

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2020

Agenda Item 3b - 20-1634

## MTC Resolution No. 3801, Revised. Regional Measure 2 Program Amendments

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**Subject:** A Summary of public comments received and recommendation to reassign a total of approximately \$663,000 in Regional Measure 2 (RM2) funds.

- Modify scope of Transit Commuter Benefits Promotion project (RM2 project #35) to include transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force;
- Modify scope of Regional Express Lanes Network (RM2 project #38) to include operational improvements;
- Redirect \$225,000 in unused funds from Dumbarton Rail (RM2 project #4) to Dumbarton Forward suite of bus projects (under RM2 project #29); And
- Redirect \$438,000 in savings from Regional Rail Master Plan to RM2 project #35 for transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force.

**Background:** On November 4, 2020, MTC held a public hearing to gather input on proposed changes to the RM2 capital program to modify the scope of two existing projects and reassign approximately \$663,000 in RM2 funds. Written comments were also accepted from October 25<sup>th</sup> to November 25<sup>th</sup>. A summary of written and oral comments and responses is included as Attachment A.

This month, staff proposes to formalize these changes to the RM2 program by approving the revisions to MTC Resolution No. 3801, Revised. Further discussion of the proposals is below.

### **Blue Ribbon Transit Recovery Task Force**

To support the work of the Blue Ribbon Transit Recovery Task Force, staff proposes modifying the scope of Project 35, the Transit Commuter Benefits Promotion, to include transit recovery. Specifically, marketing programs, projects, and studies to promote transit ridership and transit system performance, and the implementation of transit recovery strategies identified by the Task Force would be made eligible for funding from this RM2 project. Project 35 currently has approximately \$1.6 million in project savings that could be applied to this new scope. Additionally, staff has identified approximately \$438,000 in savings from previous regional planning projects under RM2 Project 33, the Regional Rail Master Plan. Under this proposal, these savings would be redirected into project 35, meaning a total of approximately \$2 million would be made available to support transit recovery and strategies identified by the Task Force.

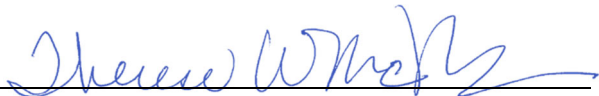
**Bay Bridge Forward**

In May 2020, the BATA Oversight Committee heard a presentation on the funding plan for Bay Bridge Forward, which would include \$4.8 million from RM2 that was allocated to the I-80 express lanes in 2013. The changes proposed under this public hearing would formalize this plan by adding scope to Project 38, Regional Express Lane Network, to explicitly include operational improvements on the Bay Bridge corridor, with priority given to improvements identified in the Bay Bridge Forward suite of projects, including but not limited to design feasibility and environmental studies, express lanes, interchange improvements, dedicated HOV/bus lanes, queue jump lanes, pricing, and other operational and demand management strategies to increase person throughput on the Bay Bridge Corridor.

**Dumbarton Forward**

In 2014, \$14.8 million in unused funds from the RM2 Dumbarton Rail project were redirected to RM2 Project 29, Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (commonly known as “Express Bus South”) for Dumbarton Express Bus projects. A cost-effective bus procurement subsequently replaced the Dumbarton Express fleet, and approximately \$4.8 million remains, intended for upcoming Dumbarton Forward projects to improve bus travel in the corridor. Staff proposes a similar redirection of approximately \$225,000 in remaining savings from the Dumbarton Rail project to Express Bus South, to be made available for the upcoming Dumbarton Forward projects.

