

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

RE: American Recovery and Reinvestment Act: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3896

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, in cooperation with the Bay Area Partnership, transit operators and Caltrans, has developed a framework for the state element of the ARRA and adopted the regional element of the ARRA on February 25, 2009; 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 ARRA funds;

WHEREAS, MTC is mindful of the timely use of funds provisions established in the ARRA and has included in Attachment A regional provisions and deadlines to ensure that no funds are lost to the region; and

WHEREAS, the ARRA includes a certification process and extensive reporting requirements for the states, regions and funding recipients; and

WHEREAS, using the principles and procedures and criteria set forth in Attachment A of this Resolution, MTC developed a program of projects to be funded with the state element of the ARRA for inclusion in the federal Transportation Improvement Program (TIP); and

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

WHEREAS, the 2009 TIP is subject to public review and comment; now therefore be it

RESOLVED that MTC approves the project selection criteria, policies, procedures and programming for the regional portion of the state element of the American Recovery and Reinvestment Act, as set forth in Attachments A and B of this Resolution; and be it further

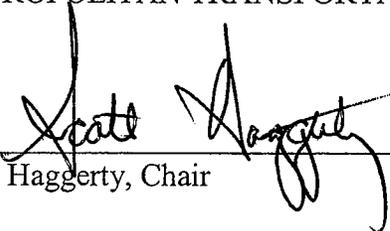
RESOLVED that the projects in Attachment B will be included in the 2009 TIP, subject to the final approval of the revision; and be it further

RESOLVED that jurisdictions receiving ARRA funding identified in Attachment B shall cooperate in a timely manner with the certification, monitoring and reporting requirements of the ARRA; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED that the Executive Director is authorized to sign and submit certifications and reports as required by the ARRA, and shall forward a copy of this resolution, and such other documentation and information as may be required, to the Governor, Caltrans, and Federal Highway Administration, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
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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 April 22, 2009.

Date: April 22, 2009  
W.I.: 1512  
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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>	<b>AB3X 20 Legislative Change</b>
<b>Bay Area Distribution – FHWA Funding</b>	
MTC Regional Element (already programmed):	154.0
MTC State Element (non-TE):	157.3
MTC State Element (TE):	9.6
MTC SubTotal:	165.5
<b>Total Suballocated</b>	<b>320.9</b>

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)	State Commitments			New ARRA Commitments			Total Funding	Shortfall
	Total Need	Funded Other Bond	Funded SHOPP	Remaining Need	ARRA Regional	Requested State ARRA		
<b>1. SHOPP Projects With State ARRA SHOPP Funding Commitment</b>								
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
<b>2. SHOPP Projects with Excess Bond Sale Funding Commitments</b>								
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
<b>3. Leverage Additional State Funds; Ready-To-Go Projects</b>								
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
<i>Grand Totals</i>	495.0	400.0	84.0	197.7	105.0	92.7	390.5	0.0

\* CMA 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 on the next page shows the priority of projects for programming of ARRA TE. Note that the programming of \$2.1 million to the US 101 Belmont Bike Bridge in the Transportation Improvement Program is contingent upon action by the California Transportation Commission to provide State TE as match.

(All numbers in thousands)

Project	Current Programming Need		New Programming Need	Total Need	ARRA TE
	Existing RTIP-TE	RTIP-TE Advance	Regional Project		
<b>1. Existing Ready-To-Go TE Projects Currently Programmed in the STIP-TE Program</b>					
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>
<b>2. Ready-To-Go TE-Eligible Regional Share Projects</b>					
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>
<b>Totals</b>	<b>4,560</b>	<b>2,989</b>	<b>2,100</b>	<b>9,649</b>	<b>9,649</b>

- 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 \$105 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
<b>June 30, 2009</b>	<b>Regional Obligation Deadline for Proposition 1B/RTIP Backfill and TE funds</b>
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
<b>November 30, 2009</b>	<b>Obligation Deadline for all remaining funds including Smart Hwys and LS&amp;R</b>
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 27, 2009**

