



# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Programming and Allocations Committee

#### *Committee Members:*

*Nick Josefowitz, Chair    Carol Dutra-Vernaci, Vice Chair*

*Jeannie Bruins, Federal D. Glover, Jane Kim,  
Alfredo Pedroza, Libby Schaaf, Warren Slocum,  
Amy R. Worth*

*Non-Voting Member: Bijan Sartipi*

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Wednesday, June 14, 2017

9:40 AM

Board Room - 1st Floor

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This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35a.m. Administration Committee meeting

#### 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.    [17-2612](#)    Minutes of the May 10, 2017 meeting
- Action:                Committee Approval
- Attachments:      [2a 05-10-2017 Prog&Allocations Draft Minutes.pdf](#)
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- 2b.    [17-2614](#)    MTC Resolution Nos. 3651, Revised and 3914, Revised. Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.
- Action:                Commission Approval
- Presenter:          Craig Bosman
- Attachments:      [2b Reso 3651-3914 Transbay Transit Allocation.pdf](#)
- 
- 2c.    [17-2615](#)    MTC Resolution Nos. 4035 Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.
- Action:                Commission Approval
- Presenter:          Mallory Atkinson
- Attachments:      [2c Reso 4035-4202 OneBayAreaGrants.pdf](#)

- 2d. [17-2616](#) MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.
- Action:** Commission Approval
- Presenter:** Rob Jaques
- Attachments:** [2d Reso 4216-4292 FTA 5311 Program.pdf](#)
- 2e. [17-2617](#) MTC Resolution No. 4228, Revised. Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2e Reso-4228 RM2 Program Update.pdf](#)
- 2f. [17-2621](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-13.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2f Reso-4275 TIP Amend 2017-13.pdf](#)
- 2g. [17-2622](#) MTC Resolution No. 4287. Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2g Reso-4287 TDA Admin.pdf](#)
- 2h. [17-2623](#) MTC Resolution No. 4288. Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2017-18.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2h Reso-4288 Transbay Terminal Allocation.pdf](#)
- 2i. [17-2624](#) MTC Resolution No. 4289. Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.
- Action:** Commission Approval
- Presenter:** Raymond Odunlami
- Attachments:** [2i Reso-4289 STA Reg Coordination Plan.pdf](#)

- 2j. [17-2625](#) MTC Resolution No. 4293. Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Reserves for Water Emergency Transportation Authority (WETA) ferry operations and the San Francisco Bay Trail project.

**Action:** Commission Approval

**Presenter:** Christina Hohorst

**Attachments:** [2j\\_Reso-4293\\_WETA-Ferry\\_&\\_SF\\_Bay\\_Trail.pdf](#)

- 2k. [17-2631](#) Program Updates: Regional Measure 2 Capital Program and Transit Performance Initiative Investment Program Semi-Annual Reports.

**Action:** Information

**Presenter:** Craig Bosman

**Attachments:** [2k\\_RM2\\_Capital\\_TPI\\_Investment\\_Update.pdf](#)

### 3. Public Hearing

- 3a. [17-2510](#) Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Operating Program.

Pursuant to Sections 30914(d) and (f) of the California Streets and Highways Code, MTC is proposing to program \$5 million annually in available RM2 operating funding capacity to two new projects:

- \$2 million annually to Clipper for operating support
- \$3 million annually to the Transbay Transit Center for additional operating support

A public hearing will be held at the meeting to take comments on the proposal.

**Action:** Public Hearing

**Presenter:** Theresa Romell

**Attachments:** [3a\\_RM2\\_Public\\_Hearing.pdf](#)

#### 4. Regional

- 4a. [17-2627](#) MTC Resolution No. 4278. FY2017-18 RM2 Operating Program.
- Adopt the FY2017-18 RM2 Operating Program and provide an update about routes that are at risk of losing funds.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [4a Reso-4278 2017-18 RM2 Op Program.pdf](#)
- 4b. [17-2628](#) MTC Resolution Nos. 4279, 4284, and 4285.
- Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [4b Reso-4279-4284-4285 TransitOps & CapitalProjectsAllocation.pdf](#)
- 4c. [17-2618](#) MTC Resolution No. 4250, Revised. Allocation of \$750,000 for Bay Bridge Forward Flexible Transit Services.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [4c Reso-4250 Flex Transit Allocation.pdf](#)

