



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort  
MetroCenter  
Oakland, CA

## Meeting Agenda

### Programming and Allocations Committee

#### *Committee Members:*

*Scott Wiener, Chair   Federal D. Glover, Vice Chair*

*Jason Baker, Tom Bates, David Campos,*

*Mark Luce, Libby Schaaf,*

*Adrienne J. Tissier, Amy Rein Worth*

*Non-Voting Member: Bijan Sartipi*

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Wednesday, December 9, 2015

9:40 AM

Lawrence D. Dahms Auditorium

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This meeting is scheduled to be audiocast live on the Metropolitan Transportation  
Commission's Web site: [www.mtc.ca.gov](http://www.mtc.ca.gov).

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio  
voting members (5).*

#### 2. Consent Calendar

- 2a. [15-1042](#) Minutes of the November 4, 2015 meeting.

**Action:** Committee Approval

**Attachments:** [2a 11-04-2015 PAC Minutes draft .pdf](#)

- 2b. [15-0976](#) MTC Resolution No. 3667, Revised. Allocation of \$13.5 million in  
Regional Measure 2 (RM2) Capital funds for right-of-way and  
construction on the BART Warm Springs Extension project; rescission  
of \$11.4 million in earlier-phase construction funds from the same  
project.

**Action:** Commission Approval

**Presenter:** Craig Bosman

**Attachments:** [2b Reso-3667\\_RM2\\_BART\\_Warm\\_Springs.pdf](#)

- 2c. [15-1051](#) Regional Measure 2 (RM2) Capital Program update.

**Action:** Information

**Presenter:** Craig Bosman

**Attachments:** [2c\\_RM2\\_Capital\\_Update.pdf](#)

- 2d. [15-1052](#) Transit Performance Initiative (TPI) Investment program semi-annual update.  
**Action:** Information  
**Presenter:** Craig Bosman  
**Attachments:** [2d TPI Program Update.pdf](#)
- 2e. [15-1050](#) MTC's Cap and Trade Framework Update  
**Action:** Information  
**Presenter:** Kenneth Folan  
**Attachments:** [2e Cap Trade Framework Update.pdf](#)
- 2f. [15-1064](#) MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised. Transit Operating Allocations to Golden Gate Transit and BART.  
**Action:** Commission Approval  
**Presenter:** Cheryl Chi  
**Attachments:** [2f Reso-4186-4187-4188 GGT and BART.pdf](#)
- 2g. [15-1108](#) MTC Resolution No. 3649, Revised. Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-use Pathway project.  
**Action:** Commission Approval  
**Presenter:** Anne Richman  
**Attachments:** [2g Reso-3649 RM2 TAM.pdf](#)

## State

3. [15-1043](#) MTC Resolution No. 4208, Revised. Adoption of the 2016 Regional Transportation Improvement Program (RTIP).  
  
Recommendation to adopt the 2016 RTIP Program of Projects, and transmittal of the 2016 RTIP to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program (STIP).  
**Action:** Commission Approval  
**Presenter:** Ross McKeown  
**Attachments:** [3 Reso-4208 RTIP.pdf](#)

## Federal

4. [15-1044](#) MTC Resolution No. 4035, Revised. Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives.

As part of the Climate Initiatives Program, staff will provide recommendations for \$6 million of CMAQ funds for parking management and transportation demand management projects.

**Action:** Commission Approval

**Presenter:** Stefanie Hom

**Attachments:** [4\\_Reso-4035-Pking\\_TDM\\_Grant\\_Recommend.pdf](#)

## Regional

5. [15-0984](#) Transbay Joint Powers Authority - Cost Review of the Transbay Transit Center Phase 2.

At its July 22nd meeting, the Commission directed staff to perform a project cost and risk review for both phases of the Transbay Terminal project and report back to the Commission. An update from staff on the Phase 1 Cost and Risk Reviews was presented in September; this item presents the Phase 2 Cost Review.

**Action:** Information

**Presenter:** Anne Richman

**Attachments:** [5 TJPA Cost Review.pdf](#)

6. [15-0983](#) Regional Means-Based Transit Fare Pricing Study Update

An overview of the Regional Means-Based Transit Fare Pricing Study, including a summary of the work completed to date and a description of the scenarios being evaluated.

**Action:** Information.

**Presenter:** Kristen Mazur

**Attachments:** [6\\_Means\\_Based\\_Fare\\_Study\\_Update.pdf](#)

## 7. Public Comment / Other Business

## **8. Adjournment / Next Meeting**

**The next meeting of the Programming and Allocations Committee will be held on January 13, 2016 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.810.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1042      **Version:** 1      **Name:**

**Type:** Report      **Status:** Committee Approval

**File created:** 11/9/2015      **In control:** Programming and Allocations Committee

**On agenda:** 12/9/2015      **Final action:**

**Title:** Minutes of the November 4, 2015 meeting.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2a\\_11-04-2015\\_PAC\\_Minutes\\_draft\\_.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the November 4, 2015 meeting.

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

101 Eighth Street,  
Joseph P. Bort  
MetroCenter  
Oakland, CA

## Programming and Allocations Committee

### *Committee Members:*

*Scott Wiener, Chair   Federal D. Glover, Vice Chair*

*Jason Baker, Tom Bates, David Campos,  
Mark Luce, Libby Schaaf,  
Adrienne J. Tissier, Amy Rein Worth  
Non-Voting Member: Bijan Sartipi*

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Wednesday, November 4, 2015

9:40 AM

Lawrence D. Dahms Auditorium

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### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 8 - Commissioner Baker, Commissioner Bates, Vice Chair Glover, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener, and Commissioner Rein Worth

**Absent:** 1 - Commissioner Campos

Non-Voting Member Present: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Chair Cortese

Ad Hoc Non-Voting Members Present: Commissioner Giacomini, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, and Commissioner Spering

#### 2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Tissier and the second by Commissioner Baker, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 8 - Commissioner Baker, Commissioner Bates, Vice Chair Glover, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 1 - Commissioner Campos

2a. [15-0975](#) Minutes of the October 14, 2015 meeting.

**Action:** Committee Approval

- 2b.**     [15-0980](#)     MTC Resolution No. 4035, Revised. Revision to the first round of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant program (OBAG 1) to add \$2.35 million to the Safe Routes to School (SRTS) Program.
- Action:** Commission Approval
- Presenter:** Ross McKeown
- 
- 2c.**     [15-0977](#)     MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-21.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- 
- 2d.**     [15-0978](#)     MTC Resolution No. 4187, Revised. Allocate \$1.2 million in FY 2015-16 Transportation Development Act (TDA) funds to Petaluma Transit in support of transit operations.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- 
- 2e.**     [15-0981](#)     MTC Resolution No. 4205. Transportation Development Act (TDA) Triennial Audit report and approval of the 2015 Productivity Improvement Program (PIP).
- Action:** Commission Approval
- Presenter:** Kenneth Folan
- 
- 2f.**     [15-0979](#)     MTC Resolution No. 4206. Allocation of \$12 million in Regional Measure 2 (RM2) Capital funds to the Water Emergency Transportation Authority for the purchase of vessels for the Richmond ferry service.
- Action:** Commission Approval
- Presenter:** Craig Bosman

## Federal

3. [15-0997](#) MTC Resolution No. 4202. Proposal for second round of the One Bay Area Grant Program.

Proposed Project Selection Criteria and Programming Policy for the second round of the One Bay Area Grant Program (OBAG 2) for Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds covering FY2017-18 through FY2021-22.

**Action:** Commission Approval

**Presenter:** Anne Richman

Under public comment, the following individuals were called to speak:

Matt Vander Sluis, Greenbelt Alliance;  
David Zisser, Public Advocates;  
Robert Macaulay, STA;  
Tom Madalena, C/CAG of San Mateo County;  
Pat Eklund, City of Novato;  
Cynthia Armour, Bike East Bay;  
Jane Kramer;  
Clarrissa Cabansagan, Transform; and  
Bob Allen, Urban Habitat

**Upon the motion by Commissioner Glover and the second by Commissioner Tissier, the Committee unanimously approved an amendment to staff's recommendation to include the four cities as eligible for funding (Fairfax, Half Moon Bay, Monte Sereno, and Dixon) and that they be given until June 30, 2016 to have an approved housing element to qualify for OBAG funding. The motion carried by the following vote:**

**Aye:** 8 - Commissioner Baker, Commissioner Bates, Vice Chair Glover, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 1 - Commissioner Campos

**Upon the motion by Chairperson Wiener and the second by Commissioner Baker, the Committee unanimously directed staff to return to this Committee in February after consulting and formulating a proposed anti-displacement policy to be considered for OBAG2 and suggestions for housing preservation funding sources. The motion carried by the following vote:**

**Aye:** 8 - Commissioner Baker, Commissioner Bates, Vice Chair Glover, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 1 - Commissioner Campos

Upon the motion by Commissioner Tissier and the second by Commissioner Rein Worth, the Committee unanimously referred MTC Resolution No. 4202 - Proposal for the second round of the One Bay Area Grant Program to the Commission without recommendation on the formula distribution. The motion carried by the following vote:

**Aye:** 8 - Commissioner Baker, Commissioner Bates, Vice Chair Glover, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 1 - Commissioner Campos

## Regional

Upon the motion by Commissioner Rein Worth and the second by Commissioner Glover, the Committee unanimously deferred agenda items 4 and 5, under the Regional Calendar, to the December Programming and Allocations Committee meeting. The motion carried by the following vote:

**Aye:** 8 - Commissioner Baker, Commissioner Bates, Vice Chair Glover, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 1 - Commissioner Campos

4. [15-0984](#) Transbay Joint Powers Authority - Cost Review of the Transbay Transit Center Phase 2.

At its July 22nd meeting, the Commission directed staff to perform a project cost and risk review for both phases of the Transbay Terminal project and report back to the Commission. An update from staff on the Phase 1 Cost and Risk Reviews was presented in September; this item presents the Phase 2 Cost Review.

**Action:** Information

**Presenter:** Anne Richman

This item was not presented and was deferred to December.

5. [15-0983](#) Regional Means-Based Transit Fare Pricing Study Update

An overview of the Regional Means-Based Transit Fare Pricing Study, including a summary of the work completed to date, and a description of the scenarios being evaluated.

**Action:** Information.

**Presenter:** Kristen Mazur

This item was not presented and was deferred to December.

**California Transportation Commission Update.**

6. [15-0986](#) CTC Update

Action: Information

Presenter: Kenneth Kao / Anne Richman

This item was not presented and information available in the packet.

**7. Public Comment / Other Business**

**8. Adjournment / Next Meeting**

The next meeting of the Programming and Allocations Committee will be December 9, 2015, 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-0976      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 10/8/2015      **In control:** Programming and Allocations Committee

**On agenda:** 12/9/2015      **Final action:**

**Title:** MTC Resolution No. 3667, Revised. Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b\\_Reso-3667\\_RM2\\_BART\\_Warm\\_Springs.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 3667, Revised. Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.

### Presenter:

Craig Bosman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 2b

## MTC Resolution No. 3667, Revised

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- Subject:** Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.
- Background:** Staff is proposing to rescind approximately \$11.4 million in savings from the Fremont Central Park Subway phase of the BART Warm Springs Extension project. These savings will be reallocated, along with approximately \$2.1 million in currently unallocated funds, to the Warm Springs project for the Line, Trackwork, Systems, and Station (LTSS) construction contract; construction management and related construction activities; and for remaining right-of-way costs. With this action, all \$176 million in RM2 funds available to the project will be allocated.
- System testing for the Warm Springs extension is now underway. Contract completion is forecast for early 2016, with revenue service to begin later in 2016.
- Issues:** This action is conditioned on BART obtaining approval from the California Transportation Commission to move the remaining \$1.6 million in state Traffic Congestion Relief Program (TCRP) funds from the right-of-way phase to the construction phase. Both the TCRP funds and the proposed RM2 funds are needed in order to fully fund the remaining project costs.
- Recommendation:** Refer MTC Resolution No. 3667, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3667, Revised.

Date: December 15, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 02/25/09-C 07/22/09-C  
01/27/10-C 07/28/10-C  
07/27/11-C 02/26/14-DA  
12/16/15-C

### ABSTRACT

MTC Resolution No. 3667, Revised

This resolution approves the allocation of Regional Measure 2 funds for the BART Extension to Warm Springs Project sponsored and implemented by the San Francisco Bay Area Rapid Transit District.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of San Francisco Bay Area Rapid Transit District's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan
- Attachment E - Synopsis of Terms for Funding Agreement

This resolution was revised on February 25, 2009 to allocate \$167 million towards the construction of the Fremont Central Park Subway element of the BART to Warm Springs Extension project.

This resolution was revised on July 22, 2009 to rescind \$29,093,000 from the prior allocation towards the construction of the Fremont Central Park Subway element owing to contract bid savings on the project.

This resolution was revised on January 27, 2010 to allocate \$10.31 million towards the early expenses including soft costs and some materials procurement costs (rail, fiber optic etc.) on the Line, Track, Station and Systems contract for the Warm Springs Extension project.

This resolution was revised on July 28, 2010 to allocate \$21.8 million towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the Warm Springs Extension project.

This resolution was revised on July 27, 2011, to add conditions to Attachment E specifying principles for addressing any potential construction cost increases on the LTSS segment.

This resolution was revised on February 26, 2014 via Delegated Authority to rescind \$2,090,571 from the initial right-of-way phase allocation.

This resolution was revised on December 16, 2015 to rescind approximately \$11.4 million in savings from the Fremont Central Park Subway element and to allocate approximately \$13.5 million towards the LTSS construction and right-of-way activities for the Warm Springs Extension project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 8, 2004, February 11, 2009, July 8, 2009, January 13, 2010, July 14, 2010, July 13, 2011, and December 9, 2015.

Date: December 15, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the BART Extension to Warm Springs

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3667

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 2004), 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 shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted a request for the allocation of RM 2 funds for the BART Extension to Warm Springs Project; and

WHEREAS, the BART Extension to Warm Springs Project is identified as capital project number 31 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the San Francisco Bay Area Rapid Transit District is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the San Francisco Bay Area Rapid Transit District’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff’s review of the San Francisco Bay Area Rapid Transit District’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves MTC staff's review of the San Francisco Bay Area Rapid Transit District's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the San Francisco Bay Area Rapid Transit District's complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

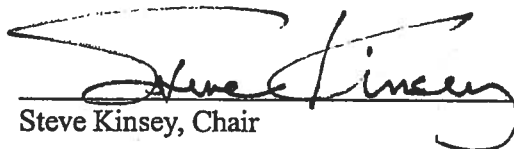
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 15, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit Dist.  
Project Number: 31.2

Allocation No. 31.2-1						
Activities to be funded with Allocation #1:						
Relocation of utilities, site preparation and clearance in between Washington Blvd. And Paseo Padre in conjunction with the City of Fremont's grade separation project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05366701	15-Dec-04	\$ 4,000,000	ROW	FY 2004-05	\$	4,000,000
06366702	15-Dec-04	\$ 2,000,000	ROW	FY 2005-06	\$	6,000,000
05366701	24-Feb-14	\$ (90,571)	ROW	FY 2004-05	\$	5,909,429
06366702	26-Feb-14	\$ (2,000,000)	ROW	FY 2005-06	\$	3,909,429

Allocation No. 31.2-2						
Activities to be funded with Allocation #2:						
<p>This allocation will fund all the below mentioned costs associated with the construction of the Fremont Central Park Subway: (Contract includes a one mile long double track subway box, two trackway transition and ventilation structures associated with the subway as well as a trackway embankment)</p> <p>1) Direct labor of implementing agency: Including but not limited to planning, engineering, project management, system safety, technical support, community relations and accounting.</p> <p>2) Capital costs associated with the subway contract.</p> <p>3) Consultants: Design services during construction, construction management and community relations.</p> <p>4) Other Direct Costs: Including but not limited to inventory issues, telephone, office supplies and services and insurance.</p>						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09366703	25-Feb-09	\$ 167,000,000	CON	FY 2008-09	\$	170,909,429
09366703	22-Jul-09	\$ (29,093,000)	CON	FY 2008-09	\$	141,816,429
09366703	16-Dec-15	\$ (11,408,823.10)	CON	FY 2015-16	\$	130,407,606

#### Allocation No. 31.2-3

Activities to be funded with Allocation #3:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems contract on the Warm Springs Extension project:

A) Soft costs including but not limited to:

- 1) Transit System Development Engineering and Project Management
- 2) Design and Design services during Construction
- 3) Construction Management Oversight

B) Material procurement costs: Rail, Fiber optic etc

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10366704	27-Jan-10	\$ 10,315,957	CON	FY 2009-10	\$ 140,723,563

#### Allocation No. 31.2-4

Activities to be funded with Allocation #4:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project:

- 1) Award of the LTSS contract
- 2) Construction Manangement
- 3) Design support during construction
- 4) BART staff support
- 5) Coordination with other jurisdictional agencies and development of agreements
- 6) Owner Controlled Insurance Program
- 7) Community Relations

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11366705	28-Jul-10	\$ 21,777,043	CON	FY 2010-11	\$ 162,500,606
16366706	16-Dec-15	\$ 12,472,394.10	CON	FY 2015-16	\$ 174,973,000

Allocation No. 31.2-5						
Activities to be funded with Allocation #5:						
<p>Ongoing project right of way activities, including:</p> <ul style="list-style-type: none"> <li>-Parcel acquisition</li> <li>-Processing of relocation claims</li> <li>-Noise mitigation</li> <li>-Surveying support</li> <li>-Property exchanges</li> <li>-Consolidation mapping and agreement</li> <li>-Alameda County Water District easements</li> <li>-City of Fremont easements</li> <li>-Eminent domain and plat</li> <li>-Right of way plans</li> <li>-Appraisal map updates</li> <li>-Record map updates</li> <li>-Station site parcel map or ALTA survey and record of survey updates and review</li> </ul>						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
16366707	16-Dec-15	\$ 1,027,000	ROW	FY 2015-16	\$	176,000,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: The BART Extension to Warm Springs Project  
Sponsor: San Francisco Bay Area Rapid Transit District  
Project Number: 31.2

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. Receipt of these funds by the Bay Area Rapid Transit District is conditioned on working cooperatively with MTC and the relevant local jurisdictions to encourage Transit-Oriented Development with the goal of assuring that an appropriate number of residences, jobs, services and other activities will be planned for and located within proximity to the rail service.
2. BART may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.
3. Utility relocation will be limited to the project boundaries between Paseo Padre and Washington Boulevard.
4. The Bay Area Rapid Transit District (BART) shall spend allocated Traffic Congestion Relief Program (TCRP) funds before RM2 funds on segments of the project where TCRP funds are scoped and eligible. On segments of the project where the TCRP funds are not scoped and eligible, RM2 funds shall be available to proceed with RM2 funding reimbursements.