Project Title	Category	Implementing Agency	Phase	Fiscal Year	Fund Source	MTC Discretion State Element ARRA Funding
<b>State Element - Prop 1B Backfill &amp; Smart Highways</b>						<b>\$118,457,000</b>
Contra Costa SR-24 Caldecott Tunnel Fourth Bore	Prop 1B Backfill	Caltrans	CON	FY 08-09	ST-STP-ARRA	\$104,957,000
Marin I-580 / US 101 Connector	Prop 1B Backfill	Caltrans	CON	FY 08-09	ST-STP-ARRA	\$0
Alameda I-580 EB HOT Lane	Smart Hwys	Alameda County CMA	CON	FY 08-09	ST-STP-ARRA	\$7,500,000
Santa Clara - SR 237 - I-880 HOT Connector	Smart Hwys	Santa Clara VTA	CON	FY 08-09	ST-STP-ARRA	\$6,000,000
<b>Total State Element - Prop 1B Backfill &amp; Smart Highways</b>						<b>\$118,457,000</b>
<b>State Element - Transportation Enhancements (TE)</b>						<b>\$9,649,295</b>
Oakland - 7th St / West Oakland TOD	TE - Bike/Ped	City of Oakland	CON	FY 08-09	TEA-ARRA-REG	1,300,000
Concord - Monument Blvd Pedestrian Imps	TE - Bike/Ped	City of Concord	CON	FY 08-09	TEA-ARRA-REG	1,000,000
Martinez - Marina Vista Streetscape	TE - Bike/Ped	City of Martinez	CON	FY 08-09	TEA-ARRA-REG	127,000
<b>Belmont - US 101 Bike Bridge</b>	<b>TE - Bike/Ped</b>	<b>City of Belmont</b>	<b>CON</b>	<b>FY 08-09</b>	<b>TEA-ARRA-REG</b>	<b>2,100,000</b>
San Francisco - Inner Sunset Traffic Calming and Enhancements	TE - Ped	San Francisco MTA	CON	FY 08-09	TEA-ARRA-REG	343,000
San Francisco - Pedestrian Signal Upgrade	TE - Ped	San Francisco MTA	CON	FY 08-09	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
<b>Total State Element - Transportation Enhancements (TE)</b>						<b>\$9,649,295</b>
<b>State Element - Transit Rehabilitation Projects</b>						<b>\$15,300,000</b>
Various Transit	Transit Rehab	Various	CON	FY 08-09	ST-STP-ARRA	\$15,300,000
<b>SUBTOTAL</b>						<b>\$15,300,000</b>
<b>State Element - LS&amp;R System Preservation Projects</b>						<b>\$23,480,410</b>
<b>ALAMEDA</b>						<b>\$4,740,000</b>
Fremont - Pavement Rehabilitation	LS&R Sys Pres	City of Fremont	CON	FY 08-09	ST-STP-ARRA	\$770,000
Various Local Streets and Roads	LS&R Sys Pres	Various	CON	FY 08-09	ST-STP-ARRA	\$3,970,000
<b>SUBTOTAL</b>						<b>\$4,740,000</b>
<b>CONTRA COSTA</b>						<b>\$3,440,000</b>
Antioch - Hillcrest Pavement Rehabilitation	LS&R Sys Pres	City of Antioch	CON	FY 08-09	ST-STP-ARRA	\$312,000
Brentwood - Balfour Road Overlay	LS&R Sys Pres	City of Brentwood	CON	FY 08-09	ST-STP-ARRA	\$174,000
Clayton - Various Arterials Overlay	LS&R Sys Pres	City of Clayton	CON	FY 08-09	ST-STP-ARRA	\$40,000
Concord - Clayton Road Intersection Improvements	LS&R Sys Pres	City of Concord	CON	FY 08-09	ST-STP-ARRA	\$376,000
Contra Costa County - Vasco Road Overlay, Segments 3,4 & 5	LS&R Sys Pres	County of Contra Costa	CON	FY 08-09	ST-STP-ARRA	\$612,000