- Issues:** None
- Recommendation:** Refer MTC Resolution No. 3801, Revised, to the Commission for approval.
- Attachments:** Attachment A – Summary of Public Comments  
MTC Resolution No. 3801, Revised

  
Therese W. McMillan

MTC Programming and Allocations Committee  
 December 9, 2020  
 Item 3b, Attachment A

**Summary of Public Comments and Correspondence Received Related to RM2 Amendment/Public Hearing**

**Letters, E-mails, Faxes Received During Public Comment Period**

No.	From	Subject/Key Positions	Date	Response
1	[public comment period is open until Nov. 25th, this section will be updated after comment period closes]			

**Comments Made at Public Hearing -- Programming and Allocations Committee, November 4, 2020**

No.	From	Subject/Key Positions	Date	Response
1	Aleta Dupree	Support the proposed amendment to provide additional funds to the Bay Bridge and Dumbarton Forward programs.	4-Nov-20	Support noted
2	Roland Lebrun	In reference to Dumbarton Forward funding, expressed a preference for future funds to go to design of a High Speed Rail Station at Redwood Junction.	4-Nov-20	Comment noted

Date: June 27, 2007  
W.I.: 1255  
Referred by: PAC  
Revised: 01/28/09-C 07/22/09-C  
09/28/11-C 01/25/12-C  
04/24/13-C 05/28/14-C  
12/21/16-C 07/26/17-C  
12/16/20-C

ABSTRACT

MTC Resolution No. 3801, Revised

This resolution approves amendments to the Regional Measure 2 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914 *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 2 Project List.

This resolution was revised on January 28, 2009 to reassign \$91 million in RM2 funds from the East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge project to the BART to Warm Springs Extension project, and to reassign \$10 million in RM2 funds from the BART Tube Seismic Strengthening project to the BART Oakland Airport Connector project.

This resolution was revised on July 22, 2009 to reassign \$37 million in RM2 funds from the BART Tube Seismic Strengthening project to the Oakland Airport Connector project.

This resolution was revised on September 28, 2011 to change the project description for the SMART project to include the rail line from San Rafael to Santa Rosa, and to reassign \$1.5 million in RM2 funds from the Greenbrae Interchange/Larkspur Ferry Access Improvement project to the SMART project.

This resolution was revised on January 25, 2012, to change the project description for operating project #5 from Dumbarton Rail to Dumbarton Bus operations.

This resolution was revised on April 24, 2013, to reduce the amount of funds on RM2 project #8 (I-80 Eastbound High-Occupancy Vehicle (HOV) Lane in Contra Costa County) by \$12.8 million to reflect actual costs after project completion, and to distribute the savings to two new projects, RM2 Project #38 (Regional Express Lane Network), and RM2 Project #39 (Major

Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County).

This resolution was revised on May 28, 2014 to reassign \$88,267,135 in RM2 funds from eight projects, modify the scope for several projects, and create one new project.

This resolution was revised on December 21, 2016 to program \$74 million in RM2 funds from unneeded financing cost coverage to three existing projects, and to modify the scope on those three projects.

This resolution was revised on July 26, 2017 to add two new projects to the RM2 Operating program: Clipper Operations, funded at \$2 million annually, and Transbay Transit Center Operating Support, funded at \$3 million annually.

This resolution was revised on December 16, 2020 to reassign \$662,992 in RM2 funds from two projects and modify the scope for two projects.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, July 13, 2011, September 14, 2011, January 11, 2012, April 10, 2013, March 5, 2014, April 9, 2014, May 14, 2014, November 9, 2016, and December 14, 2016, June 14, 2017, July 12, 2017, and December 9, 2020.

Date: June 27, 2007  
W.I.: 1255  
Referred by: PAC

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3801

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2003), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA is to fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, Streets and Highways Code Section 30914(f) authorizes MTC to modify any RM2 program and the scope of any RM2 project, decrease its level of funding, or reassign some or all of the funds to another program or project; and

WHEREAS, MTC has been requested to make the changes in the RM2 program and projects specified in Attachment A to this resolution pursuant to Streets and Highways Code Section 30914(f) for the reasons set forth in Attachment A; and

WHEREAS, MTC has consulted with the sponsor or sponsors of each of the programs and projects listed in Attachment A; and

WHEREAS, MTC has held a public hearing concerning each such program or project on the dates specified in Attachment A; and

WHEREAS, the sponsors of each of the projects and programs listed in Attachment A have agreed to comply with the RM2 Policies and Procedures adopted by MTC; and