On February 25, 2009, the Commission approved the following conditions pertaining specifically to Allocation No. 2:

- 1 ACTIA's allocation of \$80 million in Measure B funds towards the construction phase of the project; this allocation is an effort on the part of ACTIA, to advance later year Measure B funds to offset the Proposition 1B shortfall and allow the project to proceed on schedule.
- 2 The BART board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 3 Execution of a funding agreement between MTC and BART before the contract award, for the Regional Measure 1 90% Rail Reserve East and RM2 funds.
- 4 BART shall request the State Proposition 1B funds at the earliest time. Once available and approved for allocation towards this project, MTC would rescind the \$37 million in RM2 funds which are currently being used as an advance due to the unavailability of State funds.
- 5 If the bids for the subway construction contract are lower than anticipated, the savings against the MTC and ACTIA allocations would be moved to fund remaining sections of the project at a later time. At the completion of the project, any savings would be split among the local funding partners in amounts proportional to the capital contribution of each agency.

On January 27, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 3:

- 1 This allocation is conditioned on the BART Board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 2 If the CTC approves the SLPP funds towards this project in January or February and Caltrans approves the Prop 1B Transit funds in January or February, the Commission may rescind this allocation in part and move to fund remaining sections of the project at a later time.

On July 28, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 4:

- 1 Approval of the Initial Project Report (IPR) package by the BART board.
- 2 Execution of a funding agreement covering RM1, RM2, and AB1171 funds, between MTC and BART prior to the Notice-to-Proceed (NTP) of the Line, Trackwork, Station, and Systems (LTSS) construction contract.
- 3 All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition #4 below.
- 4 Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

On December 16, 2015, the Commission approved the following conditions pertaining specifically to Allocation Nos. 4 and 5:

- 1 Allocations made on this date are conditioned upon California Transportation Commission approval of reallocation of \$1.6 million in State TCRP funds for the Warm Springs project from the Right-of-Way phase to the Construction phase.



## Regional Measure 2 Regional Traffic Relief Plan

December 15, 2004  
Attachment C  
MTC Resolution No. 3667  
Revised: 02/25/09-C  
01/27/10-C 07/28/10-C  
02/26/14-DA 12/16/15-C

**RM2 Project Number: 31.2**

### BART Extension to Warm Springs

Lead Sponsor <b>BART</b>	Other Sponsors(s) City of Fremont for Grade Separation Work	Implementing Agency (if applicable) <b>BART</b>
Legislated Project Description Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. The project would facilitate a future rail service extension to the Silicon Valley.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$186,000 31.1 City of Fremont Grade Separation (\$10,000) <b>31.2 BART Extension to Warm Springs (\$176,000)</b>		Total Estimated Project Cost (in \$1,000) <b>\$890,000</b>
Project Purpose and Description The Warm Springs Extension will add 5.4-miles of new tracks from the existing Fremont Station south to a new station in the Warm Springs District of the City of Fremont, with an optional station to be located approximately midway in the heart of the Irvington District. The optional Irvington Station is dependent upon future funding through the City of Fremont. The project will provide increased transportation capacity for future growth in employment and population in the southern part of the region. The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. South of the Warm Springs Station, tail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.		
Funding Description  Committed Funds: Funding is fully committed.  Operating Capacity: BART has included service to this project in its future operating budget.		

#### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	01/2002	10/2006	\$8,713
2	Plans, Specifications and Estimates	12/2002	06/2010	\$36,126
3	Right-of-Way	04/2002	06/2016	\$79,317
4	Construction	05/2009	06/2016	\$765,844
<b>Total:</b>				<b>\$890,000</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	<b>BART to Warm Springs Extension</b>						<b>Project No. 31.2</b>					
<b>Lead Sponsor</b>	<b>BART</b>											
<b>Fund Source</b>	<b>Phase</b>	<b>Prior</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Future</b>	<b>Total</b>
<b>Committed</b>												
State TCRP	ENV/PE	42,676										42,676
ACCMA TIP	ENV	2,163										2,163
State TCRP	ROW	38,081							(1,700)			36,381
Alameda Measure B	ROW	38,000										38,000
RM2	ROW	3,909							1,027			4,936
RM2	Construction		20,000	40,000	35,000	30,000	20,000	13,575	12,489			171,064
RM1	Construction				5,000	25,000	30,000	53,000				113,000
AB 1171	Construction							5,000				5,000
Prop 1B/MTC Spillover	Construction		20,000	20,000								40,000
SLPP (MTC/ACTIA/VTA)	Construction	36,712	20,403	19,887	8,288	6,790						92,080
BART	Construction	2,563	2,755	3,454	3,644	2,722	1,500	362	7,000			24,000
ACCMA STIP	Construction										69,000	69,000
MTC/ACTIA/BART Advance	Construction										54,000	54,000
State TCRP	Construction	19,500							1,700			21,200
Alameda Measure B	Construction		25,000	35,000	40,000	35,000	25,000	16,500				176,500
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	-	123,000	890,000
<b>Uncommitted</b>												
										0	0	0
Total:		0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>												
		<b>Prior</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Future</b>	<b>Total</b>
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	0	123,000	890,000

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit District  
RM2 Project Number: 31.2

RM2 Project # 31.2	PRIOR	FY 2015-16	Future	TOTAL
<b>RM2 Funds Total</b>	<b>141,068,000</b>	<b>34,932,000</b>	<b>-</b>	<b>176,000,000</b>
<b>Environmental (ENV)</b>	<b>8,713,000</b>	<b>0</b>	<b>0</b>	<b>8,713,000</b>
State TCRP	6,550,000			6,550,000
ACCMA TIP	2,163,000			2,163,000
				0
				0
				0
<b>Final Design (PS&amp;E)</b>	<b>36,126,000</b>	<b>0</b>	<b>0</b>	<b>36,126,000</b>
State TRCP	36,126,000			36,126,000
				0
				0
				0
				0
<b>Right of Way</b>	<b>77,748,000</b>	<b>1,569,000</b>	<b>0</b>	<b>79,317,000</b>
RM 2	3,909,000	1,027,000	0	4,936,000
Alameda County Measure B	38,000,000			38,000,000
State TCRP	35,839,000	542,000		36,381,000
				0
				0
<b>Construction</b>	<b>657,890,000</b>	<b>107,954,000</b>	<b>0</b>	<b>765,844,000</b>
RM2	137,159,000	33,905,000		171,064,000
Alameda County Measure B	169,700,000	6,800,000		176,500,000
ACCMA STIP	69,000,000			69,000,000
AB1171	472,000	4,528,000		5,000,000
RM1	71,359,000	41,641,000		113,000,000
Prop 1B/MTC Spillover	36,400,000	3,600,000		40,000,000
SLPP (MTC/ACTIA/VTA)	83,700,000	8,380,000		92,080,000
MTC/ACTIA/BART Advance	54,000,000			54,000,000
State TRCP	19,500,000	1,700,000		21,200,000
BART	16,600,000	7,400,000		24,000,000
				0
<b>TOTAL FUNDING</b>				<b>0</b>
Environmental	8,713,000	0	0	<b>8,713,000</b>
Final Design (PS&E)	36,126,000	0	0	<b>36,126,000</b>
Right of Way	77,748,000	1,569,000	0	<b>79,317,000</b>
Construction	657,890,000	107,954,000	0	<b>765,844,000</b>
<b>PROJECT TOTAL</b>	<b>780,477,000</b>	<b>109,523,000</b>	<b>0</b>	<b>890,000,000</b>



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

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**On agenda:** 12/9/2015      **Final action:**  
**Title:** Regional Measure 2 (RM2) Capital Program update.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2c\\_RM2\\_Capital\\_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Regional Measure 2 (RM2) Capital Program update.

**Presenter:**  
Craig Bosman

**Recommended Action:**  
Information

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 2c

## Regional Measure 2: Capital Program Monitoring

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**Subject:** Regional Measure 2 Capital Program update.

**Background:** Regional Measure 2 (RM2) was passed in March 2004 and the Commission began allocating funds in July 2004. The attached staff presentation is the semiannual report for the RM2 capital program. The most recent operating program update was made in October 2015.

### Allocation/Expenditure Status

The RM2 Capital Program has a programmed amount of \$1.5 billion. As of November 2015, MTC has approved more than \$1.4 billion in capital allocations, of which over \$1.1 billion has been reimbursed.

### Strategic Delivery Plan

In May 2014, MTC adopted the strategic delivery plan, which resulted in the reassignment of \$88 million in RM2 funds among several projects, as well as the modification of scope and prior conditions on three projects. Since then, construction allocations have been made for several of the projects included in the strategic delivery plan. In the last reporting period, the Richmond Ferry Service project and the Benicia Industrial/Park Bus Hub moved to construction. Meanwhile, staff continued to work with project sponsors to move projects with remaining unallocated funds toward construction, such as Caltrain Electrification and the SMART Larkspur Extension. Overall, staff continues to monitor these projects to ensure continued progress.

### Project Status

The majority of projects are on track and under construction. Projects highlighted in this report include the Transbay Terminal, which is making major construction progress toward the completion of Phase 1, but faces the adoption of a revised budget requiring a financing solution, and the BART Warm Springs Extension, which has entered the testing phase in anticipation of revenue service in the coming months.

Please refer to the attached presentation for more information.

**Issues:** None.

**Recommendation:** Information

**Attachments:** Presentation Slides

# Regional Measure 2: Capital Program Update

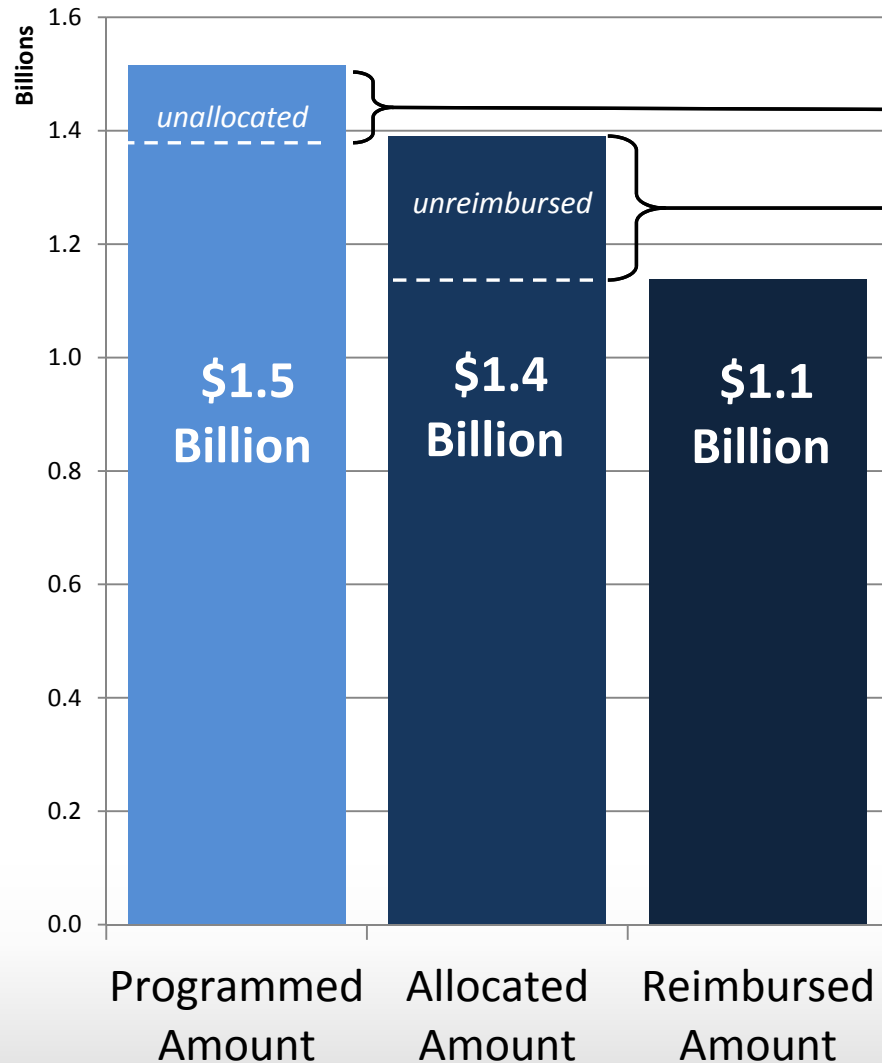
Programming and Allocations Committee

December 9, 2015



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# Capital Program Summary



Much of the \$0.1 billion not yet allocated is due to the following projects:

- SMART Larkspur Extension (\$20M)
- Caltrain Electrification (\$20M)
- Downtown SF Ferry Terminal Expansion (\$20 M)
- North South Greenway - Marin (\$17M)
- I-580 Improvements (\$12M)

Much of the \$0.3 billion not yet reimbursed is due to the following projects currently under construction:

- AC Transit BRT (\$46M)
- BART Extension to Warm Springs (\$20M)
- Fairfield/Vacaville Train Station (\$21M)
- Ferry Vessels (\$12M)
- I-680 HOV Lane Connector (\$9M)
- Dumbarton Express Bus Replacement (\$10M)
- E-BART (\$9M)
- Vallejo Station (\$9M)

# Program Assessment

- Majority of projects are “On Track” & “Under Construction”.
- Several sub-projects are completed
- MTC monitors projects to minimize risk, provide opportunities for meaningful scope changes, and address funding shortfalls.
- MTC works with sponsors to provide direction, secure additional funds, or phase/down-scope the projects.
- Local construction market strong; could lead to cost escalation.

# Recent Allocations

## Via Commission Action

- BART Warm Springs Extension, CON, \$13.5M \*\*
- Richmond Ferry Service, CON, \$12M
- SMART Rail Cars, CON, \$6.1M
- Real-Time Electronic Transit Information Displays, CON, \$1.1M
- Benicia Industrial/Park Bus Hub, CON, \$945k

## Via Delegated Authority

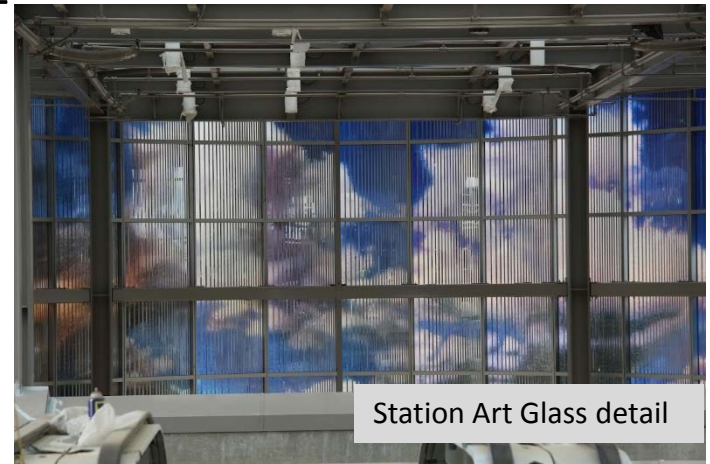
- Central Marin Ferry Connection Multi-Use Pathway, CON, \$750k
- Vallejo Curtola Transit Center, CON, \$527k\*
- Safe Routes to Transit:
  - Vallejo Curtola Parkway Class 1 Bike Bath, PSE/CON, \$750k
  - Lake Merritt BART Station Access Improvements, PSE/CON, \$342k
  - SF Balboa Park Station Access and Safety Project, CON, \$315k
  - San Leandro BART Pedestrian and Bicycle Access Project, CON, \$360k
  - West Oakland BART Bicycle Locker Plaza, CON, \$294k
  - Rockridge BART Access Improvements, ENV/PE, \$20k