#### 5. Information

- 5a. [17-2632](#) CTC Update
- Update on the May 17 and June 28-29, 2017 CTC meetings.
- Action:** Information
- Presenter:** Kenneth Kao
- Attachments:** [5a CTC Update.pdf](#)

#### 6. Public Comment / Other Business

## **7. Adjournment / Next Meeting**

**The next meeting of the Programming and Allocations Committee will be held on July 12, 2017 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, 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 415.778.6757 or 415.778.6769 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 415.778.6757 或 415.778.6769 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 415.778.6757 o al 415.778.6769 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

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2612      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** Minutes of the May 10, 2017 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_05-10-2017\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the May 10, 2017 meeting

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Programming and Allocations Committee

### *Committee Members:*

*Nick Josefowitz, Chair      Carol Dutra-Vernaci, Vice Chair*

*Jeannie Bruins, Federal D. Glover, Jane Kim,  
Alfredo Pedroza, Libby Schaaf, Warren Slocum,  
Amy R. Worth*

*Non-Voting Member: Bijan Sartipi*

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Wednesday, May 10, 2017

9:40 AM

Board Room - 1st Floor

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### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Pedroza, and Commissioner Worth

**Absent:** 3 - Commissioner Schaaf, Commissioner Kim, and Commissioner Slocum

Non-Voting Member Absent: Commissioner Sartipi

Ex Officio Voting Members Present: Commission Chair Mackenzie and Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Cortese, Commissioner Giacopini, Commissioner Halsted, and Commissioner Pierce

#### 2. Consent Calendar

Approval of the Consent Calendar

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

**Aye:** 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Pedroza and Commissioner Worth

**Absent:** 3 - Commissioner Schaaf, Commissioner Kim and Commissioner Slocum

2a. [17-2500](#) Minutes of the April 12, 2017 meeting

**Action:** Committee Approval



- 2b.**     [17-2502](#)     MTC Resolution Nos. 3880, Revised, 3881, Revised, and 4179, Revised.  
Revisions to the Lifeline Transportation Cycle 2 and Cycle 4 Programs and  
the Proposition 1B - Regional Transit Program.

**Action:** Commission Approval

**Presenter:** Melanie Choy

- 2c.**     [17-2509](#)     MTC Resolution Nos. 3925, Revised, 4035 Revised and 4202, Revised.  
Revisions to the Surface Transportation Block Grant Program/Congestion  
Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and  
One Bay Area Grant (OBAG 1 and 2) programs.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

### **3. Information**

- 3a.**     [17-2418](#)     CTC Update

Update on the May 17-18, 2017 meeting in San Diego.

**Action:** Information

**Presenter:** Kenneth Kao

### **4. Public Comment / Other Business**

### **5. Adjournment / Next Meeting**

**The next meeting of the Programming and Allocations Committee will be held on  
June 14, 2017 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San  
Francisco, CA.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2614      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/12/2017      **In control:** Programming and Allocations Committee

**On agenda:** 6/14/2017      **Final action:**

**Title:** MTC Resolution Nos. 3651, Revised and 3914, Revised. Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b Reso 3651-3914 Transbay Transit Allocation.pdf](#)

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

MTC Resolution Nos. 3651, Revised and 3914, Revised. Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.

### Presenter:

Craig Bosman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2b

## MTC Resolution Nos. 3651, Revised and 3914, Revised

**Subject:** Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.

**Background:** The Transbay Joint Powers Authority (TJPA) requests the allocation of approximately \$2 million in AB 1171 and Regional Measure 2 (RM2) bridge toll capital funds for the construction phase of the Transbay Transit Center. This action consists of the rescission of approximately \$853,000 in savings from previous allocations to the project, the re-allocation of the same amount to construction, and the allocation of approximately \$1.2 million in previously unallocated AB 1171 funds to construction, as detailed in the table below:

	<b>AB1171</b>	<b>RM2</b>	<b>Total</b>
Savings from Prior Allocations	\$828,842	\$24,309	\$853,151
Previously Unallocated Amount	\$1,199,673	-	\$1,199,673
Allocation Total	\$2,028,515	\$24,309	<b>\$2,052,824</b>

TJPA is targeting December 2017 for substantial completion of the Transbay Transit Center building, with transbay bus service into the Transbay Transit Center to begin in Spring 2018.

