54.5	0.0	0.0	0.0	163.3	0.0
3. Leverage Additional State Funds; Ready-To-Go Projects								
SR-24 Caldecott Tunnel Fourth Bore (all)*	197.7			197.7	105.0	92.7	197.7	0.0
Marin I-580 / US-101 Connector - Note 1	15.3	15.3		0.0			0.0	0.0
US-101 HOV Lanes Central Segment - Note 1	89.2	89.2		0.0			0.0	0.0
<i>Totals:</i>	302.2	291.2	0.0	197.7	105.0	92.7	197.7	0.0
Grand Totals	495.0	400.0	84.0	197.7	105.0	92.7	390.5	0.0

* CMAA will still provide \$11 million in unallocated contingency

Note 1: The state sold bonds after Commission action and is able to fund these projects through bond proceeds.

- **Fully Fund the Tier 2 Local Streets and Roads System Preservation amount (additional \$23 million):** Provide an additional \$23 million to fully fund the local streets and roads system preservation category bringing the total to roughly \$153 million. Counties will be

given flexibility to select projects, which may differ from the February approved Tier 2 list given the advancement of some projects through field review.

- **Add HOT Lane projects as a priority funding category (\$13.5 million):** Fund the Alameda I-580 EB HOT Lane element and the Santa Clara SR I-880/SR 237 HOT Connector. Originally, the anticipated revenues for the Regional Element were expected to be higher. To adjust the earlier program priorities to the lower funding levels, the HOT lane projects were cut from the initial list. Staff now proposes to bring these projects back into the State Element. Staff also evaluated advancing additional Freeway Performance Initiative projects, but the state of readiness was not as far along.
2. **State TE Funding:** An additional \$9.6 million of the state funding is designated as TE, with the state's intent that 100 percent be obligated by June 30. This places challenges in delivering new TE-eligible projects that traditionally have a long lead time to develop. For the Transportation Enhancements (TE) program, staff is recommending that the funds be directed to TE-eligible projects that are ready-to-go now, with approximately 80% based on the STIP county share formula, and 20% directed on a regional basis, similar to the split for the Regional ARRA System Preservations funding. The additional capacity created by advancing ready-to-go projects that were expected to receive those funds could then be used to deliver additional enhancement projects later. Staff will work with the County Congestion Management Agencies (CMAs) on the specifics and timing of this process.
- Direct roughly \$9.6 million by advancing TE-eligible projects that are ready-to-go now, with approximately 80% based on the STIP county share formula, and 20% directed on a regional basis, similar to the split for the Regional ARRA System Preservations funding.
 - The capacity created by advancing ready-to-go projects will be used to deliver additional enhancement projects later.
 - Since ready-to-go projects may not conform explicitly to available county shares, counties will be allowed to 'over-program' their ARRA share on condition of programming future TE backfill share in another county. Final total programming of the ARRA and the backfilled TE funds will meet the intent of the STIP formula share for TE funds.

The table below shows the priority of projects for programming of ARRA TE.

(All numbers in thousands)

Project	Current Programming Need		New Programming Need	Total Need	ARRA TE
	Existing RTIP-TE	RTIP-TE Advance	Regional Project		
1. Existing Ready-To-Go TE Projects Currently Programmed in the STIP-TE Program					
Oakland, 7th St / West Oakland TOD	1,300			1,300	1,300
Concord, Monument Blvd Pedestrian Improvements	1,000			1,000	1,000
Martinez, Marina Vista Streetscape	127			127	127
MTA, Inner Sunset Traffic Calming, Transit Enhancements	343			343	343
MTA, Pedestrian Signal Upgrade		589		589	589
Campbell, E Campbell Ave Downtown Enhancements	1,200	960		2,160	2,160
Benicia, State Park Overcrossing of I-780	320			320	320
Solano Co., McGary Road Enhancements		640		640	640
Solano Co., Old Town Cordelia Improvements, Ph 2		800		800	800
Windsor, Old Redwood Hwy Pedestrian Enhancements	270			270	270
<i>Totals:</i>	<i>4,560</i>	<i>2,989</i>	<i>0</i>	<i>7,549</i>	<i>7,549</i>
2. Ready-To-Go TE-Eligible Regional Share Projects					
Belmont, US-101 Belmont Bike Bridge			2,100	2,100	2,100
<i>Totals:</i>	<i>0</i>	<i>0</i>	<i>2,100</i>	<i>2,100</i>	<i>2,100</i>
Totals	4,560	2,989	2,100	9,649	9,649