\* Rescission/Reallocation

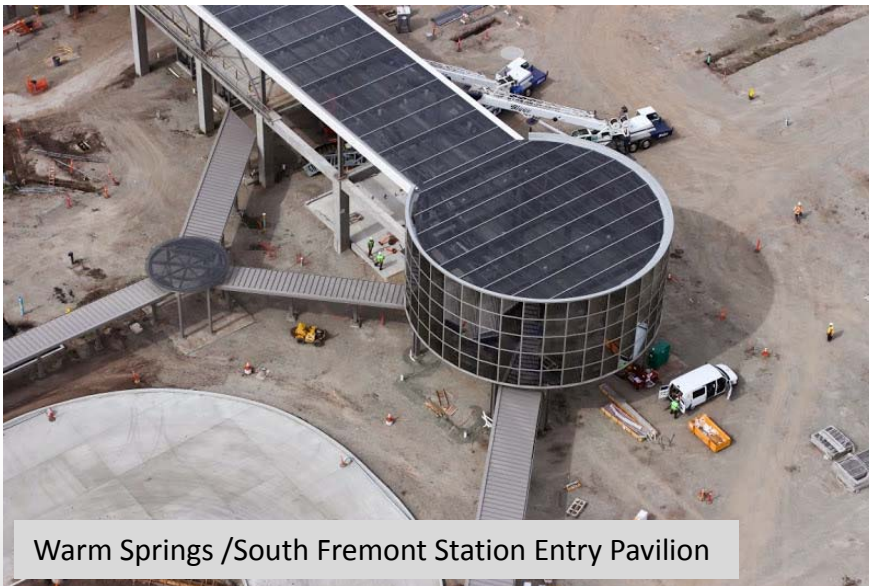
\*\* Rescission/Reallocation, Proposed on December agenda

# BART to Warm Springs Extension

- Main construction contract nearly complete – final finishes remain
- Dynamic testing with vehicles is next step
- Will open for revenue service at completion of testing, expected in 2016



Station Art Glass detail



Warm Springs /South Fremont Station Entry Pavilion



Fremont Central Park Subway

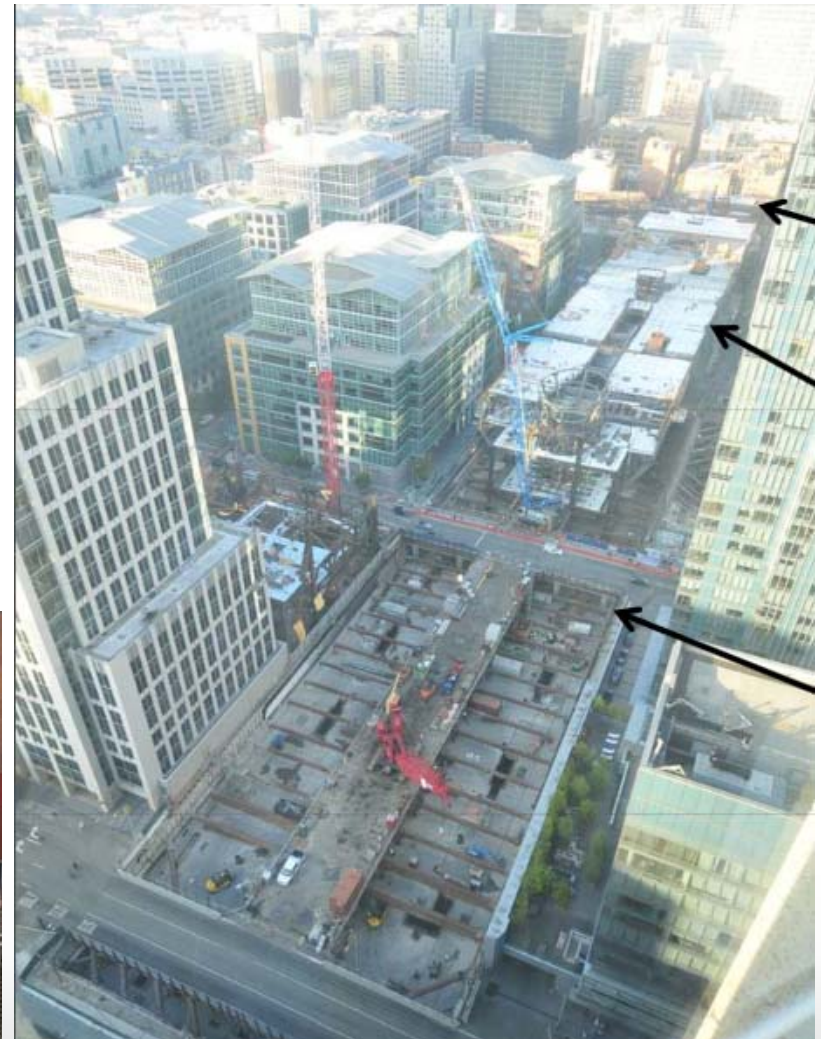
# Fairfield/Vacaville Intermodal Train Station

- Construction under progress:
  - Peabody road overpass
  - South portal/pedestrian underpass nearly complete
  - Utility work
- Progressing on time and on budget



# Transbay Terminal

- Construction Progress:
  - Above-grade steel erection continues, has crossed two streets
  - Below-grade work nearing completion
  - Bus ramp structures under construction
- MTC, City of San Francisco, San Francisco County Transportation Authority working with TIPA to address Phase 1 budget shortfall



# eBART

- Trackwork, System, and Facility Finishes construction is ongoing
- Finalizing vehicle design in preparation for manufacturing
- Transfer platform/guideway and maintenance facility/parking lot contracts in closeout process
- Monitoring issue: SR-4 widening Segment 3A behind schedule; affects when BART contractor can access median

SR4 Widening



Pittsburg Center station milestone event



Pittsburg Center station (rendering)

# SMART

## Construction ongoing:

- Marin Civic Center to Downtown San Rafael
- Santa Rosa to San Rafael
- Haystack Moveable Bridge
- Operations & Maintenance Facility
- DMU trains delivery and testing



# I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package (WB 80 – WB 12 Connector): Construction Ongoing
- Utility relocation work progressing
- PS&E being prepared for subsequent construction packages
  - Package 2: Red Top Road Interchange
  - Package 3: I-80/I-680 Interchange



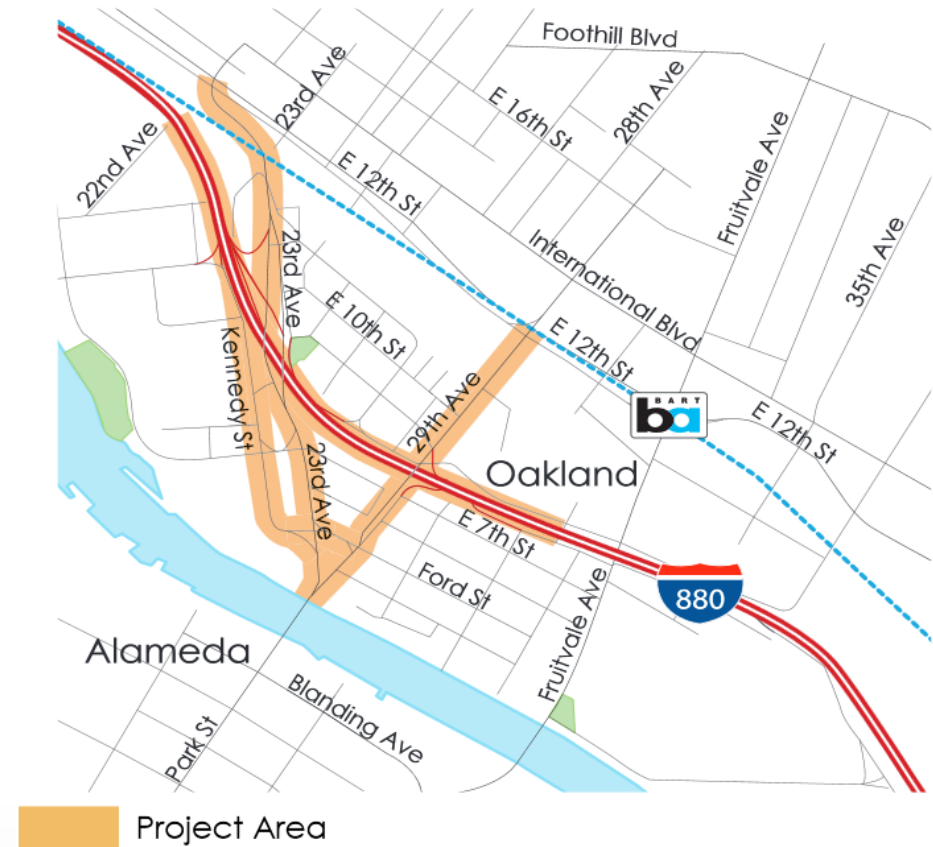
# I-580 HOV / Express Lanes

- Construction ongoing for both EB and WB project
- EB and WB Express Lanes are both expected to open in early 2016



# I-880 North Safety Improvements

- Construction approximately 22% complete
- Northbound sound wall complete
- Reconstruction of 29<sup>th</sup> Ave overcrossing continues through 2016





# Metropolitan Transportation Commission

101 Eighth Street,  
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## Legislation Details (With Text)

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**File #:** 15-1052      **Version:** 1      **Name:**  
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**Title:** Transit Performance Initiative (TPI) Investment program semi-annual update.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2d TPI Program Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Transit Performance Initiative (TPI) Investment program semi-annual update.

**Presenter:**  
Craig Bosman

**Recommended Action:**  
Information

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Item Number 2d

## Transit Performance Initiative (TPI) Investment Program Update

**Subject:** Transit Performance Initiative Investment Program Semi-Annual Report

**Background:** The TPI Investment program funds low-cost capital improvements that improve operations and customer experience in high ridership corridors. The improvements are intended to be implemented quickly, as they build on existing transit agency efforts to improve service productivity.

**Round 1:** In May 2012, the Commission programmed approximately \$28 million for the first round of the TPI investment projects, focusing on major transit corridors of AC Transit, SFMTA, and VTA. The grant awards (shown in the table below) fund project elements that improve speed, reduce travel times, enhance customer experience, and can be implemented quickly consistent with the program objectives. Once operational, these projects collectively are estimated to save over \$4 million in annual operating costs and reduce travel time by 5-25% for the approximately 200,000 daily riders on these routes.

Agency	Project	TPI Award (In Million \$)
AC Transit	Line 51 Corridor Speed Protection and Restoration	\$10.5
SFMTA	Mission Customer First	\$7.0
	N-Judah Customer First	\$3.8
	Bus Stop Consolidation and Roadway Modifications (9 San Bruno)	\$4.1
VTA	Light Rail Transit Signal Priority Improvements	\$1.6
	Stevens Creek – Limited 323 Transit Signal Priority	\$0.7
<b>Total</b>		<b>\$27.7</b>

This is the sixth semi-annual update to the Committee, covering the period from June through November 2015. The attached presentation includes updates for all projects. All projects have experienced schedule delays and adjustments. However, the projects are progressing, and all have reached the construction or procurement phase, with some nearing final completion.

As Round 1 projects move into the final construction and implementation phases, staff will work with project sponsors to monitor construction progress as well as operational performance upon project completion.

**Round 2:** In March 2014, the Commission programmed \$8 million in TPI Investment funds for the Clipper Phase 3 implementation for small

operators. Clipper is now in use for ten of those operators, with further expansion in progress for the next two years. More information is on the attached slides.

In September 2014, the Commission programmed \$19 million for the second round of TPI projects, listed below:

Agency	Project	TPI Award (In Million \$)
AC Transit	South Alameda County Major Corridors Travel Time Improvement	\$5.0
SFMTA	Colored Lanes on MTA Rapid Network	\$1.8
	Muni Forward Capital Transit Enhancements	\$3.2
VTA	Mountain View Light Rail Double Track Improvements	\$8.0
Dublin/ LAVTA	Dublin Boulevard Transit Performance Initiative	\$1.7
<b>Total</b>		<b>\$19.0</b>

The VTA Mountain View Double Track project opened for operation in late November, after successful completion of testing and training. This project, which adds a second track between the Mountain View and Whisman stations, is expected to have significant on-time reliability improvements for the Mountain View station, a major transfer point to Caltrain. VTA is also evaluating future service improvements that will be made possible by this project. Other second round projects have begun development and systems engineering as applicable.

**Future:** The next semi-annual update and program assessment for the first round of the TPI projects is scheduled for June 2016. Staff anticipates a third round of projects/programming in 2016.

**Issues:** A TPI program goal is to fund projects that can be implemented quickly. In practice however, several of the projects have been delayed due to objections raised by local jurisdictions or coordination with related projects. Staff will continue to monitor project progress and advocate for streamlining their implementation.

**Recommendation:** Information.

**Attachments:** Presentation

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# Transit Performance Initiative (TPI) Investment Program Update



Programming and Allocations  
Committee

December 9, 2015

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# TPI Investment Program

## 1<sup>st</sup> Round Overview

Agency	Project	TPI Award (in \$million)
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project	\$ 10.5
San Francisco Municipal Transportation Authority (SFMTA)	Mission Customer First	\$ 7.0
	N-Judah Customer First	\$ 3.8
	Bus Stop Consolidation and Roadway Modification (9-San Bruno)*	\$ 4.1
Santa Clara Valley Transportation Authority (SCVTA)	Light Rail Transit Signal Priority Improvements	\$ 1.6
	Stevens Creek — Limited 323 Transit Signal Priority	\$ 0.7
<b>Total</b>		<b>\$ 27.7</b>

\*Scope determined Sept. 2014. Project reports with Round 2 projects





# 1<sup>st</sup> Round Project Progress

## ➤ Line 51 Corridor Delay Reduction & Sustainability Project

- Construction and punchlist essentially complete
- Final system coordination and activation underway
- Follow-up study reporting to come

Bus Stop Improvements, Alameda



Queue Jump Signal, Oakland





# 1<sup>st</sup> Round Project Progress

- **Light Rail Transit Signal Priority Improvements**
  - Contract award expected early 2016
  - Developing funding agreements with local jurisdictions
  - Completion expected Fall 2016
- **Stevens Creek 323 Transit Signal Priority**
  - Installation complete on 30 buses
  - Testing completed in Cupertino, underway in San Jose; installation forthcoming in Santa Clara and on Caltrans right of way
  - Completion expected Summer 2016





# 1<sup>st</sup> Round Project Progress

## ➤ Mission Customer First

- Transit lane colorization under construction, nearly complete
  - Initial results suggest 15% travel time reduction and 25% travel time variability reduction
  - Red paint has been effective passive enforcement strategy
- Transit signal priority installed
- Muni Forward branding work underway

## ➤ N-Judah Customer First

- Continued delays on Sunset Tunnel shutdowns, which are key to implementing project
- Transit signal priority and colorized lanes to be implemented
- Completion expected Summer 2016



# TPI Investment Program

## 2<sup>nd</sup> Round Overview

Agency	Project	TPI Award (in \$million)
AC Transit	South Alameda County Major Corridors Travel Time Improvement	\$ 5.0
San Francisco Municipal Transportation Authority (SFMTA)	Colored Lanes on MTA Rapid Network	\$ 1.8
	Muni Forward Capital Transit Enhancements	\$ 3.2
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1	\$ 8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative	\$ 1.7
<b>Total</b>		<b>\$ 19.0</b>





## 2<sup>nd</sup> Round Project Progress

- **Colored Lanes on MTA Rapid Network**
- **Muni Forward Capital Transit Enhancements**
  - Both projects consist of multiple components and locations
  - Final project development underway
- **9-San Bruno: Potrero Ave Fast Track Transit and Streetscape Improvements**
  - Contract awarded; TPI work part of larger Public Works project
  - Expected completion by Spring 2018



## 2<sup>nd</sup> Round Project Progress



- **AC Transit South Alameda County Major Corridors Travel Time Improvement**
- **LAVTA Dublin Boulevard Transit Performance Initiative**
  - Both projects working with MTC Next Generation Arterial Operations Program
  - Systems Engineering complete
  - Transit agencies to handle procurement; working with cities on agreements and MOUs



## 2<sup>nd</sup> Round Project Progress

### ➤ Mountain View Light Rail Double Track

- **Opened in late November** after successful testing and training
- Significant on-time reliability improvements for Mountain View station are expected (major Caltrain transfer point)
- VTA evaluating future service improvements made possible by this project





# Clipper Phase 3 Implementation Update

- In March 2014, \$8 million in TPI-Investment funds were committed for Clipper expansion on small operators.

**LAUNCHED:**  
SF-Vallejo Ferry, Marin Transit,  
Napa/Solano Counties



**Winter 2015/16: Sonoma  
City/County Bus**

**SonomaCountyTransit**



**Summer 2016**



**Fall 2016**



**LAUNCHED: East Bay Suburban Bus**





# Metropolitan Transportation Commission

101 Eighth Street,  
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Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1050      **Version:** 1      **Name:**

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**On agenda:** 12/9/2015      **Final action:**

**Title:** MTC's Cap and Trade Framework Update

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e\\_Cap\\_Trade\\_Framework\\_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC's Cap and Trade Framework Update

**Presenter:**  
Kenneth Folan

**Recommended Action:**  
Information

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 2e

**Subject:** MTC's Cap and Trade Framework Update

**Background:** In October, staff released revised alternatives for the region's Cap and Trade Framework for discussion. The Committee directed staff to seek additional stakeholder input and return this month with an update.

Staff has received input from the Policy Advisory Council, CMA staff, Partnership Board and Partnership subcommittees and working groups. Staff will continue gathering input through January and bring this Committee a recommendation in February 2016.

Additionally, staff has been working with state agencies on development of FY2015-16 guidelines for the various program categories. Summarized below are tentative dates for the FY2015-16 programs, subject to change based on finalization of program guidelines.

<b>Tentative FY2015-16 Cap and Trade Program Due Dates (subject to change)</b>		
<b>Program</b>	<b>Application Due Date</b>	<b>State Agency</b>
Low Carbon Transit Operations Program	February 1, 2016	Caltrans
Affordable Housing and Sustainable Communities	February 2016*	Strategic Growth Council
Transit and Intercity Rail Capital Program	April 5, 2016	State Transportation Agency
* Concept applications due with full applications due in April 2016		

For the Low Carbon Transit Operations Program, the MTC framework will likely not be adopted before the Caltrans application due date. Staff will work with Caltrans on options to submit requests after the due date or in a future funding cycle, as the funds roll over to the next fiscal year if not requested.