Danville - Diablo Road/Green Valley Road Rehabilitation	LS&R Sys Pres	Town of Danville	CON	FY 08-09	ST-STP-ARRA	\$148,000
El Cerrito - Various Streets Pavement Rehabilitation Project	LS&R Sys Pres	City of El Cerrito	CON	FY 08-09	ST-STP-ARRA	\$72,000
Hercules - San Pablo Avenue Pavement Rehabilitation	LS&R Sys Pres	City of Hercules	CON	FY 08-09	ST-STP-ARRA	\$70,000
Lafayette - Various Streets Pavement Rehabilitation	LS&R Sys Pres	City of Lafayette	CON	FY 08-09	ST-STP-ARRA	\$89,000
Martinez - Various Arterials Pavement Rehabilitation	LS&R Sys Pres	City of Martinez	CON	FY 08-09	ST-STP-ARRA	\$116,000
Morgaga - Moraga Rd Pavement Resurfacing	LS&R Sys Pres	Town of Moraga	CON	FY 08-09	ST-STP-ARRA	\$54,000
Oakley - Oakley Road Pavement Rehabilitation	LS&R Sys Pres	City of Oakley	CON	FY 08-09	ST-STP-ARRA	\$52,000
Oakley - Delta Road Pavement Rehabilitation	LS&R Sys Pres	City of Oakley	CON	FY 08-09	ST-STP-ARRA	\$53,000
Orinda - Charles Hill /Honey Hill /Miner Road Pavement Rehab	LS&R Sys Pres	Town of Orinda	CON	FY 08-09	ST-STP-ARRA	\$76,000
Pinole - San Pablo Ave Fern/Alvarez/Quinan Crosswalk Safety Imps	LS&R Sys Pres	City of Pinole	CON	FY 08-09	ST-STP-ARRA	\$61,000
Pittsburg - Pavement Rehabilitation	LS&R Sys Pres	City of Pittsburg	CON	FY 08-09	ST-STP-ARRA	\$182,000
Pleasant Hill - Contra Costa Boulevard Pavement Rehab	LS&R Sys Pres	City of Pleasant Hill	CON	FY 08-09	ST-STP-ARRA	\$114,000
Richmond - Carlson Boulevard Improvements	LS&R Sys Pres	City of Richmond	CON	FY 08-09	ST-STP-ARRA	\$305,000
San Pablo - San Pablo Avenue Overlay	LS&R Sys Pres	City of San Pablo	CON	FY 08-09	ST-STP-ARRA	\$76,000
San Ramon - San Ramon Valley Blvd: Norris to Bollinger Canyon Rehab	LS&R Sys Pres	City of San Ramon	CON	FY 08-09	ST-STP-ARRA	\$187,000
Walnut Creek - Civic Dr. from Arroyo Way to Walden Rd Rehab	LS&R Sys Pres	City of Walnut Creek	CON	FY 08-09	ST-STP-ARRA	\$271,000
<b>SUBTOTAL</b>						<b>\$3,440,000</b>
<b>MARIN</b>						<b>\$930,410</b>
Marin County - Various Roads Pavement Rehabilitation	LS&R Sys Pres	County of Marin			ST-STP-ARRA	\$350,410
San Rafael - Various Streets Resurfacing	LS&R Sys Pres	City of San Rafael			ST-STP-ARRA	\$199,000
Novato - Various Streets Pavement Rehabilitation	LS&R Sys Pres	City of Novato			ST-STP-ARRA	\$178,000
Mill Valley - Edgewood Avenue Rehabilitation	LS&R Sys Pres	City of Mill Valley			ST-STP-ARRA	\$56,000
San Anselmo - Saunders Ave Rehabilitation	LS&R Sys Pres	Town of San Anselmo			ST-STP-ARRA	\$45,000
Larkspur - Various Streets Resurfacing	LS&R Sys Pres	City of Larkspur			ST-STP-ARRA	\$40,000
Tiburon - Reed Ranch Road and Ridge Road Overlay	LS&R Sys Pres	Town of Tiburon			ST-STP-ARRA	\$34,000
Fairfax - Sir Francis Drake Blvd Resurfacing	LS&R Sys Pres	Town of Fairfax			ST-STP-ARRA	\$28,000
<b>SUBTOTAL</b>						<b>\$930,410</b>