WHEREAS, each sponsor of a project listed in Attachment A has provided an initial project report to MTC pursuant to Streets and Highways Code Section 30914(e) or agreed to provide such a report to MTC within the time period specified by MTC in recognition of the statutory requirement that no funds may be allocated by MTC for any such project until the project sponsor submits the initial project report and the report is reviewed and approved by MTC; and

WHEREAS, based on the above-described consultations with sponsors, the information provided at public hearings, and MTC staff advice, MTC has concluded that the changes in the RM2 program and projects specified in Attachment A to this resolution are consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code to reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, is the updated project list for the RM2 Program;

NOW, THEREFORE, IT IS

RESOLVED, that MTC hereby makes the changes in the RM2 program and projects specified in Attachment A and Attachment B to this resolution pursuant to Streets and Highways Code Section 30914(f) in the amounts, for the reasons, and subject to the conditions set forth in Attachment A, which is hereby incorporated into this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Bill Doda", written over a horizontal line.

Bill Doda, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 27, 2007.



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Attachment A  
Resolution No. 3801  
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**Summary of Project/Program Changes**

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$62 million (hearing date June 13, 2007)	Project is to be implemented with other funds not derived from tolls, including \$24 million from state bond financing and \$38 million from state-provided STIP funds	Contingent upon the California Transportation Commission approving an allocation of \$38 million in STIP funds to the project in FY 07-08
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$38 million (hearing date June 13, 2007)	Local funding needed for project due to nature of procurement method	Contingent upon the allocation of STIP funds to the BART Tube Seismic Strengthening project as described above
BART Transit Capital Rehabilitation (new Streets and Highways Code Section 30914(c) project)	BART	Provide \$24 million in funding as local matching funds for BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in fiscal years 2006-07 and 2007-08 (hearing date June 13, 2007)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets and	ACCMA, ACTIA, Capital	Reduce funding by \$91million (hearing dates January 14, 2009, and April 9, 2014)	Project cannot continue due to financing obstacles making the completion of the project unrealistic.	<i>Alameda County repayment condition removed (April 9, 2014 hearing)</i>

Highways Code Section 30914(c)(4))	Corridor, SMCTA			
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$91 million (hearing dates January 14, 2009, and April 9, 2014)	Project is ready-to-go and \$91 million helps to close the funding shortfall	<i>Alameda County repayment condition removed (April 9, 2014 hearing)</i>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$10 million (hearing date January 14, 2009)	Project is to be implemented with other funds not derived from tolls, including \$10 million from state Interregional Improvement Program (IIP) funds	None - California Transportation Commission programmed IIP funds to this project in July 2008
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$10 million (hearing date January 14, 2009)	Local funding needed for project due to potential nature of procurement method	None
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Sponsor certified cost savings and use of alternate funding on project. Sponsor requested reassignment of savings to the Oakland Airport Connector project	None
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Funding needed to complete project funding plan	None
Sonoma Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	Sonoma Marin Area Rail Transit District	Modify project description to include rail line from San Rafael to Santa Rosa, and increase funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Funding to be directed to San Rafael to Santa Rosa segment due to funding shortfall in overall project, and funding increased due to funds being reassigned from Greenbrae Interchange/Larkspur Ferry Access Improvements.	None

<p>Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets &amp; Highways Code Section 30914 (c)(11))</p>	<p>Transportation Authority of Marin</p>	<p>Reduce funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)</p>	<p>Sponsor certifies use of alternate funding on project.</p>	<p>None</p>
<p>Dumbarton Rail Operations (Streets &amp; Highways Code Section 30914 (d)(5))</p>	<p>NA</p>	<p>Modify description so funds may be used on bus operations in the Dumbarton Bridge corridor rather than rail (hearing date January 11, 2012).</p>	<p>The Dumbarton Rail project is experiencing financing obstacles making the completion of the project unrealistic at this time; bus operations are proposed to build ridership in the corridor in the short and long term.</p>	<p>None</p>
<p>I-80 Eastbound High-Occupancy Vehicle Lane in Contra Costa County (Streets and Highways Code Section 30914(c)(8))</p>	<p>California Department of Transportation</p>	<p>Reduce funding by \$12,825,455.43 (hearing date April 10, 2013)</p>	<p>Sponsor certified cost savings. Sponsor and partners requested reassignment of savings to Regional Express Lane Network and Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County.</p>	<p>None</p>
<p>Regional Express Lane Network (new Streets and Highways Code Section 30914(c) project)</p>	<p>MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action)</p>	<p>Add new project and provide \$4,825,455.43 in funding (hearing date April 10, 2013)</p>	<p>Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors</p>	<p>None.</p>

Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County (new Streets and Highways Code Section 30914(c) project)	Contra Costa Transportation Authority	Add new project and provide \$8 million in funding (hearing date April 10, 2013)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	RM2 funds must be used on a deliverable segment.
BART/MUNI Connection at Embarcadero and Civic Center Stations (Streets & Highways Code Section 30914 (c)(1))	BART	Modify description so funds may be used on BART/MUNI elevators in Market Street corridor (hearing date April 9, 2014)	Original project cannot be completed due to delivery obstacles.	None.
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets & Highways Code Section 30914 (c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$34,843,000 (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles. Transfer \$20,000,000 to Caltrain Electrification (new project) and \$14,843,000 to Dumbarton Express Bus (project 29).	None.
Vallejo Station (Streets & Highways Code Section 30914 (c)(5))	City of Vallejo	Reduce funding by \$2 million (hearing date April 9, 2014)	Sponsor certified ability to complete project phase with less than available funding. Sponsor requested reassignment of funding to Vallejo Curtola Transit Center project under Regional Express Bus North (project 17).	None.
Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	Reduce funding by \$7,748,578. (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles on subproject 6.3 (Fairfield Transit	None.

(Streets & Highways Code Section 30914 (c)(6))			<p>Center). Sponsor request to transfer \$5,485,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).</p> <p>Sponsor certified \$2,263,578 in project savings from subproject 6.4 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).</p>	
<p>Richmond Parkway Transit Center        (Streets &amp; Highways Code Section 30914 (c)(9))</p>	AC Transit	<p>Reduce funding by \$12,150,000 (hearing date April 9, 2014)</p>	<p>Parking structure portion of project cannot be completed or operated due to funding obstacles. Sponsor requested reassignment of funds to AC Transit Enhanced Bus (project 24).</p>	
<p>Sonoma-Marin Area Rail Transit        (Streets &amp; Highways Code Section 30914 (c)(10))</p>	SMART	<p>Modify description to allow funds to be eligible for construction of Larkspur extension and related elements. Increase funding by \$20,000,000. (hearing date April 9, 2014)</p>	<p>Receive transfer of funds from Greenbrae Interchange/ Larkspur Ferry Access Improvements (project 11).</p>	None.
<p>Greenbrae Interchange/Larkspur Ferry Access Improvements        (Streets &amp; Highways Code Section 30914 (c)(11))</p>	Transportation Authority of Marin	<p>Modify description to remove freeway interchange element. Reduce project funding by \$20 million. (hearing date April 9, 2014)</p>	<p>Elements of original project cannot be completed due to delivery obstacles. Transfer \$20 million to SMART (project 10).</p>	None.

<p>Direct High-Occupancy Vehicle Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (Streets &amp; Highways Code Section 30914 (c)(12))</p>	<p>Contra Costa Transportation Authority</p>	<p>Increase funding by \$5,425,000. (hearing date April 9, 2014)</p>	<p>Funding needed to complete project funding plan. Transfer from Caldecott Tunnel Improvements (project 36) savings.</p>	<p>None.</p>
<p>Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor (Fairfield/Vacaville Train Station) (Streets &amp; Highways Code Section 30914 (c)(14))</p>	<p>Solano Transportation Authority and Capitol Corridor Joint Powers Authority</p>	<p>Increase funding by \$10,950,126. (hearing date April 9, 2014)</p>	<p>Funding needed to complete project funding plan. Transfer of \$3,201,548 from Regional Express Bus North (project 17) and \$7,748,578 from Solano County Express Bus Intermodal Facilities (project 6).</p>	<p>None.</p>
<p>Regional Express Bus North (Streets &amp; Highways Code Section 30914 (c)(17))</p>	<p>Metropolitan Transportation Commission</p>	<p>Reduce funding by \$1,201,548. (hearing date April 9, 2014)</p>	<p>Funding needed to complete project funding plan for subproject 17.1 (Vallejo Curtola Transit Center). Transfer of \$2,000,000 from Vallejo Station (project 5) to Vallejo Curtola Transit Center to meet funding gap.</p> <p>Subproject 17.2 (Fairfield Transit Center) cannot be completed due to delivery obstacles. Sponsor request to transfer \$2,250,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).</p>	<p>None.</p>