For the Affordable Housing and Sustainable Communities program, staff intends to bring a regional endorsement to this Committee in spring 2016 between the concept application and full application due dates.

**Recommendation:** This item is for information only.

**Attachments:** None



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

**File #:** 15-1064      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/12/2015      **In control:** Programming and Allocations Committee  
**On agenda:** 12/9/2015      **Final action:**  
**Title:** MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised. Transit Operating Allocations to Golden Gate Transit and BART.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2f Reso-4186-4187-4188 GGT and BART.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised. Transit Operating Allocations to Golden Gate Transit and BART.

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Item Number 2f

## Resolution No. 4186, Revised, 4187, Revised and 4188, Revised

**Subject:** Transit Operating Allocations to Golden Gate Transit and BART.

**Background:** This month's proposed actions continue the annual transit operating fund allocation process for FY2015-16. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4177, Revised). Golden Gate Transit and BART have requested a combined total of \$39.6 million in FY2015-16 Transportation Develop Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) Operating funds to support their transit operations.

Golden Gate Transit and BART have requested allocations of TDA and STA funds that exceed the \$1 million delegated authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. Below is a summary of their requests by funding type:

<b>Transit Operator/Claimant</b>	<b>RM2 Op. Resolution No. 4186</b>	<b>TDA Resolution No. 4187</b>	<b>STA Resolution No. 4188</b>	<b>Total</b>
Golden Gate Transit	\$ 2,175,863	\$17,812,022	\$ 4,464,825	<b>\$24,452,708</b>
BART	-	-	\$15,179,275	<b>\$15,179,275</b>
<b>Total</b>	<b>\$ 2,175,863</b>	<b>\$17,812,022</b>	<b>\$19,644,100</b>	<b>\$39,631,983</b>

Information regarding the operating budgets of the above operators is provided in Attachment A. Historically, and again this year, Golden Gate Transit has passed through funding to Marin Transit. The operators share the TDA and STA Population-based funds identified for Marin County. Starting next fiscal year, Marin Transit will claim their share of these funds directly from MTC.

**Issues:** Unfortunately, both Golden Gate and BART continue to follow the trend identified in our transit sustainability analysis: operating costs are growing much faster than hours of service provided. In the case of Golden Gate, costs are projected to grow nearly 15 times faster than service hours in FY 2015-16.

**Recommendation:** Refer MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised

## Attachment A - Transit Operator Budget Summary

Operator	FY2014-15 Operating Budget	FY2015-16 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2015-16 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2015-16 Budgets
<b>Golden Gate Transit</b>	\$ 85,630,711	\$ 98,664,571	15.2%	0.2%	\$ 20,143,697 and \$ 5,028,595 (Marin Transit pass through)	20.4% (Golden Gate only)	<ul style="list-style-type: none"> <li>Increases in wages, medical and pension contributions account for most of the increase in cost. 3% cost of living pay increase starting with the July 1, 2015 pay period.</li> <li>Professional service decreased by an amount similar to the increase in the fuel budget. The cost of services decreased \$1.5 M due to projects completed in FY2014-15 and reduced needs for service in FY2015-16. The fuel budget increased \$2 M due to unexpectedly low fuel costs in FY2014-15.</li> <li>Bridge tolls are a significant source of transit operating funding for GGBHTD. A toll increase of \$0.25 was introduced July 1, 2015 with three more increases of a like amount planned annually through July 1, 2018. GGBHTD will consider adopting another five-year fare program. Under the current five-year fare program, fares increased 5% annually beginning in July 2011 and the last planned fare increase took effect on July 1, 2015.</li> </ul>
<b>BART</b>	\$599,081,444	\$656,131,526	9.52%	6.3%	\$ 15,980,299	2.4%	<ul style="list-style-type: none"> <li>BART is adding 30 train cars during peak service and 16 more train trips each weekday.</li> <li>BART is increasing train maintenance to allow for more train cars in service and is increasing station maintenance in response to their customer survey results. Cost is \$4.8 million.</li> <li>BART will increase fares 3.4% in January; last increase was 2 years prior. Revenue will be directed toward their "Big 3" capital needs—additional rail cars, train control, and expanded maintenance complex.</li> <li>Warm Spring Extension will open and operating costs will be \$12.2 million (22% of the budget increase) for 6 months.</li> <li>Wages are increasing 3.7%. Fringe benefit costs are increasing 12%, two-thirds of which is due to increasing costs and one-third to additional staff.</li> </ul>

\* The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: June 24, 2015  
W.I.: 1255  
Referred by: PAC  
Revised: 07/22/15-C  
12/16/15-C

ABSTRACT

Resolution No. 4186, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2015-16.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA) and AC Transit.

This resolution was revised on July 22, 2015 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2015, July 8, 2015, and December 9, 2015.

Date: June 24, 2015  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4186

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 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 24, 2015.

Date: June 24, 2015  
W.I.: 1255  
Referred by: PAC  
Revised: 07/22/15-C  
12/16/15-C

Attachment A  
MTC Resolution No. 4186  
Page 1 of 1

**FY 2015-16 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING**

Funding for each route is limited to the amount identified in the FY2015-16 RM2 Operating Program (MTC Resolution 4185).  
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>	<b>Farebox Requirement</b>
WETA	Planning and Administration	3,000,000	01	06/24/15	11	n.a.
WETA	Ferry Operating	15,300,000	02	06/24/15	6	40% Peak service, 30% All Day Service
AC Transit	Express Bus Service	5,427,904	03	06/24/15	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,466,976	04	06/24/15	5	30% Peak, 20% All Day
AC Transit	Owl Bus Service	1,333,623	05	06/24/15	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	06	06/24/15	9	n.a.
SFMTA	Metro 3rd Street Extension	2,500,000	07	07/22/15	8	n.a.
GGBHTD	Route 40/42	2,175,863	08	12/16/15	1	20% All Day
<b>Total</b>		<b>35,204,366</b>				

Date: June 24, 2015  
Referred by: PAC  
Revised: 07/22/15-C 08/26/15-DA  
09/23/15-C 10/28/15-C  
11/18/15-C 12/16/15-C

ABSTRACT

Resolution No. 4187, Revised

This resolution approves the allocation of fiscal year 2015-16 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA), LAVTA, NCTPA, Tri Delta Transit (ECCTA), Petaluma, and WestCAT.

This resolution was revised on July 22, 2015 to allocate funds to Napa County Transportation and Planning Agency (NCTPA), San Francisco Municipal Transportation Agency (SFMTA), Solano County Transit (SolTrans), Sonoma County Transit, Tri Delta Transit (ECCTA), and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on August 26, 2015 to both allocate and rescind funds from County Connection (CCCTA).

This resolution was revised on September 23, 2015 to allocate funds to Fairfield and Suisun Transit (FAST).

This resolution was revised on October 28, 2015 to allocate funds to San Mateo County Transit District (SamTrans), and Union City.

This resolution was revised on November 18, 2015 to allocate funds to the City of Petaluma.

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, and December 9, 2015.

Date: June 24, 2015  
Referred by: PAC

Re: Allocation of Fiscal Year 2015-16 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4187

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, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2015-16 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2015-16 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2015-16 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 24, 2015.

Date: June 25, 2014  
 Referred by: PAC  
 Revised: 07/22/15-C 08/26/15-DA  
 09/23/15-C 10/28/15-C  
 11/18/15-C 12/16/15-C

Attachment A  
 MTC Resolution No. 4187  
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2015-16

All TDA allocations are subject to continued compliance with MTC Resolution 3866,  
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes	Note
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
SamTrans	Transit Operating	1,771,554	23	10/28/15	San Mateo County	
	<b>Subtotal</b>	<b>1,771,554</b>				
<b>5802 - 99260A Transit - Operations</b>						
LAVTA	Transit Operating	9,476,888	01	06/24/15	LAVTA	
CCCTA	Transit Operating	17,978,531	02	06/24/15	CCCTA	
WCCTA	Transit Operating	2,474,911	03	06/24/15	WCCTA	
AC Transit	Transit Operating	42,419,679	04	06/24/15	AC Transit Alameda D1	
AC Transit	Transit Operating	11,315,000	05	06/24/15	AC Transit Alameda D2	
AC Transit	Transit Operating	6,254,093	06	06/24/15	AC Transit Contra Costa	
AC Transit	Transit Operating	3,161,732	07	06/24/15	Alameda County	1
ECCTA	Transit Operating	9,729,397	08	07/22/15	ECCTA	
SFMTA	Transit Operating	43,280,753	10	07/22/15	SFMTA	
SFMTA	Transit Operating	2,278,290	11	07/22/15	San Francisco County	1
VTA	Transit Operating	91,430,754	12	07/22/15	VTA	
VTA	Transit Operating	4,812,145	13	07/22/15	Santa Clara County	1
NCTPA	Transit Operating	4,452,969	14	07/22/15	NCTPA	
SolTrans	Transit Operating	3,896,195	15	07/22/15	Vallejo/Benicia	
Sonoma County	Transit Operating	7,188,143	16	07/22/15	Sonoma County	
Sonoma County	Transit Operating	216,445	16	07/22/15	Petaluma	
CCCTA	Transit Operating	(568,378)	02	08/26/15-DA	CCCTA	
FAST	Transit Operating	1,425,348	21	09/23/15	Fairfield	
FAST	Transit Operating	923,878	21	09/23/15	Suisun City	
SamTrans	Transit Operating	32,212,723	24	10/28/15	SamTrans	
Union City	Transit Operating	2,416,816	25	10/28/15	Union City	
Petaluma	Transit Operating	1,243,007	26	11/18/15	Petaluma	
GGBHTD	Transit Operating	12,381,914	27	12/16/15	GGBHTD (Marin)	
GGBHTD	Transit Operating	5,430,108	28	12/16/15	GGBHTD (Sonoma)	
	<b>Subtotal</b>	<b>315,831,341</b>				

**5803 - 99260A Transit - Capital**

CCCTA	Transit Capital	1,304,000	09	06/24/15	CCCTA
SolTrans	Transit Capital	1,841,204	17	07/22/15	Vallejo/Benicia
NCTPA	Transit Capital	4,054,800	18	07/22/15	NCTPA
CCCTA	Transit Capital	790,000	09	08/26/15-DA	CCCTA
	<b>Subtotal</b>	<b>7,990,004</b>			

**5807 - 99400C General Public - Operating**

Sonoma County	Transit Operating	1,252,084	19	07/22/15	Sonoma County
Sonoma County	Transit Operating	43,289	19	07/22/15	Petaluma
Fairfield	Transit Operating	1,244,880	22	09/23/15	Fairfield
	<b>Subtotal</b>	<b>2,540,253</b>			

**5812 - 99400D Planning & Admin - Operating**

NCTPA	Planning and Administration	1,822,850	20	07/22/15	NCTPA
	<b>Subtotal</b>	<b>1,822,850</b>			

**TOTAL 329,956,002**

**Note:**

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 24, 2015  
Referred by: PAC  
Revised: 07/22/15-C

Attachment B  
Resolution No. 4187  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2015-16  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

6. As allowed by to Public Utilities Code § 99268.12, the farebox recovery for TDA 4 service operated by Napa County Transportation and Planning Agency (NCTPA), the farebox is set at 15% commencing with FY2015-16. NCTPA qualifies for a reduced farebox due its high proportion of riders that receive a discount fare.

### **Transportation Development Act Article 4.5 Funds**

#### **Public Utilities Code § 99275**

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

**Transportation Development Act Article 8 Transit Funds**

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 24, 2015  
Referred by: PAC  
Revised: 07/22/15-C 10/28/15-C  
12/16/15-C

## ABSTRACT

### Resolution No. 4188, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2015-16.

This resolution allocates funds to AC Transit, County Connection (CCCTA), MTC, and WestCAT (WCCTA).

This resolution was revised on July 22, 2015 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Tri Delta Transit (ECCTA), and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on October 28, 2015 to allocate funds to San Mateo County Transit District (SamTrans).

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and San Francisco Bay Area Rapid Transit (BART).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2015, July 8, 2015, October 14, 2015, and December 9, 2015.

Date: June 24, 2015  
Referred by: PAC

Re: Allocation of Fiscal Year 2015-16 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4188

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2015-16 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2015-16 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

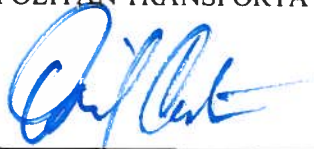
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2015-16 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 24, 2015.

Date: June 24, 2015  
 Referred by: PAC  
 Revised: 07/22/15-C 10/28/15-C  
 12/16/15-C

Attachment A  
 MTC Resolution No. 4188  
 Page 1 of 2

# ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2015-16

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,  
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
CCCTA	Transit Operations	2,004,761	01	06/24/15	CCCTA
ECCTA	Transit Operations	1,159,791	09	07/22/15	ECCTA
GGBHTD	Transit Operations	1,094,305	17	12/16/15	Marin
	<b>Subtotal</b>	<b>4,258,857</b>			
<b>5820 - 6730A Operating Costs - Population-based Regional Paratransit</b>					
VTA	Paratransit Operations	1,175,189	10	07/22/15	Santa Clara County
	<b>Subtotal</b>	<b>1,175,189</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
AC Transit	Cycle 4: Preserve Operations	3,583,129	02	06/24/15	Alameda County
AC Transit	Cycle 4: Preserve Operations	1,740,785	03	06/24/15	Alameda County
AC Transit	Cycle 4: Preserve Operations	1,423,905	04	06/24/15	Contra Costa County
SFMTA	Cycle 4: Expand Late Night Tra	3,511,930	11	07/22/15	San Francisco County
	<b>Subtotal</b>	<b>10,259,749</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
WCCTA	Transit Operations	2,145,258	05	06/24/15	BART
AC Transit	Transit Operations	8,045,389	06	06/24/15	AC Transit
ECCTA	Transit Operations	2,404,790	12	07/22/15	BART
VTA	Transit Operations	11,263,409	13	07/22/15	VTA
SFMTA	Transit Operations	36,379,697	14	07/22/15	SFMTA
SamTrans	Transit Operations	3,681,392	15	10/28/15	SamTrans
SamTrans	Transit Operations	5,046,388	16	10/28/15	Caltrain
GGBHTD	Transit Operations	3,370,520	18	12/16/15	GGBHTD
BART	Transit Operations	15,179,275	19	12/16/15	BART
	<b>Subtotal</b>	<b>87,516,118</b>			

***5820 - 6730A Operating Costs - Population-based MTC Regional Coordination***

MTC	Transit Operations	11,450,000	07	06/24/15	MTC
	<b>Subtotal</b>	<b>11,450,000</b>			

***5821 - 6730B Capital Costs - Population-based MTC Coordination***

MTC	Transit Capital	2,560,000	08	06/24/15	MTC
	<b>Subtotal</b>	<b>2,560,000</b>			

**TOTAL 117,219,913**

Date: June 24, 2015  
Referred by: PAC

Attachment B  
Resolution No. 4188  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2015-16 STATE TRANSIT ASSISTANCE FUNDS  
TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1108      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 12/2/2015      **In control:** Programming and Allocations Committee

**On agenda:** 12/9/2015      **Final action:**

**Title:** MTC Resolution No. 3649, Revised. Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-use Pathway project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2g\\_Reso-3649\\_RM2\\_TAM.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 3649, Revised. Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-use Pathway project.

### Presenter:

Anne Richman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 2g

## MTC Resolution No. 3649, Revised

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- Subject:** Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-Use Pathway project.
- Background:** The Transportation Authority of Marin (TAM) requests allocation of \$750,000 in RM2 funds for the construction phase of the Central Marin Ferry Connection Multi-Use Pathway (CMFC) project. The CMFC project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the Cal Park Hill Multi-Use Path. MTC allocated \$6 million in RM2 funds in 2013 and 2014 for the construction of the project. The project also has Air District and federal funds.
- Construction on the pathway and overcrossing of Sir Francis Drake Boulevard started in 2014 and is nearing completion. Since construction started, the contractor encountered differing site conditions and environmental issues, resulting in over 40 contract change orders. Despite value engineering efforts to reduce the cost increase, a funding shortfall of \$750,000 remains. TAM requests the RM2 allocation to cover the funding shortfall and complete the project.
- Issues:**
1. TAM proposes the \$750,000 to come from RM2 Project 11.5, the North-South Greenway Gap Closure (NS Greenway) project. The NS Greenway project currently has \$19.8 million in RM2 funds reprogrammed in 2014 from the US-101 Greenbrae Interchange project. Recently, TAM has identified potential cost savings due to the elimination of retaining walls on the NS Greenway project, and is confident the NS Greenway project can be delivered with the remaining \$19.05 million in RM2 funds.
  2. MTC's RM2 Policies and Procedures do not allow for project costs incurred prior to the allocation date to be eligible for reimbursement. As this allocation is for cost increases and project close-out costs, staff recommends an exception to this policy to allow for costs incurred after November 1, 2015 to be eligible for reimbursement under this allocation.
- Recommendation:** Refer MTC Resolution No. 3649, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3649, Revised.

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 04/27/05-C 07/27/05-C  
11/02/05-DA 01/25/06-DA  
05/24/06-DA 09/26/07-C  
03/26/08-C 12/17/08-C  
04/28/10-C 11/16/11-DA  
06/27/12-DA 07/24/13-C  
07/23/14-C 11/19/14-DA  
07/22/15-DA 12/16/15-C

### ABSTRACT

MTC Resolution No. 3649, Revised

This resolution approves the allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements project sponsored and implemented by the Transportation Authority of Marin.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 27, 2005 to allocate funds for the Sir Francis Drake Boulevard Widening project.