- 3. Ensure Regional Success in Project Delivery:** Although the ARRA requires only 50% of the funds to be obligated by June 30, 2009 and the remaining funds obligated by March 2, 2010, the State expects all of the state element funds, including TE, to be obligated by June 30, 2009 and awarded by January 2, 2010. To ensure projects will be delivered in advance of the required state and federal deadlines, project sponsors must meet regional deadlines as outlined in the General Programming Policies.
- 4. Future RTIP/Bond Capacity Programming:** It is the intent that any additional capacity created by freeing up Proposition 1B bond-funded programs, including the Corridor Mobility Investment Account (CMIA) and Regional Transportation Improvement Program, would return to the region for reprogramming, once bond funds are made available again. MTC would initiate a subsequent programming cycle to identify projects to use these funds.

Under AB3X 20, if an agency funds a project to which bond funds were previously programmed and thus displaces the need for those bond funds on the project, the CTC shall allocate the same amount of funding to a qualifying project in the jurisdiction of that agency. The \$05 million provided to Caltrans for the Caldecott Tunnel free up \$74 million in Proposition 1B CMIA and \$31.0 million in RTIP funding available for redirection within the region. Alameda's and Contra Costa's RTIP shares on the Caldecott Tunnel that are displaced by the ARRA funding will be made available to MTC for programming within the region.

- 5. Future TE Capacity Programming:** The capacity freed up by using ARRA TE to advance projects currently programmed with STIP TE will be used to deliver additional enhancement projects in a subsequent TE programming cycle, and will be directed back to the counties in accordance with their county share formulas to the extent possible. The \$7.5 million in advanced TE funds would be programmed by each county CMA based on their STIP formula share for TE funds, after any adjustments for actual ARRA TE programming. The timeline will coincide with the 2010 STIP development, beginning in Summer 2009.

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, including the framework on how to approach the State element of the ARRA. The Commission released the proposal for the state element for review and comment on April 22.
2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the ARRA Program must be included in 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 all of ARRA projects will be programmed in the TIP.
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. Non-exempt projects that are considered for funding in the American Recovery and Reinvestment Act Program must be included in the existing TIP or part of the air quality conformity finding for Transportation 2035.
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.

For TE projects, priority must be provided for projects that partner with a community or state conservation Corps to construct or undertake the project. Given that the aggressive delivery deadlines may limit the options available for TE funding, priority for any non-Corps projects must be provided for bicycle and pedestrian projects, prior to any other TE-eligible activity. Subsequent programming of the TE funds freed up by this proposal must provide priority in the same manner.

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. **Local Streets and Roads Tier 2 Funding:** The additional funding for Local Streets and Roads Tier 2 funding could place additional burdens on Caltrans Local assistance in delivering the other local projects for Fiscal Year 2008-09. To minimize impacts to Caltrans due to the additional workload, the obligation deadline for the Tier 2 funds have been extended to November 30, 2009. Furthermore, these funds should not be added to an existing Tier 1 project if it means the Tier 1 project would be delayed, or requires additional work or hardship for Caltrans Local assistance (such as requiring another field review, or revisiting the environmental clearance, if that has already occurred).
8. **Certification and Reporting:** Project sponsors/ implementing agencies must comply with the certification and reporting requirements of the ARRA and cooperate with the state and region in responding to these requirements within established deadlines. Failure to meet the certification and reporting requirements and timelines could significantly delay the project or result in the project becoming ineligible for ARRA funding.
9. **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.
10. **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. Specifically, 50% of the funds must be

obligated by June 20, 2009, which is 120 days after the release of federal apportionments. Although the ARRA requires only 50% of the funds to be obligated by June 30, 2009 and the remaining funds obligated by March 2, 2010, the State expects all funds, to be obligated by June 30, 2009.