			Sponsor certified \$951,548 in project savings from subproject 17.3 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).	
AC Transit Enhanced Bus (Streets & Highways Code Section 30914 (c)(24))	AC Transit	Increase funding by \$12,760,172. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$12,150,000 from Richmond Parkway Transit Center (project 9), and \$610,172 in project savings from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29).	None.
Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC	Increase funding by \$11,9323,828. (hearing date April 9, 2014)	Project savings: Transfer \$610,172 in project savings to AC Transit Enhanced Bus (project 24) and \$2,300,000 in project savings to I-880 North Safety Improvements (project 30).  Additional funding: Receive transfer of \$14,843,000 from Dumbarton Rail (project 4) for Dumbarton Express Bus.	None.
I-880 North Safety Improvements (Streets & Highways Code Section 30914 (c)(30))	ACTC, City of Oakland, California Department of Transportation	Increase funding by \$2,300,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29) savings.	None.

Caldecott Tunnel Improvements (Streets & Highways Code Section 30914 (c)(36))	Contra Costa Transportation Authority	Reduce funding by \$5,425,000. (hearing date April 9, 2014)	Project savings. Transfer to Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (project 12).	None.
Caltrain Electrification (new Streets & Highways Code Section 30914 (c) project)	Caltrain	Add new project and provide \$20 million in funding (hearing date April 9, 2014)	Transfer of funds from Dumbarton Rail (project 4).	None.
Clipper (formerly known as TransLink) (Streets & Highways Code Section 30914 (c)(18))	Metropolitan Transportation Commission	Increase funding by \$13 million; modify scope to include deployment of new technology (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy new technology for Clipper.	None.
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and Metropolitan Transportation Commission	Increase funding by \$21 million; modify scope to include operational improvements and express lane access along the various bridge corridors; add MTC as a sponsor. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.	None.
BART Transit Capital Rehabilitation (Streets & Highways Code Section 30914 (c)(37))	BART	Increase funding by \$40 million; modify scope to allow for purchase of BART cars. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to purchase BART cars.	None.
Clipper <sup>®</sup> (new Streets and Highways Code Section 30914 (d) project 12)	Metropolitan Transportation Commission	Add new project to the RM2 operating program and provide funding of \$2 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Clipper <sup>®</sup> program	None.



Transbay Transit Center (new Streets and Highways Code Section 30914 (d) project 13)	Transbay Joint Powers Authority	Add new project to the RM2 operating program and provide funding of \$3 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Transbay Transit Center	Annual funding level after FY2021-22 will be subject to MTC staff evaluation of operating support needed.
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets & Highways Code Section 30914 (c)(4))	SMCTA, Capitol Corridor, ACTC	Reduce funding by \$225,416 (hearing date November 4, 2020)	Dumbarton Rail project was previously discontinued, this action moves remaining balance in this project to the express bus project for Dumbarton Forward.	None
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and MTC	Increase funding by \$225,416 (hearing date November 4, 2020)	Transfer of funds from Dumbarton Rail	None
Regional Rail Master Plan (Streets & Highways Code Section 30914 (c)(33))	Caltrain and BART	Reduce funding by \$437,576 (hearing date November 4, 2020)	The planning studies within this project are complete. Funds transferred to combine with savings in Project 35.	None
Transit Commuter Benefits Promotion and Transit Recovery (Streets & Highways Code Section 30914 (c)(35))	MTC	Increase funding by \$437,576 and modify scope to include activities related to Covid-19 transit recovery (hearing date November 4, 2020)	Transfer of funds from Regional Rail Master Plan. Allow for regional project savings to be used for public transit recovery projects and programs.	None
Regional Express Lane Network (Streets & Highways Code Section 30914 (c)(38))	MTC	Modify scope to include Bay Bridge Forward improvements (hearing date November 4, 2020)	The I-80 managed lanes project is not advancing as planned. This action would increase flexibility for use on ready-to-go projects on the I-80 corridor.	None