**METROPOLITAN TRANSPORTATION COMMISSION**  
**American Recovery and Reinvestment Act (ARRA)**  
**State Element ARRA**  
**May 27, 2009**

Project Title	Category	Implementing Agency	Phase	Fiscal Year	Fund Source	MTC Discretion State Element ARRA Funding
<b>NAPA</b>						<b>\$610,000</b>
American Canyon - Various Streets and Roads Rehab	LS&R Sys Pres	City of American Canyon	CON	FY 08-09	ST-STP-ARRA	\$80,000
Napa City - Various Streets and Roads Rehabilitation	LS&R Sys Pres	City of Napa	CON	FY 08-09	ST-STP-ARRA	\$150,000
Napa County - Silverado Trail Phase C Rehabilitation	LS&R Sys Pres	County of Napa	CON	FY 08-09	ST-STP-ARRA	\$380,000
<b>SUBTOTAL</b>						<b>\$610,000</b>
<b>SAN FRANCISCO</b>						<b>\$2,190,000</b>
San Francisco - Bush Street Pavement Renovation	LS&R Sys Pres	San Francisco DPW	CON	FY 08-09	ST-STP-ARRA	\$1,680,000
Various Local Streets and Roads	LS&R Sys Pres	Various			ST-STP-ARRA	\$510,000
<b>SUBTOTAL</b>						<b>\$2,190,000</b>
<b>SAN MATEO</b>						<b>\$2,130,000</b>
Atherton - Various Roadways Rehabilitation	LS&R Sys Pres	City of Atherton	CON	FY 08-09	ST-STP-ARRA	\$76,000
Belmont - Various Streets Overlay	LS&R Sys Pres	City of Belmont	CON	FY 08-09	ST-STP-ARRA	\$75,000
Brisbane - Bayshore Blvd Overlay	LS&R Sys Pres	City of Brisbane	CON	FY 08-09	ST-STP-ARRA	\$21,000
Burlingame - Various Streets Resurfacing	LS&R Sys Pres	City of Burlingame	CON	FY 08-09	ST-STP-ARRA	\$89,000
Colma - Serramonte Blvd Pavement Rehabilitation	LS&R Sys Pres	City Colma	CON	FY 08-09	ST-STP-ARRA	\$21,000
East Palo Alto - Various Streets Rehab and Resurfacing	LS&R Sys Pres	City of East Palo Alto	CON	FY 08-09	ST-STP-ARRA	\$68,000
San Mateo County - Various Streets Resurfacing	LS&R Sys Pres	County of San Mateo	CON	FY 08-09	ST-STP-ARRA	\$278,000
Daly City - Various Streets Resurfacing	LS&R Sys Pres	City of Daly City	CON	FY 08-09	ST-STP-ARRA	\$220,000
Foster City - Foster City Blvd Resurfacing	LS&R Sys Pres	City of Foster City	CON	FY 08-09	ST-STP-ARRA	\$71,000
Half Moon Bay - Downtown Streets Rehabilitation	LS&R Sys Pres	City of Half Moon Bay	CON	FY 08-09	ST-STP-ARRA	\$34,000
Hillsborough - Various Streets Overlay	LS&R Sys Pres	City of Hillsborough	CON	FY 08-09	ST-STP-ARRA	\$63,000
Menlo Park - Various Streets Resurfacing	LS&R Sys Pres	City of Menlo Park	CON	FY 08-09	ST-STP-ARRA	\$102,000
Millbrae - Various Streets Rehabilitation	LS&R Sys Pres	City of Millbrae	CON	FY 08-09	ST-STP-ARRA	\$62,000
Pacifica - Various Streets Pavement Rehabilitation	LS&R Sys Pres	City of Pacifica	CON	FY 08-09	ST-STP-ARRA	\$109,000
Portola Valley - Various Streets Resurfacing	LS&R Sys Pres	City of Portola Valley	CON	FY 08-09	ST-STP-ARRA	\$32,000
Redwood City - Various Streets Overlay	LS&R Sys Pres	City of Redwood City	CON	FY 08-09	ST-STP-ARRA	\$203,000
San Bruno - Various Roadway Resurfacing and Overlays	LS&R Sys Pres	City of San Bruno	CON	FY 08-09	ST-STP-ARRA	\$106,000
San Carlos - Various Streets Pedestrian Improvements	LS&R Sys Pres	City of San Carlos	CON	FY 08-09	ST-STP-ARRA	\$90,000
San Mateo City - Various Streets Rehabilitation	LS&R Sys Pres	City of San Mateo	CON	FY 08-09	ST-STP-ARRA	\$249,000
South San Francisco - Various Streets Resurfacing	LS&R Sys Pres	City of South San Francisco	CON	FY 08-09	ST-STP-ARRA	\$161,000