This resolution was amended on July 27, 2005 to allocate funds for the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was amended on November 2, 2005 to allocate \$270,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to unexpected sharp rises in the price of asphalt. Some funds are being redirected from the planned project #11.4 (Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue. A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was revised on May 24, 2006 through Delegated Authority to allocate \$1 million to the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was revised on September 26, 2007 through Commission Action to allocate \$2 million in RM2 funds for the environmental phase of the Central Marin Ferry Connection project.

This resolution was revised on March 26, 2008 through Commission Action to allocation \$1 million in RM2 funds for the construction phase of the Cal Park Hill Tunnel Rehabilitation, Phase A project.

This resolution was revised on December 17, 2008 through Commission Action to allocate \$4.4 million in RM2 funds for the environmental and preliminary engineering phases of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on April 28, 2010 through Commission Action to allocate \$2.892 million in RM2 funds for the construction phase of Project 11.3, Cal Park Hill Tunnel Rehabilitation project.

This resolution was revised on November 16, 2011 through Delegated Authority to allocate \$1 million in RM2 funds for the final design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on June 27, 2012 through Delegated Authority to allocate \$1 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.1, US-101 Greenbrae Improvements.

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

This resolution was revised on July 24, 2013 through Commission Action to allocate \$5.86 million in RM2 funds for the construction phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on July 23, 2014 through Commission Action to allocate \$2.6 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on November 19, 2014 through Delegated Authority to rescind \$127,966.40 from the design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project, and allocate \$127,966.40 to the construction phase of Project 11.4.

This resolution was revised on July 22, 2015 through Delegated Authority to rescind \$1,066 from Project 11.1, US-101 Greenbrae Interchange Improvements due to cost savings.

This resolution was revised on December 16, 2015 through Commission Action to allocate \$750,000 to Project 11.4, Central Marin Ferry Connection Multi-Use Pathway.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, and December 9, 2015.

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3649

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 2004), 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 shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and

WHEREAS, the Transportation Authority of Marin serves as the Marin County Congestion Management Agency and is an eligible project sponsor; and

WHEREAS, the Transportation Authority of Marin has submitted a request for the allocation of RM 2 funds for the U.S. 101 Greenbrae Interchange Improvements project; and

WHEREAS, U.S. 101 Greenbrae Interchange Improvements is identified as capital project number 11 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Transportation Authority of Marin has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Transportation Authority of Marin is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Transportation Authority of Marin’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Transportation Authority of Marin’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

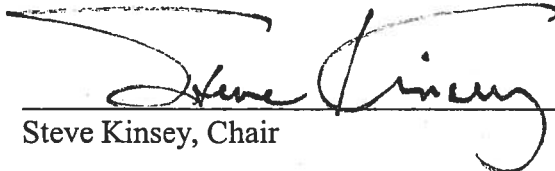
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
Project Number: 11.4

Allocation No. 11.4-1					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the Central Marin Ferry Connection project, Phase A. This includes linking existing multi-use pathways south of the Corte Madera Creek to the Cal Park Hill Multi-Use Pathway, providing improved access to the Larkspur Ferry Terminal. This phase will also study a crossing of the Corte Madera Creek by either a new bridge structure or widening the US-101 northbound off-ramp, and other access improvements. An environmental document will be prepared for Phase A.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08364908	26-Sep-07	\$ 2,000,000	ENV	FY 2007-08	\$ 2,000,000

Allocation No. 11.4-2					
Activities to be funded with Allocation #2:					
Allocation will fund the final design for the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings, \$127,966.40 was rescinded from Allocation No. 12364912 and transferred to construction.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
12364912	16-Nov-11	\$ 1,000,000	PS&E	FY 2011-12	\$ 3,000,000
12364912	19-Nov-14	\$ (127,966.40)	PS&E	FY 2011-12	\$ 2,872,034

Allocation No. 11.4-3					
Activities to be funded with Allocation #3:					
Allocation will fund the construction of the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings in design, \$127,966.40 was rescinded from design and transferred to construction under Allocation No. 15364916.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
14364914	24-Jul-13	\$ 5,860,000	CON	FY 2013-14	\$ 8,732,034
15364916	19-Nov-14	\$ 127,966	CON	FY 2014-15	\$ 8,860,000

Allocation No. 11.4-4					
Activities to be funded with Allocation #4:					
Allocation will fund the construction increase of the Central Marin Ferry Connection Multi-Use Pathway project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
16364917	16-Dec-15	\$ 750,000	CON	FY 2015-16	\$ 9,610,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
Project Number: 11.4

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. Approval of the allocation package by the Transportation Authority of Marin Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, environmental clearance documentation, and opinion of legal counsel.
2. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
3. Allocation No. 16364917 may be used for construction close-out invoices, including for invoices in which activity occurred prior to the allocation date, but no earlier than November 1, 2015.

## RM2 Project Number: 11.4 Central Marin Ferry Connection Multi-Use Pathway

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) Marin County
Legislated Project Description 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		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,610) <b>11.5 North-South Greenway Gap Closure Project (\$19,050)</b>		Total Estimated Project Cost (in \$1,000) \$17,738
Project Purpose and Description This project provides an important multi-modal commute and recreational connection to the Larkspur Ferry. The project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the newly constructed Cal Park Hill Multi-Use Path. The project has been planned to be compatible with a future unfunded project that will cross the Corte Madera Creek ultimately connecting the CMFC Project with existing pathways located at the intersection of Old Redwood Highway and Wornum Drive, further closing the existing "gap" in the non-motorized transportation network.		
Funding Description Committed Funds: \$17.7 million is committed from RM2, Regional Bike/Ped Funding, TFCA (Air District), and Federal Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin and the City of Larkspur.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	12/2007	09/2010	\$2,000
2	Plans, Specifications and Estimates	12/2011	06/2013	\$2,435
3	Right-of-Way	N/A	N/A	\$0
4	Construction	01/2014	12/2015	\$13,303
<b>Total:</b>				<b>\$17,738</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Central Marin Ferry Connection Multi-Use Pathway					<b>Project No.</b> 11.4				
<b>Lead Sponsor</b>	Transportation Authority of Marin									

<b>Fund Source</b>	<b>Phase</b>	<b>Prior</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14+</b>	<b>Total</b>
<b>Committed</b>										
RM2	ENV			2,000						2,000
CMAQ (RBP)	PSE					1,410				1,410
RM2	PSE						872			872
TFCA	PSE							153		153
TFCA	CON								165	165
RM2	CON								6,738	6,738
Non Motorized Pilot Prog	CON							3,200	1,500	4,700
CMAQ (RBP)	CON							1,500		1,500
Other Local	CON								200	200
<b>Total:</b>		0	0	2,000	0	1,410	872	4,853	8,603	17,738
<b>Uncommitted</b>										
										0
										0
										0
<b>Total:</b>		0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14+</b>	<b>Total</b>
<b>Total:</b>		0	0	2,000	0	1,410	872	4,853	8,603	17,738

# REGIONAL MEASURE 2 PROGRAM

## Project Cash Flow Plan

September 26, 2007  
Attachment D-4  
MTC Resolution No. 3649  
Page 5 of 5  
Revised: 11/16/11-DA 07/24/13-C  
11/19/14-DA 12/16/15-C

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
RM2 Project Number: 11.4

RM2 Project #11.4	PRIOR	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13+	TOTAL
<b>RM2 Funds Total</b>	-	2,000,000	-	-	-	872,034	6,737,966	9,610,000
<b>Environmental (ENV)</b>	0	2,000,000	0	0	0	0	0	2,000,000
RM2		2,000,000						2,000,000
								0
								0
								0
<b>Final Design (PS&amp;E)</b>	0	0	0	0	1,410,000	872,034	153,000	2,435,034
CMAQ (RBP)					1,410,000			1,410,000
RM2						872,034		872,034
TFCA							153,000	153,000
								0
<b>Right of Way</b>	0	0	0	0	0	0	0	0
								0
								0
								0
								0
<b>Construction</b>	0	0	0	0	0	0	13,302,966	13,302,966
RM2							6,737,966	6,737,966
TFCA and Other Local							365,000	365,000
Non-Motorized Pilot Program							4,700,000	4,700,000
CMAQ (RBP)							1,500,000	1,500,000
<b>TOTAL FUNDING</b>								
Environmental	0	2,000,000	0	0	0	0	0	2,000,000
Final Design (PS&E)	0	0	0	0	1,410,000	872,034	153,000	2,435,034
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	13,302,966	13,302,966
<b>PROJECT TOTAL</b>	0	2,000,000	0	0	1,410,000	872,034	13,455,966	17,738,000



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

<b>File #:</b>	15-1043	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	11/9/2015	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	12/9/2015	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4208, Revised. Adoption of the 2016 Regional Transportation Improvement Program (RTIP).				
	Recommendation to adopt the 2016 RTIP Program of Projects, and transmittal of the 2016 RTIP to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program (STIP).				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">3_Reso-4208_RTIP.pdf</a>				

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4208, Revised. Adoption of the 2016 Regional Transportation Improvement Program (RTIP).

*Recommendation to adopt the 2016 RTIP Program of Projects, and transmittal of the 2016 RTIP to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program (STIP).*

### Presenter:

Ross McKeown

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Item Number 3

## Resolution No. 4208, Revised

**Subject:** Adoption of the 2016 Regional Transportation Improvement Program (RTIP) Program of Projects

**Background:** The 2016 RTIP is MTC's proposal for spending funding available to the region as part of the State Transportation Improvement Program (STIP). MTC is the regional agency designated by state law to submit the RTIP to the California Transportation Commission (CTC), for inclusion into the STIP. Unfortunately, the 2016 STIP does not provide any new programming capacity for the period covering years 2016-17 through 2020-21. The lack of new programming capacity is due to lower than anticipated revenues from the price-based gasoline excise tax.

Each county Congestion Management Agency (CMA) or countywide transportation planning agency is responsible for soliciting projects for its county share of the RTIP. Since the 2016 STIP does not include any new programming capacity, the counties and MTC are generally unable to program additional projects, including Planning, Programming, and Monitoring (PPM). New project programming is possible when another already programmed project is removed or its funding redirected. Otherwise, each county may only propose amendments to existing programmed projects. Sponsors also have the opportunity to update project funding plans and schedules. Attachment 1 summarizes the proposed program changes.

### New project programming

There are three new Bay Area projects in the STIP:

- San Francisco's Lombard Street Vision Zero project, using \$1.9 million in funds redirected from the Chinatown Broadway Complete Streets project.
- The US-101 High-Occupancy Vehicle (HOV) Lane/Express Lanes project in San Mateo County (about 20 miles from the Santa Clara County Line to I-380) using \$9.4 million in funds redirected from the US-101 Willow Interchange project. The Willow Interchange project remains fully funded with local funds.
- The US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2 in Sonoma County, adding about 5 miles of HOV lanes from the Marin-Sonoma county line to the Petaluma River bridge. The RTIP funding for this project is related to the Caldecott Tunnel STIP funds freed up through an exchange with regional American Recovery and Reinvestment Act of 2009 (ARRA) funds, described below.

In 2004, Alameda and Contra Costa counties programmed a total of \$31 million in RTIP funds to the Caldecott Tunnel Fourth Bore project. The project was ready to go in 2009, but was stalled due to a lack of STIP

funding capacity during the recession. To keep the project on track, MTC programmed \$31 million in ARRA funds in exchange for the unavailable Alameda and Contra Costa RTIP funds. In the 2014 RTIP, MTC re-programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County, as part of a funding exchange with the Contra Costa County Transportation Authority (CCTA) and \$4 million to a Freeway Performance Initiative (FPI) project. Subsequent to the 2014 RTIP, the FPI project has been delivered using Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and the I-680/SR-4 Interchange project is delayed indefinitely due to a significant funding shortfall. The \$31 million in Alameda and Contra Costa County share RTIP fund is available for MTC programming discretion within the region.

As part of the 2016 RTIP, MTC staff recommends redirecting the \$31 million from the I-680/SR-4 Interchange and FPI projects to the US-101 Marin-Sonoma Narrows (MSN) HOV project, Segment B2 Phase 2, in Sonoma County. The US-101 MSN project would be fully funded with STIP, local and earmark funds. As part of this funding package:

- Sonoma County Transportation Authority (SCTA) will contribute \$10 million in future Sonoma County STIP funds towards a regional discretionary priority project, which shall be the highest priority for Sonoma County's RTIP programming after PPM, and
- SCTA will exchange \$11 million in local Measure funds to MTC for future programming, the details of which will be considered at a future Commission meeting.

#### Timeframe

The region's RTIP program of projects is due to the CTC by December 15, 2015. MTC staff will transmit the draft RTIP list after this Committee's review, with the final RTIP submitted to CTC following Commission approval on December 16. CTC staff is aware of this schedule.

**Issues:** While the STIP Fund Estimate did not identify targets by year, it did identify a major funding shortfall in the first three years of the 2016 STIP (FY2016-17, FY2017-18, and FY2018-19). The CTC may delay projects involuntarily to the last two years of the STIP (FY2019-20 and FY2020-21), should there not be enough programming capacity to accommodate the region's projects as requested. MTC staff will work with CTC and CMA staff to try to minimize delays to critical projects.

**Recommendation:** Refer MTC Resolution No. 4208, Revised to the Commission for approval.

**Attachments:** Attachment 1 – Summary of Proposed 2016 RTIP Changes  
MTC Resolution No. 4208, Revised – Attachment B

## **Attachment 1: Summary of Proposed 2016 RTIP Changes**

Due to the lack of programming capacity in the 2016 RTIP, only amendments and net-zero programming changes will be allowed. Below is a summary of the proposed changes by county.

### **Alameda County**

- Redirect \$2 million from the I-680 Freeway Performance Initiative (Phase 2) project to the US-101 Marin-Sonoma Narrows, Segment B2 Phase 2, in Sonoma County.

The above change, and the related \$29 million programming in Contra Costa County (below), is related to the Caldecott Tunnel STIP exchange with regional American Recovery and Reinvestment Act of 2009 (ARRA) funds.

In 2009, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. In the 2014 RTIP, MTC programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County (as an exchange described under MTC Resolution No. 4124), and \$4 million to the I-680 Freeway Performance Initiative (FPI) project in Alameda and Contra Costa Counties. Since then, MTC staff determined both projects are unable to be delivered within the prescribed timeframe.

MTC staff recommends programming the \$31 million to the US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2, in Sonoma County. The project is fully funded with STIP funds, earmarks, and local funds. The Sonoma County Transportation Authority (SCTA) will:

- Will contribute \$10 million in future Sonoma County STP funds to a regional priority/discretionary project, on the highest priority for Sonoma County's RTIP programming after PPM, and
- Provide \$11 million in local Measure funds to MTC for future programming.

### **Contra Costa County**

- Delay the Concord BART Station Bike/Pedestrian Access Improvements project from FY 15-16 to FY 16-17, as allowed under the 2016 STIP Guidelines;
- Redirect \$5.1 million from the Hercules Intermodal Transit Center (Station Building) project to the I-680/SR-4 Interchange project (Phase 3) and delay construction of the I-680/SR-4 project by one year to FY 17-18; and
- Redirect \$27 million from the I-680/SR-4 Interchange project (Phase 3) and \$2 million from the I-680 Freeway Performance Initiative (Phase 2) project to the US-101 Marin-Sonoma Narrows, Segment B2 Phase 2, in Sonoma County;

See explanation under Alameda County for the Caldecott ARRA/I680/SRA/FPI exchange.

### **Marin County**

- No programming changes requested.

### **Napa County**

- Delay the remaining phases of the City of Napa's California Ave. Roundabouts project one year, to FY 16-17 for right-of-way, and FY 17-18 for construction;

- Delay the remaining phases of Calistoga's Petrified Forest Rd. Interchange Improvements project by one year, to FY 17-18 for right-of-way, and FY 18-19 for construction; and
- Redirect \$2 million from American Canyon's Devlin Rd. and Napa Vine Trail Extension project to American Canyon's Eucalyptus Dr. Extension project.

**San Francisco County**

- Redirect \$1.9 million from the Chinatown Broadway Complete Streets project, which was delivered with other funds, to the Lombard Street Vision Zero project.

**San Mateo County**

- Delay all remaining phases of the SR-92 Improvements Phase 2: 92/101 Interchange Improvements by one year, to FY 17-18 for environmental, FY 18-19 for design, and FY 19-20 for construction.
- Redirect \$9.4 million from the US-101 Willow Road Interchange project to the US-101 Express Lanes/HOV Lanes in San Mateo (from the Santa Clara County Line to I-380), as a new project in FY 16-17 (environmental) and FY 17-18 (design);
- Advance the remaining \$8 million on the US-101 Willow Road Interchange project to FY 16-17, and backfill \$9.4 million redirected to the US-101 Express Lanes/HOV Lanes (above) with local funds;
- Delay the SR-1 Calera Parkway project in Pacifica by one year, to FY 17-18; and
- Delay all remaining phases of the Countywide ITS Improvements project by one year, to FY 17-18 for environmental and design, and FY 18-19 for construction.

**Santa Clara County**

- Redistribute STIP funds among the design, right of way, and construction phases of the I-680 Soundwall project from Capitol to Mueller; and
- Delay the US-101/Adobe Creek Bike/Pedestrian Bridge by one year, to FY 17-18.

**Solano County**

- No programming changes requested.