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Attachment B  
Resolution No. 3801  
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**Regional Measure 2 Program: Project List as Amended  
(changes are noted in italics)**

**Streets and Highways Code Sections 30914(c)**

- (1) *BART/MUNI access on Market Street Corridor. Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows. Three million dollars (\$3,000,000). The project sponsor is BART. (Project description modification hearing date: April 9, 2014.)*
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009); funding reduced by \$34,843,000 and prior condition removed (hearing date April 9, 2014); funding reduced by \$225,416 (hearing date November 4, 2020). Present amount: eight million nine hundred thirty-one thousand five hundred eighty-four (\$8,931,584).*

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct improvements to expand *parking capacity and/or amenities, or to improve access*. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (10) Sonoma-Marin Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; *construct Larkspur extension and related elements*. Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing*

*date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9, 2014). Present amount: Fifty-six million, five hundred thousand dollars (\$56,500,000). The project sponsor is SMART. (Project description changed: hearing dates July 13, 2011, September 14, 2011, and April 9, 2014.)*

- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by *extending a multiuse pathway from the vicinity of Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal. Sixty-five million dollars (\$65,000,000). Funding reduced by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011.); funding reduced by \$20,000,000 (hearing date April 9, 2014). Present amount is forty-three million five hundred thousand dollars (\$43,500,000.)* The project sponsor is *Transportation Authority of Marin.*
- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). *Funding increased by \$5,425,000 (hearing date April 9, 2014). Present amount: twenty million, four hundred twenty-five thousand dollars (\$20,425,000).* The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.

- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). *Funding increased by \$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126).* The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.
- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.
- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.
- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). *Funding reduced by \$1,201,548 (hearing date April 9, 2014). Present amount: Eighteen million, seven hundred ninety-eight thousand, four hundred fifty-two dollars (\$18,798,452).* The project sponsor is the Metropolitan Transportation Commission.
- (18) Clipper (formerly known as TransLink). Integrate the Bay Area's regional smart card technology, Clipper, with operator fare collection equipment, expand system to new transit services, and deploy new technology. Twenty-two million dollars (\$22,000,000). *Funding increased by \$13,000,000 (hearing date November 9, 2016). Present amount: Thirty-five million dollars (\$35,000,000).* The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section

30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.

- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- 21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009). Present Amount: Thirty-three million eight hundred one thousand dollars (\$33,801,000).*
- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009*

*and July 8, 2009). Present Amount: One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).*

- (24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). Develop enhanced bus service on these corridors, including bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment shall improve the AC connection to BART on these corridors. Sixty-five million dollars (\$65,000,000). *Funding increased by \$12,760,172 (hearing date April 9, 2014). Present amount: seventy-seven million, seven hundred sixty thousand, one hundred seventy-two dollars (\$77,760,172).* The project sponsor is AC Transit.
- (25) Transbay Commute Ferry Service. Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.
- (26) Commute Ferry Service for Berkeley/Albany. Purchase two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements. If the Water Transit Authority does not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that meets its requirements, the funds described in this paragraph and the operating funds described in paragraph (7) of subdivision (d) shall be transferred to another site in the East Bay. The City of Richmond shall be given first priority to receive this transfer of funds if it has met the planning milestones identified in its special study developed pursuant to paragraph (28).
- (27) Commute Ferry Service for South San Francisco. Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.