<b>SUBTOTAL</b>						<b>\$2,130,000</b>
<b>SANTA CLARA</b>						<b>\$5,090,000</b>
Campbell - Citywide Arterials Phase 1 Surfacing	LS&R Sys Pres	City of Campbell	CON	FY 08-09	ST-STP-ARRA	\$112,000
Cupertino - Homestead Road Rehabilitation	LS&R Sys Pres	City of Cupertino	CON	FY 08-09	ST-STP-ARRA	\$122,000
Gilroy - Citywide Sidewalk Rehabilitation	LS&R Sys Pres	City of Gilroy	CON	FY 08-09	ST-STP-ARRA	\$107,000
Los Altos - San Antonio Road Resurfacing	LS&R Sys Pres	City of Los Altos	CON	FY 08-09	ST-STP-ARRA	\$41,000
Los Altos Hills - Moody Rd and Page Mill Rd Rehabilitation	LS&R Sys Pres	Town of Los Altos Hills	CON	FY 08-09	ST-STP-ARRA	\$51,000
Milpitas - South Park Victoria Drive Resurfacing	LS&R Sys Pres	City of Milpitas	CON	FY 08-09	ST-STP-ARRA	\$183,000
Monte Sereno - Daves Avenue Rehabilitation	LS&R Sys Pres	City of Monte Sereno	CON	FY 08-09	ST-STP-ARRA	\$15,000
Morgan Hill - East Dunne Avenue Resurfacing	LS&R Sys Pres	City of Morgan Hill	CON	FY 08-09	ST-STP-ARRA	\$0
Mountain View - Various Arterials & Collectors Resurfacing	LS&R Sys Pres	City of Mountain View	CON	FY 08-09	ST-STP-ARRA	\$137,000
Santa Clara City - Citywide Street Resurfacing	LS&R Sys Pres	City of Santa Clara	CON	FY 08-09	ST-STP-ARRA	\$121,000
Santa Clara City - Monroe Street Traffic Signal Interconnect	LS&R Sys Pres	City of Santa Clara	CON	FY 08-09	ST-STP-ARRA	\$124,000
Sunnyvale - Wolfe Road Caltrain Overcrossing Rehabilitation	LS&R Sys Pres	City of Sunnyvale	CON	FY 08-09	ST-STP-ARRA	\$443,000
Santa Clara County - Unincorporated Roads Phase 1 Rehab	LS&R Sys Pres	County of Santa Clara	CON	FY 08-09	ST-STP-ARRA	\$636,000
Various Local Streets and Roads	LS&R Sys Pres	Various			ST-STP-ARRA	\$2,998,000
<b>SUBTOTAL</b>						<b>\$5,090,000</b>
<b>SOLANO</b>						<b>\$1,870,000</b>
Solano - Local Streets and Roads	LS&R Sys Pres	Various			ST-STP-ARRA	\$1,870,000
<b>SUBTOTAL</b>						<b>\$1,870,000</b>
<b>SONOMA</b>						<b>\$2,480,000</b>
Cloverdale - Various Streets Rehabilitation	LS&R Sys Pres	City of Cloverdale	CON	FY 08-09	ST-STP-ARRA	\$64,000
Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	LS&R Sys Pres	City of Cotati	CON	FY 08-09	ST-STP-ARRA	\$64,000
Santa Rosa - West College Ave and Summerfield Rd Overlay	LS&R Sys Pres	City of Santa Rosa	CON	FY 08-09	ST-STP-ARRA	\$558,000
Healdsburg - Various Streets Pavement Rehabilitation	LS&R Sys Pres	City of Healdsburg	CON	FY 08-09	ST-STP-ARRA	\$64,000
Rohnert Park - Various Streets Rehabilitation	LS&R Sys Pres	City of Rohnert Park	CON	FY 08-09	ST-STP-ARRA	\$134,000
Sebastopol - Various Streets Overlays	LS&R Sys Pres	City of Sebastopol	CON	FY 08-09	ST-STP-ARRA	\$64,000
Sonoma County - Roadway & Bridge Surface Preservation Program	LS&R Sys Pres	County of Sonoma	CON	FY 08-09	ST-STP-ARRA	\$1,158,000
City of Sonoma - 5th Street West Rehabilitation	LS&R Sys Pres	City of Sonoma	CON	FY 08-09	ST-STP-ARRA	\$64,000
Windsor - Los Amigos Road Pavement Resurfacing	LS&R Sys Pres	Town of Windsor	CON	FY 08-09	ST-STP-ARRA	\$77,000
Sonoma - Local Streets and Roads	LS&R Sys Pres	Various			ST-STP-ARRA	\$233,000
<b>SUBTOTAL</b>						<b>\$2,480,000</b>
<b>State Element ARRA - LS&amp;R System Preservation Total</b>						<b>\$23,480,410</b>
<b>State Element ARRA - Grand Total</b>						<b>\$166,886,705</b>