**Sonoma County**

- No programming changes requested (see Alameda and Contra Costa Counties for programming of US-101 in Sonoma County).

**Regionwide**

- Delay \$15 million in construction funds for the Improved Bike/Ped Access to the New San Francisco-Oakland Bay Bridge project by one year, to FY 17-18. The delay is related to more extensive environmental and preliminary engineering required for the project. Note this amount is split among all nine counties.

Date: September 23, 2015  
W.I.: 1515  
Referred by: PAC  
Revised: 12/16/15-C

ABSTRACT

Resolution No. 4208

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2016 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies, Procedures and Project Selection Criteria for the 2016 RTIP (with appendices)
- Attachment B – 2016 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was revised via Commission Action on December 16, 2015, to include Attachment B – 2016 RTIP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 9, 2015 and December 9, 2015.

Date: September 23, 2015  
W.I.: 1515  
Referred by: PAC

RE: Adoption of 2016 Regional Transportation Improvement Program (RTIP)  
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4208

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 has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2016 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2016-17 through 2020-21; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2016 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2016 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 27, 2015; and

WHEREAS, the 2016 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2016 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

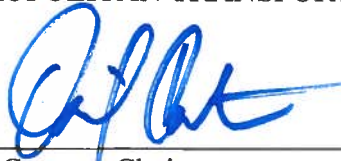
RESOLVED, that MTC adopts the 2016 RTIP, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2016 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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David Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on September 23, 2015.

# MTC 2016 Regional Transportation Improvement Program

2016 RTIP as adjusted

November 19, 2015

(all numbers in thousands)

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Alameda County Shares										
Alameda	ACTC	81J	SR-84 East-West Connector in Fremont	12,000	0	0	0	12,000	0	0
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	0	200	0	0	0	0
Alameda	BART	2010C	BART Station Modernization Program (ALA)	3,726	0	0	0	3,726	0	0
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	2,000	0	2,000	0	0	0	0
Alameda	MTC	2100	Planning, programming, and monitoring	406	0	131	135	140	0	0
Alameda	ACTC	2179	Planning, programming, and monitoring	2,201	0	886	750	565	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,063	0	0	3,063	0	0	0
Alameda County Total				23,596	0	3,217	3,948	16,431	0	0
Contra Costa County Shares										
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	29,000	0	29,000	0	0	0	0
Contra Costa	CCTA	298E	I-680/SR-4 Interchange, Widening of SR-4	14,710	0	5,100	9,610	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	0	0	9,200	0	0	0
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	15,557	0	0	15,557	0	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	2,650	0	0	0	2,650	0	0
Contra Costa	CCTA	2025H	I-80/Central Ave Interchange, Ph 2 (Local Rd Realign)	2,000	0	0	0	2,000	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	5,300	0	5,300	0	0	0	0
Contra Costa	BART	2010C	BART Station Modernization Project	13,000	0	0	0	13,000	0	0
Contra Costa	Hercules	2025G	Hercules Intermodal Transit Center (Building)	0	0	0	0	0	0	0
Contra Costa	MTC	2118	Planning, programming, and monitoring	264	0	85	88	91	0	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,518	0	609	455	454	0	0
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvemts	1,195	0	1,195	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	2,090	0	0	2,090	0	0	0
Contra Costa Total				96,484	0	41,289	37,000	18,195	0	0
Marin County Shares										
Marin	Fairfax	2128E	Fairfax Parkade Area Circulation Improvements	255	0	255	0	0	0	0
Marin	TAM	2127C	Planning, programming, and monitoring	412	0	206	206	0	0	0

Date: September 23, 2015

Attachment B

MTC Resolution No. 4208

Referred by: PAC

Revised: 12/16/15-C

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Marin	MTC	2127	Planning, programming, and monitoring	75	0	24	25	26	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	571	0	0	571	0	0	0
<b>Marin County Total</b>				<b>1,313</b>	0	485	802	26	0	0
<b>Napa County Shares</b>										
Napa	American Cyn	2130D	Devlin Rd and Vine Trail Extension	0	0	0	0	0	0	0
Napa	American Cyn	2130E	Eucalyptus Dr Extension	3,116	0	297	0	2,819	0	0
Napa	Napa City	2130F	California Ave Roundabouts	1,501	0	431	1,070	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	475	0	0	50	425	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	500	0	100	400	0	0	0
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332	0	0	57	1,275	0	0
Napa	MTC	2130	Planning, programming, and monitoring	46	0	15	15	16	0	0
Napa	Napa TPA	1003E	Planning, programming, and monitoring	275	0	110	165	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	376	0	0	376	0	0	0
<b>Napa County Total</b>				<b>7,621</b>	0	953	2,133	4,535	0	0
<b>San Francisco County Shares</b>										
San Francisco	SF DPW	612F	Chinatown Broadway Complete Streets, Ph. 4	0	0	0	0	0	0	0
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	0	1,910	0	0	0	0
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,114	0	447	667	0	0	0
San Francisco	MTC	2131	Planning, programming, and monitoring	207	0	67	69	71	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,548	0	0	1,548	0	0	0
<b>San Francisco County Total</b>				<b>4,779</b>	0	2,424	2,284	71	0	0
<b>San Mateo County Shares</b>										
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange Reconstruction	8,000	0	8,000	0	0	0	0
San Mateo	Caltrans	632C	SR-1 Calera Parkway - Pacifica, Phase 1	6,900	0	0	6,900	0	0	0
San Mateo	Caltrans	2140E	Countywide ITS Project	4,298	0	0	800	3,498	0	0
San Mateo	San Mateo	668A	SR-92 Improvements Phase 1: Op Impr at 92/ECR IC	5,000	0	5,000	0	0	0	0
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 Interchange Imps	23,839	0	0	2,411	3,217	18,211	0
San Mateo	SM C/CAG	new	US-101 HOV/HOT Lanes (Santa Clara Co-380)	9,399	0	3,000	6,399	0	0	0
San Mateo	S. San Francisco	0648F	Grand Boulevard Initiative - Complete Streets	1,991	0	0	1,991	0	0	0
San Mateo	MTC	2140	Planning, programming, and monitoring	214	0	69	71	74	0	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,138	0	462	338	338	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,598	0	0	1,598	0	0	0
<b>San Mateo County Total</b>				<b>62,377</b>	0	16,531	20,508	7,127	18,211	0
<b>Santa Clara County Shares</b>										
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	4,361	0	731	355	3,275	0	0

Date: September 23, 2015

Attachment B

MTC Resolution No. 4208

Referred by: PAC

Revised: 12/16/15-C

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Santa Clara	VTA	2147E	BART Extension from Berryessa to Santa Clara	14,672	0	0	14,672	0	0	0
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle and Pedestrian Bridge	4,350	0	0	4,350	0	0	0
Santa Clara	MTC	2144	Planning, programming, and monitoring	474	0	153	158	163	0	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,620	0	1,053	784	783	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,632	0	0	3,632	0	0	0
<b>Santa Clara County Total</b>				<b>30,109</b>	0	1,937	23,951	4,221	0	0
<b>Solano County Shares</b>										
Solano	Solano TA	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	9,360	0	0	0	9,360	0	0
Solano	MTC	2152	Planning, programming, and monitoring	125	0	40	42	43	0	0
Solano	STA	2263	Planning, programming, and monitoring	681	0	274	203	204	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	945	0	0	945	0	0	0
<b>Solano County Total</b>				<b>11,111</b>	0	314	1,190	9,607	0	0
<b>Sonoma County Shares</b>										
Sonoma	MTC	2156	Planning, programming, and monitoring	150	0	48	50	52	0	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	847	0	343	504	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,177	0	0	1,177	0	0	0
<b>Sonoma County Total</b>				<b>2,174</b>	0	391	1,731	52	0	0
<b>Proposed 2016 RTIP Total - Bay Area</b>				<b>239,564</b>	<b>0</b>	<b>67,541</b>	<b>93,547</b>	<b>60,265</b>	<b>18,211</b>	<b>0</b>

J:\PROJECT\Funding\RTIP\16 RTIP\Full\_2016\_RTIP\_2015-10.xlsx]2016 MTC

Note: Detail on project programming by year and phase will be submitted to CTC; shaded funds denote programming changes



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

<b>File #:</b>	15-1044	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	11/9/2015	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>		<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4035, Revised. Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives.				
	As part of the Climate Initiatives Program, staff will provide recommendations for \$6 million of CMAQ funds for parking management and transportation demand management projects.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">4_Reso-4035-Pking_TDM_Grant_Recommend.pdf</a>				

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4035, Revised. Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives.

*As part of the Climate Initiatives Program, staff will provide recommendations for \$6 million of CMAQ funds for parking management and transportation demand management projects.*

### Presenter:

Stefanie Hom

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 4

## MTC Resolution No. 4035, Revised

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**Subject:** Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives Program.

**Background:** In April 2014, MTC programmed \$6 million of OBAG 1 Congestion Mitigation Air Quality Program (CMAQ) funds to expand TDM strategies as part of the Climate Initiatives Program. The Climate Initiatives Program is a multi-faceted program aimed at reducing transportation-related emissions and vehicle miles traveled (VMT) and is a critical strategy for implementing Plan Bay Area.

### Project Selection Process

In June 2015, MTC issued a call for projects for the Parking Management and Transportation Demand Management Grant Program that focused on the following types of TDM projects, with priority generally given to the projects in the following tier order:

1. Tier 1: Parking Management Strategies
2. Tier 2: Park and Ride Lots
3. Tier 3: Other TDM Strategies

Project solicitation and evaluation occurred through a two-step process:

1. Applicants submitted letters of interest for 20 projects, totaling approximately \$19 million in funding requests (see Attachment 1).
2. Following evaluation of the letters of interest, a small number of applicants with the highest evaluation ratings were invited to submit full proposals, which resulted in requests for 11 projects totaling approximately \$10 million (see Attachment 2).

Letters of interest and full proposals were evaluated by a panel consisting of four MTC staff and one Bay Area Air Quality Management District (Air District) staff. Letters of interest and full proposals were evaluated qualitatively against the following criteria:

- Potential for greenhouse gas (GHG) and criteria pollutant reductions
- Quality of proposal
- Project readiness and local support
- Local match percentage of total project cost
- Capability of the project partners to implement the project
- Support of a Priority Development Area (PDA)

### Funding Recommendations

Staff recommends awarding \$6 million in grants to 6 projects. The below table is a summary of the recommended projects and funding amounts; additional details are provided in Attachment 2.

Project Sponsor	Project Type	Project Title	Proposed Funding Amount
City of Berkeley	Parking	goBerkeley Residential Shared Parking Pilot	\$950,000
City of Hayward	Parking	Comprehensive Parking Management Plan Implementation	\$338,000
City of Oakland	Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	\$1,300,000
City of San Mateo	Parking	Downtown Parking Technology Implementation	\$1,500,000
City of Walnut Creek	Parking	Walnut Creek Parking Guidance System Pilot	\$783,000
VTA/City of Sunnyvale	Other TDM	Peery Park Rides	\$1,129,000
		<b>Total:</b>	<b>\$6,000,000</b>

The projects recommended for funding received an overall evaluation result of high or medium high on their full application. Project sponsors were asked to identify in their full application if their proposal could be scaled down if less than full-funding were available. For all recommended projects, except for the City of Hayward, partial funding is recommended based on the scaled amounts and input from the evaluation panel. Full funding is recommended for the City of Hayward based on their relatively low amount request. In the application guidelines, MTC recommended a minimum grant request of \$500,000, with consideration given to grant requests below that, but not lower than \$250,000.

#### Next Steps

Following Commission approval, MTC will program the projects into the 2015 Transportation Improvement Program (TIP) allowing sponsors to obtain federal authorization (obligation) for their projects.

#### Issues:

Because staff is recommending partial funding for the majority of the projects, staff will work with project sponsors to refine their project scopes and budgets, and ensure the revised projects still meet the program goals.

#### Recommendation:

Refer MTC Resolution No. 4035, Revised to the Commission for approval. Resolution No. 4035, Revised is also proposed for revision under agenda item 5. Only items approved by the Committee will be forwarded to the Commission.

#### Attachments:

**Attachment 1:** Parking and TDM Grant Program Letter of Interest Proposals and Recommendations

**Attachment 2:** Parking and TDM Grant Program Full Application Proposals and Recommendations

**Resolution No. 4035, Revised – Attachment B-1**

County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended to Submit Full Application
Multi-County	BART	Tier 1: Parking	BART Parking Facility "Full" Communication System	Install real-time parking information at stations	\$ 750,000	\$ 500,000	yes
Alameda	City of Berkeley	Tier 1: Parking	goBerkeley Residential Shared Parking Pilot	Implement shared use/management of on-street residential parking	\$ 1,500,000	\$ 1,000,000	yes
Alameda	City of Emeryville	Tier 1: Parking	North Hollis Paid Parking Program and Related Transportation Demand Management Program	Install smart meters in new areas	\$ 1,174,530	\$ 1,021,000	yes
Santa Clara	Gilroy	Tier 1: Parking	Downtown Parking Management Plan Study	Conduct parking study to develop parking management options	\$ 375,000	\$ 318,750	no
Alameda	City of Hayward	Tier 1: Parking	Comprehensive Parking Management Plan Implementation	Implement parking management strategies in downtown area, including on-street metering, off-street permitting, enforcement and wayfinding	\$ 699,500	\$ 482,000	yes
Santa Clara	City of Mountain View	Tier 1: Parking	Downtown Mountain View Parking Technology Enhancements	Install enforcement technology and real-time parking information in downtown	\$ 705,000	\$ 545,000	yes
Alameda	City of Oakland	Tier 1: Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	Implement parking management strategies throughout Oakland	\$ 2,300,000	\$ 2,000,000	yes
Santa Clara	City of Palo Alto/Joint Venture Silicon Valley	Tier 1: Parking	Silicon Valley Mobility as a Service + Revenue-Neutral Workplace Parking Feebate	Implement employer parking management strategies	\$ 930,000	\$ 700,000	no
Santa Clara	City of Palo Alto (Planning Dept.)	Tier 1: Parking	Downtown Palo Alto Parking Technology and Wayfinding Implementation	Install wayfinding, including automated parking guidance systems (APGS) and integrated parking access and revenue controls (PARCs)	\$ 2,300,000	\$ 2,000,000	no
Santa Clara	City of San Jose	Tier 1: Parking	San Jose Parking Management Strategy	Upgrade meters in downtown and update Downtown Parking Management Plan	\$ 2,300,000	\$ 1,955,000	no
San Mateo	City of San Mateo	Tier 1: Parking	Downtown Parking Technology Implementation	Install smart meters, PARCs, wayfinding and "Park SM" branding in downtown	\$ 2,500,000	\$ 2,000,000	yes
Alameda	City of Union City	Tier 1: Parking	Union City Station District Parking Management Program	Install new and replacement smart meters, enforcement software/devices, signage, and real-time parking APP around BART station	\$ 360,000	\$ 300,000	yes
Contra Costa	City of Walnut Creek	Tier 1: Parking	Walnut Creek Parking Guidance System Pilot	Install real-time parking information at city-owned garages in downtown	\$ 950,000	\$ 790,000	yes
Contra Costa	City of Hercules	Tier 2: Park and Ride	Regional Intermodal Transit Center	Park and Ride lot expansion at ITC for WestCAT bus service	\$ 1,294,118	\$ 1,100,000	no
Solano	Solano Transportation Authority (STA)	Tier 2: Park and Ride	City of Dixon Express Bus Park and Ride Lot	Prepare Project Initiation Document (PID) for express bus park and ride lot adjacent to I-80	\$ 588,235	\$ 500,000	no
Multi-County	BART	Tier 3: Other TDM	Carpool Parking Remote Monitoring System	Install cameras to enforce carpool parking	\$ 375,000	\$ 300,000	no
Alameda	City of Fremont	Tier 3: Other TDM	Warm Springs Last Mile Transit Program	Develop TDM program around Warm Springs BART Station	\$ -	\$ -	no
Solano	Solano Transportation Authority (STA)	Tier 3: Other TDM	Eastern Solano County Commuter Benefits Program	Expand Commuter Benefits Program to Eastern Solano County (Yolo-Solano Air District, not covered by SB 1339)	\$ 575,000	\$ 500,000	yes

County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended to Submit Full Application
Santa Clara	Santa Clara Valley Transportation Authority (VTA)/City of Sunnyvale	Tier 3: Other TDM	Peery Park Rides	Implement shuttle and TDM services from Sunnyvale Caltrain Station to Peery Park business park	\$ 1,861,000	\$ 1,200,000	yes
Marin	Transportation Authority of Marin (TAM)	Tier 3: Other TDM	connectSMART	Implement/install shuttle service, meters, roundabout, and ridematching service to support SMART stations	\$ 2,583,645	\$ 1,939,156	no
TOTAL					\$ 24,121,028	\$ 19,150,906	