- (28) Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs. Provide two backup vessels for water transit services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.
- (29) Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. Twenty-two million dollars (\$22,000,000). *Funding increased by \$11,932,828 (hearing date April 9, 2014), increased by \$21,000,000 (hearing date November 9, 2016), and increased \$225,416 (hearing date November 4, 2020). Present amount: fifty-five million, one hundred fifty-eight thousand, two hundred forty-four dollars (\$55,158,244). The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.*
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). *Funding increased by \$2,300,000 (hearing date April 9, 2014). Present amount: twelve million, three hundred thousand dollars (\$12,300,000). The project sponsors are Alameda County Transportation Commission, City of Oakland, and the Department of Transportation.*
- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars (\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009). Prior condition removed (hearing date April 9, 2014). Present Amount: One hundred eighty-six million dollars (\$186,000,000).*
- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.



- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). *Funding reduced by \$437,576 (hearing date November 4, 2020). Present amount: Six million sixty-two thousand four hundred and twenty-four dollars (\$6,062,424).* The project sponsors are Caltrain and BART.
- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion *and Transit Recovery*. Marketing programs, projects, and studies to promote transit ridership and transit system performance, including but not limited to tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit *and to implement transit recovery strategies identified by the Blue Ribbon Transit Recovery Task Force*. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000). *Funding increased by \$437,576 (hearing date November 4, 2020). Present amount: Five million four hundred thirty-seven thousand five hundred and seventy-six dollars (\$5,437,576).*
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). *Funding reduced by \$5,425,000 (hearing date April 9, 2014). Present amount: forty-five million, seventy-five thousand dollars (\$45,075,000).* The project sponsor is the Contra Costa Transportation Authority.
- (37) *BART Transit Capital Rehabilitation*. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08, and to purchase replacement BART car vehicles. Twenty-four million dollars (\$24,000,000). *Funding increased by \$40,000,000 (hearing date November 9, 2016). Present amount: sixty-four million dollars (\$64,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)*

- (38) *Regional Express Lane Network. Provide funds to plan, conduct environmental review, design and construct express/toll lanes and/or operational improvements on the Bay Bridge corridor. Priority will be given to conversion of the High-Occupancy Vehicle (HOV) lanes on Interstate 80 in Alameda and Contra Costa Counties to express lanes and/or to improvements identified in the Bay Bridge Forward suite of projects, including but not limited to design feasibility and environmental studies, express lanes, interchange improvements, dedicated HOV/bus lanes, queue jump lanes, pricing, and other operational and demand management strategies to increase person throughput on the Bay Bridge Corridor. Four million, eight hundred twenty five thousand, four hundred fifty five dollars and forty three cents (\$4,825,455.43). The project sponsor is MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action). (New project added: hearing date April 10, 2013) (Project description modification hearing date November 4, 2020).*
- (39) *Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County. Provide funds to plan and construct interchange improvements in the vicinity of Interstate 80 and San Pablo Dam Road to reduce congestion and improve traffic safety. Eight million dollars (\$8,000,000). The project sponsor is the Contra Costa Transportation Authority. (New project added: hearing date April 10, 2013)*
- (40) *Caltrain Electrification. Provide funding for the electrification of Caltrain. Twenty million dollars (\$20,000,000). The project sponsor is Caltrain.*

### **Streets and Highways Code Sections 30914(d)**

Not more than 38 percent of the revenues generated from the toll increase shall be made available annually for the purpose of providing operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in Section 30914.5. If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds shall be obligated for other operations consistent with this chapter.

Except for operating programs that do not have planned funding increases and subject to the 38-percent limit on total operating cost funding in any single year, following the first year of scheduled operations, an escalation factor, not to exceed 1.5 percent per year, shall be added to the operating cost funding through fiscal year 2015 -16, to partially offset increased operating costs. The escalation factors shall be contained in the operating agreements described in Section 30914.5. Subject to the limitations of this paragraph, the Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Traffic Relief Plan:

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).
- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) Dumbarton *Bus*. Five million five hundred thousand dollars (\$5,500,000) (*Eligibility changed from Rail to Bus; hearing date January 11, 2012.*)
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).
- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.
- (12) *Clipper Operations. Two million dollars (\$2,000,000) without escalation. (project added, hearing date June 14, 2017)*
- (13) *Transbay Transit Center Operations. Three million dollars (\$3,000,000) without escalation. (project added, hearing date June 14, 2017)*