This action would fully allocate all capital bridge toll funds programmed to the project.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3651, Revised and 3914, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 3651, Revised and 3914, Revised.

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

### ABSTRACT

MTC Resolution No. 3651, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Transbay Terminal/Downtown Caltrain Extension project sponsored by and implemented by the Transbay Joint Powers Authority (TJPA).

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 TJPA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on November 17, 2004 to accept the EIR and environmental findings as MTC's own for purposes of approving an allocation of \$16.125 million in RM2 funds to the finance portions of right-of-way phase, specifically the acquisition through condemnation of the property located at 80 Natoma Street.

This resolution was revised on October 26, 2005 to approve a \$12.875 million allocation for the right-of-way phase, to augment the previous right-of-way allocation for the 80 Natoma Street. Additional project specific conditions have been incorporated.

This resolution was revised on May 24, 2006 to approve a \$2.735 million allocation to allow the TJPA to continue ongoing professional contracts and PMPC work for preliminary engineering

## ABSTRACT

MTC Resolution No. 3651, Revised

Page 2

work as well as to proceed with the BART connector study and Transbay travel model studies. Additional project specific conditions have been incorporated.

This resolution was revised on February 28, 2007 to allocate \$4.73 million for preliminary engineering funding for the utility relocation services, temporary terminal, and bus storage facilities. Additional project specific conditions have been incorporated.

This resolution was revised on September 26, 2007 to allocate \$1.319 million for final design on the temporary terminal.

This resolution was revised on January 23, 2008 to allocate \$28.299 million for a collection of right of way purchases, utility relocation (preliminary engineering) work, and program management and control costs.

This resolution was revised on March 26, 2008 to allocate a total of \$11.4 million for a collection of early works final design, permits, interagency agreements and early works construction management.

This resolution was revised on May 28, 2008 to allocate a total of \$21.8 million for the preliminary engineering of the Transbay Transit Center.

This resolution was revised on October 22, 2008 to allocate a total of \$23.5 million for the construction of the temporary terminal and funding for a commissioning agent for the new Transbay Terminal Center.

This resolution was revised on November 26, 2008 to amend the scope on a prior right-of-way allocation (Allocation no 08365110 - 01/23/08).

This resolution was revised on April 22, 2009 to allocate a total of \$5 million towards geotechnical shoring wall testing to determine the technical feasibility and effectiveness of alternate construction processes prior to finalizing design of soil improvements and foundation systems for the Transbay Transit Center.

## ABSTRACT

MTC Resolution No. 3651, Revised

Page 3

This resolution was revised on June 24, 2009 to allocate a total of \$5.4 million towards the payment and performance bond premium for the construction of the Transbay Transit Center.

This resolution was revised on October 28, 2009 to rescind a total of \$750,000 from a prior construction allocation which has realized savings due to lower than anticipated contract costs, and to allocate a total of \$2.072 million (includes rescinded funds) to accommodate the expanded scope of CMGC services - owing to the inclusion of the “bottom up” approach which considers building the train box in Phase 1 construction.

This resolution was revised on June 23, 2010 to rescind a total of \$2.5 million from a prior design allocation owing to lower than anticipated contract costs and scope changes related to the bus storage facility, and reallocate the same amount towards Construction Manager/ General Contractor (CMGC) services for the construction of the Transbay Transit Center Building and Related Structures.

This resolution was revised on July 24, 2013 to rescind and amend prior allocations in order to allow unspent funds and savings to be made available for modified scope elements and/or future re-allocations.

This resolution was revised on February 26, 2014 to allocate \$2,375,673 towards Construction Manager/ General Contractor (CMGC) services for the construction of the Transbay Transit Center Building and Related Structures.

This resolution was revised on November 19, 2014 to modify a condition on the January 23, 2008 allocation for right of way purchases, to agree to move the quit claim deeds for two properties into a second priority position.