County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended Grant Amount	Overall Rating
Multi-County	BART	Tier 1: Parking	BART Parking Facility "Full" Communication System	Install real-time parking information at all stations	\$ 750,000	\$ 500,000	\$ -	M
Alameda	City of Berkeley	Tier 1: Parking	goBerkeley Residential Shared Parking Pilot	Implement shared use/management of on-street residential parking	\$ 1,667,836	\$ 1,117,450	\$ 950,000	H
Alameda	City of Emeryville	Tier 1: Parking	North Hollis Paid Parking Program and Related Transportation Demand Management Program	Install smart meters in new areas	\$ 1,174,530	\$ 998,351	\$ -	M
Alameda	City of Hayward	Tier 1: Parking	Comprehensive Parking Management Plan Implementation	Implement parking management strategies in downtown area, including on-street metering, off-street permitting, enforcement and wayfinding	\$ 438,000	\$ 338,000	\$ 338,000	MH
Santa Clara	City of Mountain View	Tier 1: Parking	Downtown Mountain View Parking Technology Enhancements	Install enforcement technology and real-time parking information in downtown	\$ 530,000	\$ 375,000	\$ -	M
Alameda	City of Oakland	Tier 1: Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	Implement parking management strategies in Montclair Village, Chinatown, Lake Merritt/Uptown, Civic Center/Old Oakland (Phase 1), Temescal, Jack London Square, Grand Lake (Phase 2)	\$ 2,437,000	\$ 2,000,000	\$ 1,300,000	H
San Mateo	City of San Mateo	Tier 1: Parking	Downtown Parking Technology Implementation	Install smart meters, PARCs, wayfinding and "Park San Mateo" branding in downtown	\$ 2,445,000	\$ 1,945,000	\$ 1,500,000	H
Alameda	City of Union City	Tier 1: Parking	Union City Station District Parking Management Program	Install new and replacement smart meters, enforcement software/devices, signage, and real-time parking app around BART station	\$ 360,000	\$ 300,000	\$ -	L
Contra Costa	City of Walnut Creek	Tier 1: Parking	Walnut Creek Parking Guidance System Pilot	Install real-time parking information at city-owned garages in downtown	\$ 951,350	\$ 783,500	\$ 783,000	MH
Solano	Solano Transportation Authority (STA)	Tier 3: Other TDM	Eastern Solano County Commuter Benefits Program	Expand Commuter Benefits Program to Eastern Solano County (Yolo-Solano Air District, not covered by SB 1339)	\$ 421,325	\$ 358,126	\$ -	ML
Santa Clara	Santa Clara Valley Transporation Authority (VTA)/ City of Sunnyvale	Tier 3: Other TDM	Peery Park Rides	Implement shuttle and TDM services from Sunnyvale Caltrain station to Peery Park business park	\$ 1,980,000	\$ 1,267,200	\$ 1,129,000	MH
TOTAL					\$ 13,155,041	\$ 9,982,627	\$ 6,000,000	

Legend	L	Low
	ML	Medium-Low
	M	Medium
	MH	Medium-High
	H	High
	Highlighted Projects Recommended for Grant Funding	

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C 12/19/12-C  
01/23/13-C 02/27/13-C 05/22/13-C  
09/25/13-C 11/20/13-C 12/18/13-C  
01/22/14-C 02/26/14-C 03/26/14-C  
04/23/14-C 05/28/14-C 06/25/14-C  
07/23/14-C 09/24/14-C 12/17/14-C  
03/25/15-C 05/27/15-C 06/24/15-C  
07/22/15-C 09/23/15-C 10/28/15-C  
11/18/15-C 12/16/15-C

### ABSTRACT

#### Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 6

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program and \$2,000,000 to Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System project under the Transit Capital Rehabilitation Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, and December 9, 2015.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

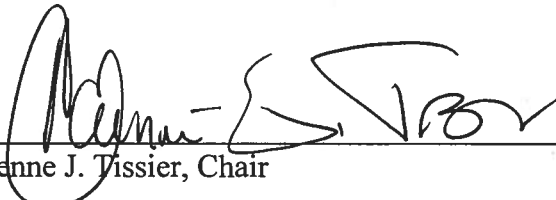
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C  
05/22/13-C 09/25/13-C 11/20/13-C 12/18/13-C  
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C  
12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C  
07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,701,000	\$0	\$1,701,000
MTC Planning	MTC	\$3,393,000	\$0	\$3,393,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:</b>		<b>\$8,487,000</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$79,200,000</b>	<b>\$0</b>	<b>\$79,200,000</b>
Incident Management Program	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$26,702,000</b>	<b>\$0</b>	<b>\$26,702,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$105,902,000</b>	<b>\$0</b>	<b>\$105,902,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	\$9,200,000	\$0	\$9,200,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
<b>SUBTOTAL</b>		<b>\$24,950,000</b>	<b>\$0</b>	<b>\$24,950,000</b>
<b>Ramp Metering and TOS Elements</b>				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	\$5,150,000	\$0	\$5,150,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$3,192,000	\$14,430,000	\$17,622,000
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$975,000	\$0	\$975,000
FPI - Various Corridors - Caltrans Preliminary Engineering (PE)	Caltrans	\$7,200,000	\$19,570,000	\$26,770,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI - MRN 101 - SF Co Line - Son Co Line	Caltrans	\$10,000,000	\$0	\$10,000,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
<b>SUBTOTAL</b>		<b>\$40,078,000</b>	<b>\$34,000,000</b>	<b>\$74,078,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,028,000</b>	<b>\$34,000,000</b>	<b>\$99,028,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:</b>		<b>\$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
<b>SUBTOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Transit Oriented Affordable Housing (TOAH)</b>				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Local PDA Planning - Santa Clara	VTA	\$4,343,695	\$0	\$4,343,695
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C  
05/22/13-C 09/25/13-C 11/20/13-C 12/18/13-C  
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12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C  
07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$275,000	\$0	\$275,000
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
<b>SUBTOTAL</b>		<b>\$8,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL: \$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
<u>goBerkeley Residential Shared Parking Pilot</u>	<u>Berkeley</u>	<u>\$950,000</u>	<u>\$0</u>	<u>\$950,000</u>
<u>Hayward Comprehensive Parking Mgmt Plan Implementation</u>	<u>Hayward</u>	<u>\$338,000</u>	<u>\$0</u>	<u>\$338,000</u>
<u>Oakland Demand-Responsive Parking and Mobility Mgmt Initiative</u>	<u>Oakland</u>	<u>\$1,300,000</u>	<u>\$0</u>	<u>\$1,300,000</u>
<u>Downtown San Mateo Parking Technology Implementation</u>	<u>San Mateo</u>	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$1,500,000</u>
<u>Walnut Creek Parking Guidance System Pilot</u>	<u>Walnut Creek</u>	<u>\$783,000</u>	<u>\$0</u>	<u>\$783,000</u>
<u>Peery Park Rides</u>	<u>VTA/Sunnyvale</u>	<u>\$1,129,000</u>	<u>\$0</u>	<u>\$1,129,000</u>
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>		<b>TOTAL: \$8,312,000</b>	<b>\$6,000,000</b>	<b>\$14,312,000</b>
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMAAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$1,073,000	\$0	\$1,073,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Marin County SRTS Program - Supplemental	TAM	\$74,000	\$0	\$74,000

## Attachment B-1

### OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 2015

MTC Res. No. 4035, Attachment B-1  
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 Revised: 10/24/12-C  
 11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C  
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### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Napa County SRTS Program - Supplemental	NCTPA	\$105,000	\$0	\$105,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$360,000	\$0	\$360,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Program - Supplemental	STA	\$314,000	\$0	\$314,000

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 2015

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11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C  
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06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C  
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07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
San Rafael Grand Ave Bike/Ped Imps	San Rafael	\$717,000	\$0	\$717,000
Napa County SRTS Non-Infrastructure Program	NCTPA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>		<b>TOTAL: \$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
<b>Advanced Communications and Information System (ACIS)</b>	<b>GGBHTD</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRR/ACE	\$129,156	\$0	\$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$3,340,781	\$0	\$3,340,781
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - Caltrain - Control Point Installation	Caltrain	\$2,840,952	\$0	\$2,840,952
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$465,899	\$0	\$465,899
TPI - Petaluma - Transit Signal Priority, Phase I & II	Petaluma	\$287,902	\$0	\$287,902
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$116,728	\$0	\$116,728
TPI - Marin Transit - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

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11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C  
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### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	\$120,988	\$0	\$120,988
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$992,535	\$0	\$992,535
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$177,060	\$0	\$177,060
TPI - CCCTA - TRANSITMIX Software Implementation Project	CCCTA	\$17,851	\$0	\$17,851
TPI - NCTPA - Am. Canyon Priority Signal Interconnection on SR 29	NCTPA	\$91,757	\$0	\$91,757
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$114,656	\$0	\$114,656
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	\$23,457,617	\$0	\$23,457,617
<b>SUBTOTAL</b>		<b>\$60,000,000</b>	<b>\$0</b>	<b>\$60,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
<b>SUBTOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>

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# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

**File #:** 15-0984      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/8/2015      **In control:** Programming and Allocations Committee  
**On agenda:** 12/9/2015      **Final action:**  
**Title:** Transbay Joint Powers Authority - Cost Review of the Transbay Transit Center Phase 2.

At its July 22nd meeting, the Commission directed staff to perform a project cost and risk review for both phases of the Transbay Terminal project and report back to the Commission. An update from staff on the Phase 1 Cost and Risk Reviews was presented in September; this item presents the Phase 2 Cost Review.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5 TJPA Cost Review.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Transbay Joint Powers Authority - Cost Review of the Transbay Transit Center Phase 2.

*At its July 22nd meeting, the Commission directed staff to perform a project cost and risk review for both phases of the Transbay Terminal project and report back to the Commission. An update from staff on the Phase 1 Cost and Risk Reviews was presented in September; this item presents the Phase 2 Cost Review.*

**Presenter:**

Anne Richman

**Recommended Action:**

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 5

**Subject:** Transbay Joint Powers Authority – Cost Review of the Transbay Transit Center Phase 2.

**Background:** At its July 22<sup>nd</sup> meeting, the Commission directed staff to perform a project cost and risk review for both phases of the Transbay Transit Center project, and report back to the Commission in ninety days. MTC staff has been working in cooperation with TJPA staff, as well as with staff from the San Francisco County Transportation Authority and the San Francisco Mayor's and Controller's offices, because of the project's significance and complex funding plan that includes funds from numerous sources.

## Phase 1 Update

In September, this Committee received an update on Phase 1, which generally consists of the transit center building, bus and pedestrian ramps, and underground train box. Since that time, construction on the project has progressed, and the staffs have continued to discuss the project budget and options for closing the projected shortfall. Additionally, at its November 12<sup>th</sup> Board meeting, TJPA approved four key items related to the Phase 1 budget:

- The sale of Parcel F to a developer for at least \$165 million,
- The adoption of an Interim Revised Baseline Budget for Phase 1 in the amount of \$2,059,400,000 (an increase of \$160 million),
- The award of the Roof Park Landscaping and Irrigation trade package in the amount of \$32 million, and
- The award of the Metal Ceilings Design-Build Services trade package in the amount of \$24 million.

The sale of Parcel F and corresponding interim budget revision allow for the award of schedule-critical scope of work, which include the two trade packages listed above and the Glass Floors and Signage packages. TJPA staff anticipates a final Revised Baseline Budget for Phase 1 in January 2016. Based on the MTC Phase 1 cost review and an updated risk review by TJPA, the funding partners have agreed to a revised budget of \$2.26 billion, which is an increase of \$360 million over the prior baseline budget.

MTC staff is working with TJPA and City staff to identify potential financing options.

## Phase 2 Cost Review

Phase 2 of the project includes the extension of train services from the 4<sup>th</sup> and King Streets Caltrain terminal and completion of the train terminal at the Transbay Transit Center. The scope of the cost review includes an assessment of Phase 2's scope, cost estimate, and delivery model, including the identification of opportunities and risks, alternatives or identification of a preferred delivery model, and identification of outstanding questions. An overview of the review is in the attached presentation.

**Recommendation:** This item is for information only.

**Attachments:** Presentation

# Transbay Transit Center Cost Review Phases 1 and 2

Programming and Allocations Committee

**December 9, 2015**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

# Transbay Transit Center Review

- **Determine, with TJPA, budget requirement to successfully deliver Phase 1**
- **Work with TJPA and funding partners on funding and financing strategies to close funding shortfall**
- **Review Phase 2 cost estimate to understand funding needs going forward**
- **Ultimately, ensure successful delivery of both project phases**

# Phase 1 Update

- **September MTC cost and risk review suggested that additional budget range would be prudent:**

	(\$ millions)
Approved budget (2013)	\$1,899
Proposed new request (July 2015, TJPA)	\$247
Proposed new total (July 2015, TJPA)	\$2,146
<b>Potential additional exposure (Sept. 2015, MTC)</b>	<b>\$48-244</b>
<b>New Total (Sept. 2015, MTC)</b>	<b>\$2,194-\$2,390</b>

# Phase 1 Update

- Latest risk analysis by TJPA provides updated range:

	Budget Needed Above Current \$1.9 B Baseline (\$ millions)		Proposed Revised Budget (\$ millions)	
Confidence Level	Bottom-Up Model	Top-Down Model (FTA)	Bottom-Up Model	Top-Down Model (FTA)
30%	289	257	2,189	2,156
50%	307	316	2,207	2,216
70%	325	390	2,224	2,290

- Based on cost review and updated risk model, recommended/agreed-upon budget addition is \$360 million, for a total budget of \$2.26 billion.

# Phase 1 Update

- **Potential Funding Sources:**
  - Parcel F – *sold for minimum of \$165 million*
  - Other options being discussed among funding partners
- **TJPA adopted Interim Revised Budget in November based on Parcel F sale, awarded two schedule-critical trade packages**
- **TJPA received favorable opinion from Caltrans related to eligible use of land sales revenues, which should help with near-term cash flow**

# Phase 2 Review

- **Confirm scope of Phase 2**
- **Assess reasonableness of estimated costs**
  - Basis: 2010 Preliminary Engineering Plans and Cost Estimate, adjusted to **\$3.0 billion** (year of expenditure)
  - Focus areas: annual escalation rate, assumed fee/profit, indirect costs, missing items, project contingency, unit rates
- **Provide high-level evaluation of procurement options**

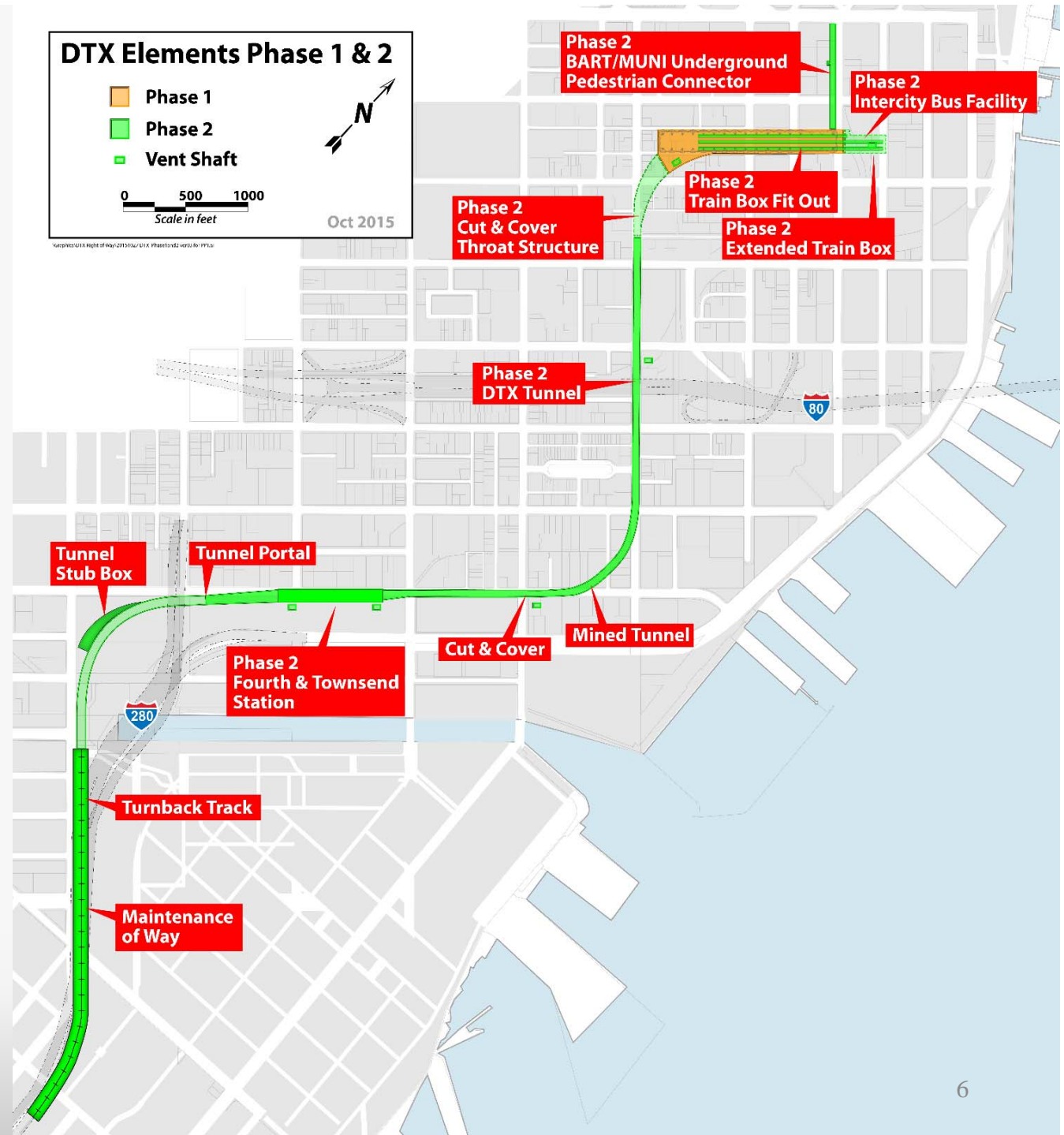
## Phase 2

### Project Scope:

- **Downtown Extension** (track, tunneling, 4<sup>th</sup> and Townsend station, utility relocation, systems)
- **Train box fit out**
- **Minor Caltrain Yard modifications**
- ❖ Train box extension
- ❖ Intercity bus facility
- ❖ Tunnel stub box