To ensure funds are not lost the region has established deadlines in advance and in addition to the ARRA deadlines. The Proposition 1B/RTIP backfill and TE funds must receive an obligation by June 30, 2009 and contract award by December 31, 2009. The remaining funds, including Smart Highways and LS&R preservation must receive an obligation by November 30, 2009 with award of a contract by June 30, 2009.

All ARRA funding must be fully invoiced and reimbursed within three years of federal apportionment (by March 2, 2012) ensuring that these ARRA projects meet the statutory priority for projects that can be completed within three years. To facilitate spend down, the ARRA funds must be spent and invoiced first before other funds on the project unless the other funds will be lost if not spent sooner.

- 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. Technical Adjustment.** For full transparency, the ARRA includes extensive reporting requirements throughout the life of an ARRA-funded project. To facilitate in the reporting of the funds consistent with the specific federal funding programs and associated requirements, a few of the projects, including the additional Local Streets and Roads funding may need to be amended into the previously approved Regional ARRA program (MTC Resolution 3885) and an equal amount of funding amended back into the State element to facilitate funding accountability.

ARRA SCHEDULE

As noted previously, this supplementary funding is subject to very short project delivery deadlines. In order to ensure that 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: State Funding Element 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 22, 2009	Commission approval of Regional ARRA Program
March 2, 2009	FHWA release of apportionments
March 25, 2009	Commission release of state element proposal for review and comment
April 8, 2009	Programming and Allocations Committee review of state element proposal
April 22, 2009	Commission approval of ARRA State Element and TIP Amendment
June 30, 2009	Regional Obligation Deadline for Proposition 1B/RTIP Backfill and TE funds
June 30, 2009	AB3X 20 obligation deadline (Intent for 100% of state's portion)
June 30, 2009	ARRA obligation deadline for 50% of State Element funding (120 days)
Summer 2009	Begin Future TE Programming Process: Timed with 2010 STIP Development
November 30, 2009	Obligation Deadline for all remaining funds including Smart Hwys and LS&R
December 31, 2009	Regional Award Deadline for Proposition 1B/RTIP Backfill and TE funds
January 2, 2010	AB3X 20 award deadline (Intent for 100% of state's portion)
March 2, 2010	ARRA obligation deadline for remaining funds (1 year)
June 30, 2010	Award Deadline for all remaining funds including Smart Highways and LS&R
March 2, 2012	All ARRA funds fully invoiced and reimbursed – Project Complete

**METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)**

State Element ARRA

May 13, 2009

Project Title	Category	Implementing Agency	Fund Source	MTC Discretion State Element ARRA Funding
State Element - Prop 1B Backfill & Smart Highways				\$118,457,000
Contra Costa SR-24 Caldecott Tunnel Fourth Bore	Prop 1B Backfill	Caltrans	ST-STP-ARRA	\$104,957,000
Marin I-580 / US 101 Connector	Prop 1B Backfill	Caltrans	ST-STP-ARRA	\$0
Alameda I-580 EB HOT Lane	Smart Hwys	Alameda County CMA	ST-STP-ARRA	\$7,500,000
Santa Clara - SR 237 - I-880 HOT Connector	Smart Hwys	Santa Clara VTA	ST-STP-ARRA	\$6,000,000
Total State Element - Prop 1B Backfill & Smart Highways				\$118,457,000
State Element - Transportation Enhancements (TE)				\$9,649,295
Oakland - 7th St / West Oakland TOD	TE - Bike/Ped	City of Oakland	TEA-ARRA-REG	1,300,000
Concord - Monument Blvd Pedestrian Imps	TE - Bike/Ped	City of Concord	TEA-ARRA-REG	1,000,000
Martinez - Marina Vista Streetscape	TE - Bike/Ped	City of Martinez	TEA-ARRA-REG	127,000
Belmont - US 101 Bike Bridge	TE - Bike/Ped	City of Belmont	TEA-ARRA-REG	2,100,000
San Francisco - Inner Sunset Traffic Calming and Enhancements	TE - Ped	San Francisco MTA	TEA-ARRA-REG	343,000
San Francisco - Pedestrian Signal Upgrade	TE - Ped	San Francisco MTA	TEA-ARRA-REG	589,295
Campbell - East Campbell Avenue Downtown Enhancements	TE - Bike/Ped	City of Campbell	TEA-ARRA-REG	2,160,000
Benicia - State Park Overcrossing of I-780	TE - Bike/Ped	City of Benicia	TEA-ARRA-REG	320,000
Fairfield - McGary Road Enhancements	TE - Bike/Ped	City of Fairfield	TEA-ARRA-REG	640,000
Solano County - Old Town Cordelia Enhancements	TE - Enhancements	County of Solano	TEA-ARRA-REG	800,000
Windsor - Old Redwood Hwy Pedestrian Enhancements	TE - Bike/Ped	City of Windsor	TEA-ARRA-REG	270,000
Total State Element - Transportation Enhancements (TE)				\$9,649,295
State Element - Transit Rehabilitation Projects				\$15,300,000
Various Transit	Transit Rehab	Various	ST-STP-ARRA	\$15,300,000
SUBTOTAL				\$15,300,000
State Element - LS&R System Preservation Projects				\$23,480,410
ALAMEDA				\$4,740,000
Fremont - Pavement Rehabilitation	Rehab	City of Fremont	ST-STP-ARRA	\$770,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$3,970,000
SUBTOTAL				\$4,740,000
CONTRA COSTA				\$3,440,000
Antioch - Hillcrest Pavement Rehabilitation	Rehab	City of Antioch	ST-STP-ARRA	\$312,000
Brentwood - Balfour Road Overlay	Rehab	City of Brentwood	ST-STP-ARRA	\$174,000
Clayton - Various Arterials Overlay	Rehab	City of Clayton	ST-STP-ARRA	\$40,000
Concord - Clayton Road Intersection Improvements	Rehab	City of Concord	ST-STP-ARRA	\$376,000
Contra Costa County - Vasco Road Overlay, Segments 3,4 & 5	Rehab	County of Contra Costa	ST-STP-ARRA	\$612,000
Danville - Diablo Road/Green Valley Road Rehabilitation	Rehab	Town of Danville	ST-STP-ARRA	\$148,000
El Cerrito - Various Streets Pavement Rehabilitation Project	Rehab	City of El Cerrito	ST-STP-ARRA	\$72,000
Hercules - San Pablo Avenue Pavement Rehabilitation	Rehab	City of Hercules	ST-STP-ARRA	\$70,000
Lafayette - Various Streets Pavement Rehabilitation	Rehab	City of Lafayette	ST-STP-ARRA	\$89,000
Martinez - Various Arterials Pavement Rehabilitation	Rehab	City of Martinez	ST-STP-ARRA	\$116,000
Morgaga - Moraga Rd Pavement Resurfacing	Rehab	Town of Moraga	ST-STP-ARRA	\$54,000
Oakley - Oakley Road Pavement Rehabilitation	Rehab	City of Oakley	ST-STP-ARRA	\$52,000
Oakley - Delta Road Pavement Rehabilitation	Rehab	City of Oakley	ST-STP-ARRA	\$53,000
Orinda - Charles Hill /Honey Hill /Miner Road Pavement Rehab	Rehab	Town of Orinda	ST-STP-ARRA	\$76,000
Pinole - San Pablo Ave Fern/Alvarez/Quinan Crosswalk Safety Imps	Bike/Ped	City of Pinole	ST-STP-ARRA	\$61,000
Pittsburg - Pavement Rehabilitation	Rehab	City of Pittsburg	ST-STP-ARRA	\$182,000
Pleasant Hill - Contra Costa Boulevard Pavement Rehab	Rehab	City of Pleasant Hill	ST-STP-ARRA	\$114,000
Richmond - Carlson Boulevard Improvements	Rehab	City of Richmond	ST-STP-ARRA	\$305,000
San Pablo - San Pablo Avenue Overlay	Rehab	City of San Pablo	ST-STP-ARRA	\$76,000

**METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)**

State Element ARRA

May 13, 2009

Project Title	Category	Implementing Agency	Fund Source	MTC Discretion State Element ARRA Funding
San Ramon - San Ramon Valley Blvd: Norris to Bollinger Canyon Rehab	Rehab	City of San Ramon	ST-STP-ARRA	\$187,000
Walnut Creek - Civic Dr. from Arroyo Way to Walden Rd Rehab	Rehab	City of Walnut Creek	ST-STP-ARRA	\$271,000
SUBTOTAL				\$3,440,000
MARIN				\$930,410
Marin County - Various Roads Pavement Rehabilitation	Rehab	County of Marin	ST-STP-ARRA	\$350,410
San Rafael - Various Streets Resurfacing	Rehab	City of San Rafael	ST-STP-ARRA	\$199,000
Novato - Various Streets Pavement Rehabilitation	Rehab	City of Novato	ST-STP-ARRA	\$178,000
Mill Valley - Edgewood Avenue Rehabilitation	Rehab	City of Mill Valley	ST-STP-ARRA	\$56,000
San Anselmo - Saunders Ave Rehabilitation	Rehab	Town of San Anselmo	ST-STP-ARRA	\$45,000
Larkspur - Various Streets Resurfacing	Rehab	City of Larkspur	ST-STP-ARRA	\$40,000
Tiburon - Reed Ranch Road and Ridge Road Overlay	Rehab	Town of Tiburon	ST-STP-ARRA	\$34,000
Fairfax - Sir Francis Drake Blvd Resurfacing	Rehab	Town of Fairfax	ST-STP-ARRA	\$28,000
SUBTOTAL				\$930,410
NAPA				\$610,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$610,000
SUBTOTAL				\$610,000
SAN FRANCISCO				\$2,190,000
San Francisco - Bush Street Pavement Renovation	Rehab	San Francisco DPW	ST-STP-ARRA	\$1,680,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$510,000
SUBTOTAL				\$2,190,000
SAN MATEO				\$2,130,000
Atherton - Various Roadways Rehabilitation	Rehab	City of Atherton	ST-STP-ARRA	\$76,000
Belmont - Various Streets Overlay	Rehab	City of Belmont	ST-STP-ARRA	\$75,000
Brisbane - Bayshore Blvd Overlay	Rehab	City of Brisbane	ST-STP-ARRA	\$21,000
Burlingame - Various Streets Resurfacing	Rehab	City of Burlingame	ST-STP-ARRA	\$89,000
Colma - Serramonte Blvd Pavement Rehabilitation	Rehab	City Colma	ST-STP-ARRA	\$21,000
East Palo Alto - Various Streets Rehab and Resurfacing	Rehab	City of East Palo Alto	ST-STP-ARRA	\$68,000
San Mateo County - Various Streets Resurfacing	Rehab	County of San Mateo	ST-STP-ARRA	\$278,000
Daly City - Various Streets Resurfacing	Rehab	City of Daly City	ST-STP-ARRA	\$220,000
Foster City - Foster City Blvd Resurfacing	Rehab	City of Foster City	ST-STP-ARRA	\$71,000
Half Moon Bay - Downtown Streets Rehabilitation	Rehab	City of Half Moon Bay	ST-STP-ARRA	\$34,000
Hillsborough - Various Streets Overlay	Rehab	City of Hillsborough	ST-STP-ARRA	\$63,000
Menlo Park - Various Streets Resurfacing	Rehab	City of Menlo Park	ST-STP-ARRA	\$102,000
Millbrae - Various Streets Rehabilitation	Rehab	City of Millbrae	ST-STP-ARRA	\$62,000
Pacifica - Various Streets Pavement Rehabilitation	Rehab	City of Pacifica	ST-STP-ARRA	\$109,000
Portola Valley - Various Streets Resurfacing	Rehab	City of Portola Valley	ST-STP-ARRA	\$32,000
Redwood City - Various Streets Overlay	Rehab	City of Redwood City	ST-STP-ARRA	\$203,000
San Bruno - Various Roadway Resurfacing and Overlays	Rehab	City of San Bruno	ST-STP-ARRA	\$106,000
San Carlos - Various Streets Pedestrian Improvements	Bike/Ped	City of San Carlos	ST-STP-ARRA	\$90,000
San Mateo City - Various Streets Rehabilitation	Rehab	City of San Mateo	ST-STP-ARRA	\$249,000
South San Francisco - Various Streets Resurfacing	Bike/Ped	City of South San Francisco	ST-STP-ARRA	\$161,000
SUBTOTAL				\$2,130,000
SANTA CLARA				\$5,090,000
Campbell - Citywide Arterials Phase 1 Surfacing	Rehab	City of Campbell	ST-STP-ARRA	\$112,000
Cupertino - Homestead Road Rehabilitation	Rehab	City of Cupertino	ST-STP-ARRA	\$122,000
Gilroy - Citywide Sidewalk Rehabilitation	Bike/Ped	City of Gilroy	ST-STP-ARRA	\$107,000
Los Altos - San Antonio Road Resurfacing	Rehab	City of Los Altos	ST-STP-ARRA	\$41,000
Los Altos Hills - Moody Rd and Page Mill Rd Rehabilitation	Rehab	Town of Los Altos Hills	ST-STP-ARRA	\$51,000
Milpitas - South Park Victoria Drive Resurfacing	Rehab	City of Milpitas	ST-STP-ARRA	\$183,000
Monte Sereno - Daves Avenue Rehabilitation	Rehab	City of Monte Sereno	ST-STP-ARRA	\$15,000
Morgan Hill - East Dunne Avenue Resurfacing	Rehab	City of Morgan Hill	ST-STP-ARRA	\$107,000
Mountain View - Various Arterials & Collectors Resurfacing	Rehab	City of Mountain View	ST-STP-ARRA	\$137,000

**METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)**

State Element ARRA

May 13, 2009

Project Title	Category	Implementing Agency	Fund Source	MTC Discretion State Element ARRA Funding
Santa Clara City - Citywide Street Resurfacing	Rehab	City of Santa Clara	ST-STP-ARRA	\$121,000
Santa Clara City - Monroe Street Traffic Signal Interconnect	Signal	City of Santa Clara	ST-STP-ARRA	\$124,000
Sunnyvale - Wolfe Road Caltrain Overcrossing Rehabilitation	Rehab	City of Sunnyvale	ST-STP-ARRA	\$443,000
Santa Clara County - Unincorporated Roads Phase 1 Rehab	Rehab	County of Santa Clara	ST-STP-ARRA	\$636,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$2,891,000
SUBTOTAL				\$5,090,000
SOLANO				\$1,870,000
Solano - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$1,870,000
SUBTOTAL				\$1,870,000
SONOMA				\$2,480,000
Cloverdale - Various Streets Rehabilitation	Rehab	City of Cloverdale	ST-STP-ARRA	\$64,000
Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	Rehab	City of Cotati	ST-STP-ARRA	\$64,000
Santa Rosa - West College Ave and Summerfield Rd Overlay	Rehab	City of Santa Rosa	ST-STP-ARRA	\$558,000
Healdsburg - Various Streets Pavement Rehabilitation	Rehab	City of Healdsburg	ST-STP-ARRA	\$64,000
Rohnert Park - Various Streets Rehabilitation	Rehab	City of Rohnert Park	ST-STP-ARRA	\$134,000
Sebastopol - Various Streets Overlays	Rehab	City of Sebastopol	ST-STP-ARRA	\$64,000
Sonoma County - Roadway & Bridge Surface Preservation Program	Rehab	County of Sonoma	ST-STP-ARRA	\$1,158,000
City of Sonoma - 5th Street West Rehabilitation	Rehab	City of Sonoma	ST-STP-ARRA	\$64,000
Windsor - Los Amigos Road Pavement Resurfacing	Rehab	Town of Windsor	ST-STP-ARRA	\$77,000
Sonoma - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$233,000
SUBTOTAL				\$2,480,000
State Element ARRA - LS&R System Preservation Total				\$23,480,410
State Element ARRA - Grand Total				\$166,886,705