### Included in EIR but not in cost estimate:

- BART/Muni underground connector
- ❖ = New element



# Annual Escalation Rate

- Current estimate assumes **3%** annual escalation rate to year of expenditure
- Caltrans California Highway Construction Cost Index exceeds 3% annual escalation assumptions
- Recommended escalation rate: **5%/year**
- Impact to estimate: **\$433 million**

# Contractor Fee/Profit

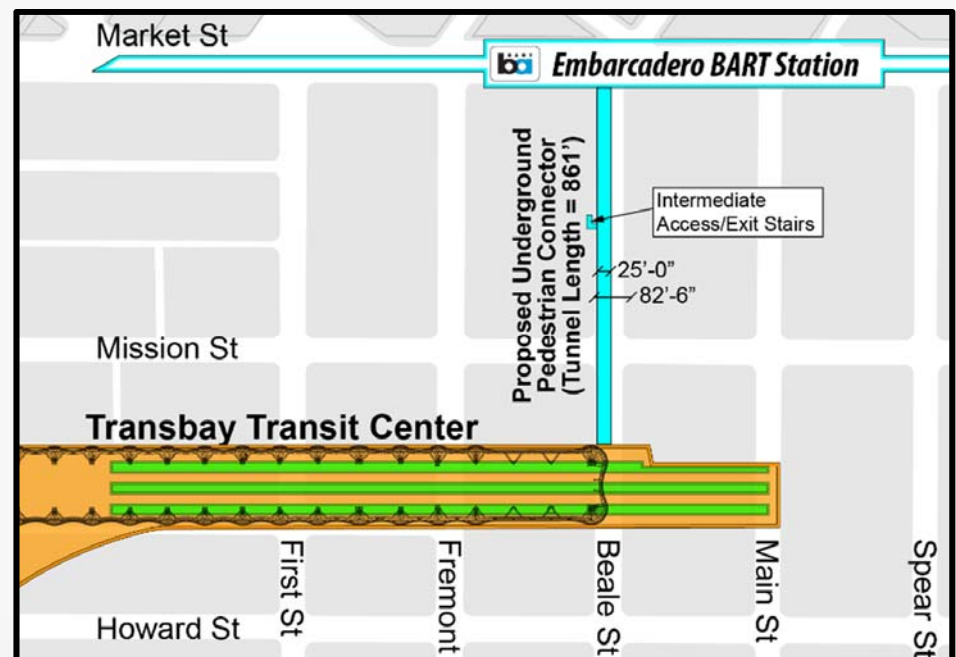
- Current estimate assumes **5%** contractor fee/profit
- Given project complexity and risk, level of competition, and market outlook, bidders are likely to include a higher fee/profit
- Recommended assumed contractor fee/profit: **10%**
- Impact to estimate: **\$100 million**

# Other Cost Items

Item	Impact to Estimate (\$ millions)	
Project Contingency	93	Recommend 27% contingency for current design stage (vs. 24% used)
Missing Items	58	Three non-minor items not included in 30% design and estimate, costs should be added
Indirect Costs	—	Rate of 26% used in estimate appears reasonable
Unit Rates/ Schedule	—	Appear reasonable
Labor Productivity	— /TBD	Some assumptions warrant further review due to project location and complexity

# Other Phase 2 Observations

- Perform value engineering/constructability reviews
- Evaluate potential for phasing (e.g., advance utility relocation)
- Engage Caltrain and California High Speed Rail Authority in active scope management
- Include BART/Muni pedestrian connector in program



# Summary of Potential Adjustments to Phase 2 Cost Estimate

Item	(\$ millions)
TJPA Base Estimate (YOE)	\$3,005
Escalation (using 5%, instead of 3%)	\$433
Fee adjustment (assuming 10%, instead of 5%)	\$100
Contingency (using 27%, instead of 24%)	\$93
Missing items	\$58
Total Adjustments	\$684
Add BART/Muni Pedestrian Connector	\$120-310
<b>Total Adjusted Estimate</b>	<b>\$3,809-3,999</b>

# Project Procurement Models

- **Four main procurement models**
  - Design-Bid-Build
  - Design-Build
  - Construction Manager/ General Contractor
  - Public-Private Partnership (P3)
- **Key variances are in risk allocation, funding streams, and amount of project control by owner**
- **Potential cost savings with design-build and public-private partnership**
- **TJPA currently undertaking study of models for Phase 2**

# Next Steps

- **Continue Phase 1 funding discussions, including potential options for financing**
- **Consider role in decision process**  
(configuration management board or similar)
- **Review on-going Phase 2 procurement study**



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-0983      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/8/2015      **In control:** Programming and Allocations Committee  
**On agenda:** 12/9/2015      **Final action:**  
**Title:** Regional Means-Based Transit Fare Pricing Study Update

An overview of the Regional Means-Based Transit Fare Pricing Study, including a summary of the work completed to date and a description of the scenarios being evaluated.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6 Means Based Fare Study Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Regional Means-Based Transit Fare Pricing Study Update

*An overview of the Regional Means-Based Transit Fare Pricing Study, including a summary of the work completed to date and a description of the scenarios being evaluated.*

**Presenter:**

Kristen Mazur

**Recommended Action:**

Information.

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 6

**Subject:** Regional Means-Based Transit Fare Pricing Study Update

**Background:** Background and purpose

MTC has been involved in identifying transportation barriers for low-income residents and promoting solutions through various regional planning and policy initiatives for over a decade. These include the Coordinated Public Transit-Human Services Transportation Plan (“Coordinated Plan”), the Lifeline Transportation Program, the Community Based Transportation Planning (CBTP) program, the Regional Transportation Plan, and the Transit Sustainability Project.

Concerns about transit affordability are commonly raised by low-income residents during these planning efforts. Therefore, in the third cycle of the Lifeline Transportation Program, MTC set aside \$300,000 to look comprehensively at this issue in a Regional Means-Based Transit Fare Pricing Study.

MTC has received multiple requests for funding to support fare discount pilot programs. Although not all requests have been funded, the Commission has funded low-income or youth pass pilot programs through the Transit Performance Initiative (TPI) Incentive program. Additionally, MTC reaffirmed its desire to clarify the regional need for such discounts and the potential revenue and ridership impacts through the Regional Means-Based Transit Fare Pricing Study.

Study overview and status

The purpose of the study is to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area, and to determine the feasibility of implementing the scenarios. Per the study scope of work, each of the scenarios must be consistent with the following three overall program objectives:

1. Make transit more **affordable** for the Bay Area’s low-income residents.
2. Move towards a more **consistent regional standard** for fare discount policies.
3. Define a transit affordability solution that is **financially viable and administratively feasible**, and does not adversely affect the transit system’s service levels and performance.

MTC staff and the consultant team have conducted comprehensive outreach throughout the study to a variety of stakeholder groups listed in detail in the attached powerpoint presentation.

During the next phase of the project, the consultant will conduct a qualitative and quantitative evaluation of different discount scenarios described below:

Affordability Scenarios

The following scenarios are intended to address affordability barriers for low-income residents. Depending on the income threshold used and the amount of discount

offered, these scenarios may need to be paired with one of the Revenue Generating Scenarios (see R1, R2 below) in order to meet the study goal of being financially viable.

**(A1) Discounted Low Income Fares or Passes**

Most transit operators currently offer discounted cash fares or pass products to seniors, persons with disabilities, and youth. This scenario would create a similar type of discount category for low-income persons, which would allow those below a certain income threshold to purchase fares or passes at a discounted rate.

**(A2) Monthly or daily fare or trip accumulators**

Accumulators are alternative versions of daily or monthly passes that cap fares paid based on a set threshold (number of boardings or value) within a defined period of time. By doing this, accumulators allow riders to purchase a pass product (e.g., monthly pass) in small increments rather than needing a large amount of cash up-front. For example, if the fare is \$2.00 and a monthly pass is \$50, riders would just need to make sure there was at least \$2 in Clipper stored value each time they board. \$2 would be deducted from the rider's Clipper card on each boarding until the \$50 "cap" is reached (after the 25th boarding). After that, all trips would be free for the rest of the month. In this scenario, fares may be capped on a daily or monthly basis, and the cap may be set lower for low-income riders than for the general population.

**(A3) Clipper cards automatically loaded with transit stipend for low-income riders**

This scenario would not require a change to the transit operators' fare policies. Low income riders would simply receive a stipend on a regular basis (e.g., monthly) in the form of cash value on a Clipper card. This stipend could then be used to ride any transit service in the region. This is similar to the model commonly used in the social services field, wherein persons below a certain income threshold are eligible for direct subsidies such as CalFresh (subsidy for food purchases) and Temporary Assistance for Needy Families (temporary cash assistance program, traditionally referred to as "welfare"). In one variation that may be considered, the stipend can be provided on a one-to-one match basis, with each dollar added by the rider being matched with a stipend dollar.

Revenue Generating Scenarios

The following scenarios are intended to raise fare revenue. These scenarios may not address transit affordability barriers on their own, but the study will evaluate their fare revenue generating impacts so that they can potentially be paired with one of the affordability scenarios (see A1, A2, A3 above) in order to meet the study goal of being financially viable.

**(R1) Eliminate non-mandated cash discounts/eliminate proxies for low-income**

Transit fare and discount policies reflect local board policy as well as federal requirements. Federal law is specific about two areas of discounts for transit systems that use federal formula funds. Specifically, senior (defined as at least 65 years of age) and disabled passengers are required to receive a minimum 50% discount on fares

during non-peak hours. There are currently no federal requirements for fare discounts for youth and low-income persons. Bay Area transit discount policies vary considerably by transit operator and often exceed the federally required discounts. Under this scenario, discounts beyond those that are federally mandated would be eliminated and replaced with one of the affordability scenarios described above. The rationale is that, rather than spending funds on discounts for people who may not need them, subsidies should be directed to those who *need* a discount, including those that are not currently receiving any (e.g., low-income adults).

**(R2) Implement fare increases or peak transit pricing**

This scenario would look at the revenue generating effects of raising transit fares in the region. This scenario would always be paired with one of the Affordability Scenarios (see A1, A2, A3), so the net impact on low-income riders' fares would be a decrease. Multiple iterations of fare changes will be evaluated, including some that increase fares during the peak period only or decrease fares during the off-peak period. Peak transit pricing may help address equity issues in and of itself.

Next steps

After the evaluation is complete in early 2016, it will be presented to various stakeholder groups for input. Key findings, recommendations, and an action plan will then be developed and presented to stakeholders for review.

Staff will return to the Commission in spring 2016 with the draft results. Depending on the results of the study and Commission input on the recommendations, additional steps may be recommended for implementation activities.

Staff also continues to explore potential funding opportunities in addition to the revenue generated scenarios outlined above, should the Commission want to pursue a Regional Means-Based Fare.

**Issues:** None.

**Recommendation:** Information and discussion only.

**Attachments:** Presentation

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# Regional Means-Based Transit Fare Pricing Study



Programming and Allocations  
Committee

December 9, 2015

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# Background and Purpose

- MTC's experience identifying transportation barriers for low-income residents

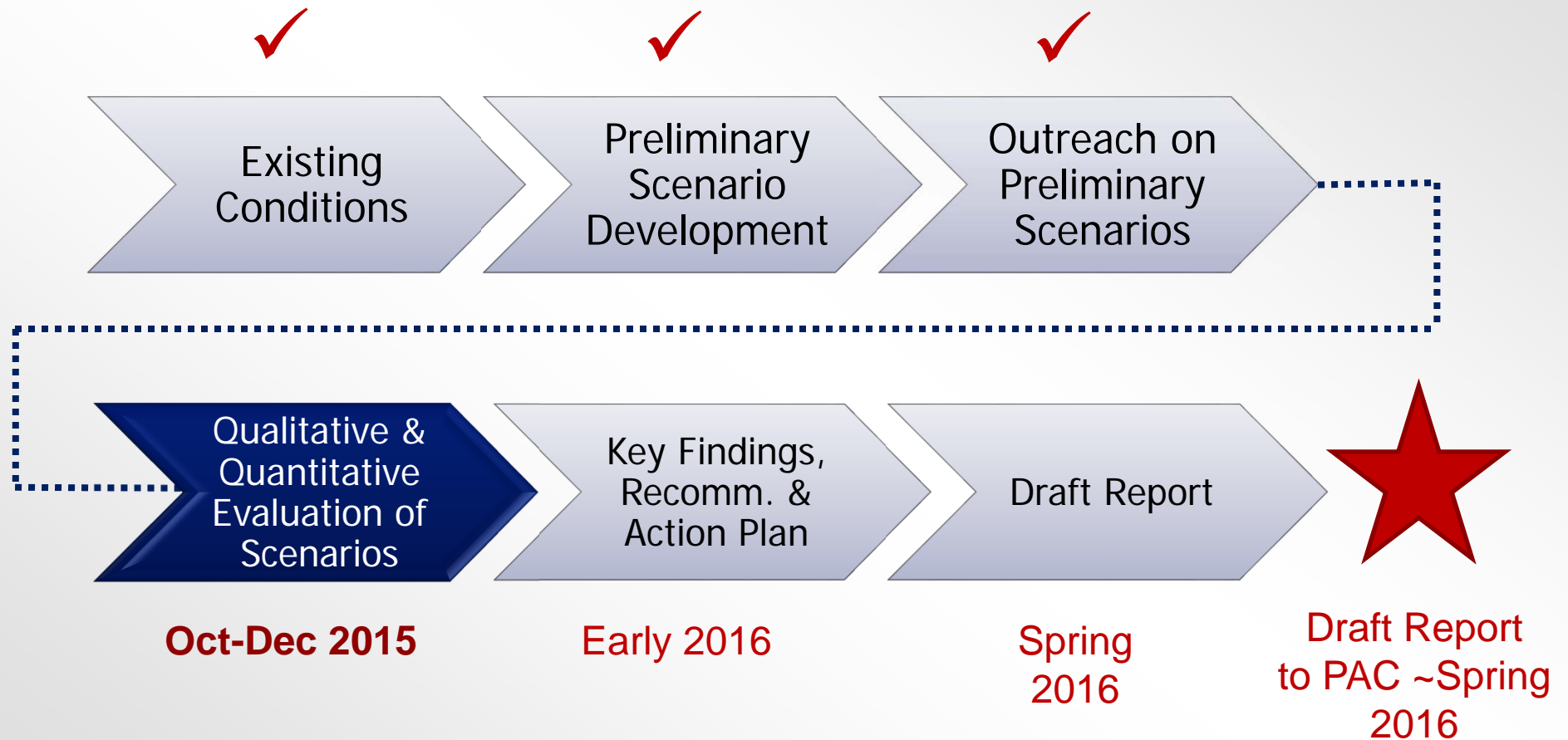


# Study Overview

- **Study purpose:** Develop scenarios for funding and implementing a regional means-based transit fare program and determine the feasibility of implementing the scenarios
- **Three overall program objectives:**
  1. Make transit more **affordable** for the Bay Area's low-income residents
  2. Move towards a more **consistent regional standard** for fare discount policies
  3. Define a transit affordability solution that is **financially viable** and **administratively feasible**, and does not adversely affect the transit system's service levels and performance



# Project Progress/Status



# Stakeholder Input

- **Study Technical Advisory Committee (TAC)**
  - Composition: 6 Transit Operators; 2 Social Services; 2 Equity
  - Open to the public
- **Policy Advisory Council Equity & Access Subcommittee**
- **Partnership Transit Finance Working Group**
- **Social Services Information Gathering Session**
- **Focus Groups with Low Income Residents (San Jose & Vallejo)**
- **Phone Interviews with Low Income Residents (S.F./Inner East Bay)**



# Affordability Scenarios

## **A1. Discounted Low Income Fares or Passes**

*Create a discount category for low-income persons, which would allow those below a certain income threshold to purchase fares or passes at a discounted rate.*

## **A2. Monthly or daily fare or trip accumulators**

*Accumulators are alternative versions of daily or monthly passes that would cap fares paid based on a set threshold (number of boardings or value) within a defined period of time.*

## **A3. Clipper® cards automatically loaded with transit stipend for low-income riders**

*Low income riders would receive a stipend on a regular basis (e.g., monthly) in the form of cash value on a Clipper card.*



# Revenue Generating Scenarios

## **R1. Eliminate non-mandated cash discounts**

*Discounts beyond those that are federally mandated would be eliminated and replaced with one of the affordability scenarios (A1, A2, A3).*

## **R2. Implement fare increases or peak transit pricing**

*Evaluate the revenue generating effects of raising transit fares in the region. This scenario would always be paired with one of the Affordability Scenarios (see A1, A2, A3), so the net impact on low-income riders' fares would be a decrease.*



# Scenario Evaluation Process

- **Qualitative Evaluation** - degree to which the scenario achieves the three study objectives (increases affordability; consistent regional standard; financially viable and administratively feasible)
- **Quantitative Evaluation**
  - **Ridership impacts**
  - **Fare revenue impacts**
  - **Financial analysis** including total costs (startup, ongoing administration, costs related to Clipper®), additional resource needs, revenue impacts, possible revenue offsets



# Next Steps

## ➤ **Related Considerations**

- Funding TBD, could include Lifeline Program or Cap & Trade
- Timing, relationship to Clipper<sup>®</sup> Next Generation system

## ➤ **Draft Report to PAC in Spring 2016**

Including key findings, recommendations, and an action plan

## ➤ **Implementation activities**

Contingent upon the results of the study and Commission input on the recommendations