This resolution was revised on July 22, 2015 to modify a condition on the January 23, 2008 allocation for right of way purchases, to allow for the partial release of the quit claim deed for the 568 Howard Street property.

This resolution was revised on June 28, 2017 to rescind \$24,309 in savings from the February 28, 2007 allocation for preliminary engineering, and allocate the same amount for construction of the Transbay Transit Center Building and Related Structures.

## ABSTRACT

MTC Resolution No. 3651, Revised

Page 4

Additional discussion of this allocation is contained in the Executive Director's memoranda to the MTC Programming and Allocations Committee dated September 8, 2004, November 10, 2004 and October 12, 2005, and PAC Summary Pages dated May 10, 2006, February 14, 2007, September 12, 2007, January 9, 2008, March 5, 2008, April 9, 2008, October 8, 2008, November 12, 2008, April 8, 2009, June 10, 2009, October 14, 2009, June 9, 2010, July 10, 2013, February 12, 2014, November 12, 2014, July 8, 2015, and June 14, 2017.

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

Re: Approval of Allocation of Regional Measure 2 funds for the Transbay Terminal/Downtown Caltrain Extension

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3651

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, Transbay Joint Powers Authority (TJPA) has submitted a request for the allocation of RM 2 funds for the Transbay Terminal/Downtown Caltrain Extension project; and

WHEREAS, Transbay Terminal/Downtown Caltrain Extension is identified as capital project number 22 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the TJPA has submitted an Initial Project Report, 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 TJPA is requesting RM2 funding and the 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 TJPA'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; and

RESOLVED, that MTC approves MTC staff's review of TJPA's Initial Project Report (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

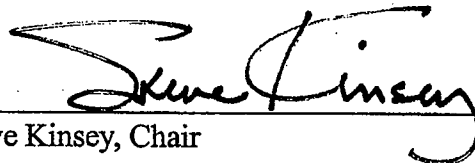
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon TJPA complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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.

September 22, 2004

Attachment A

MTC Resolution No. 3651

Org Key #840-8822-01

Pg 1 of 6

Revised: 11/17/04-C 05/24/06-C

02/28/07-C 09/26/07-C

01/23/08-C 03/26/08-C

05/28/08-C 10/22/08-C

11/26/08-C 04/22/09-C

06/24/09-C 10/28/09-C

06/23/10-C 07/24/13-C 02/16/14-C

06/28/17-C

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Transbay Terminal/Downtown Caltrain Extension

Sponsor: Transbay Joint Powers Authority

Project Number: 22.1

### Allocation No. 22.1-1

#### Activities to be funded with Allocation #1:

The RM2 funded component delivers Phase 1 of the Preliminary Engineering, consisting of the following activities and deliverables:

1. Program Update Report;
2. Design Criteria and Quality Guidelines;
3. Risk Analysis including identification of significant project elements that contribute to cost risk;
4. Program Implementation Plan and Cash Flow including phasing alternatives that consider expected availability of funding;
5. Preliminary engineering (roughly 10%) on project elements needed to better define cost;
6. Revised Cost Estimate Report;
7. Value Engineering Report; and
8. Program Scope Report for the Transbay Terminal element;
9. Conceptual Engineering for the Caltrain Downtown Extension element;
10. Revised Program Budget, Schedule and Cash Flow; and
11. Project Management/Project Control necessary to complete the items above.

#### Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
05365101	22-Sep-04	\$ 10,505,000	ENV	FY 2004-05	\$ 10,505,000
06365102	22-Sep-04	\$ 4,990,000	ENV	FY 2005-06	\$ 15,495,000

September 22, 2004

Attachment A

MTC Resolution No. 3651

Org Key #840-8822-01

Pg 2 of 6

Revised: 11/17/04-C 05/24/06-C

02/28/07-C 09/26/07-C

01/23/08-C 03/26/08-C

05/28/08-C 10/22/08-C

11/26/08-C 04/22/09-C

06/24/09-C 10/28/09-C

06/23/10-C 07/24/13-C 02/16/14-C

06/28/17-C

#### Allocation No. 22.1-2

Activities to be funded with Allocation #2:

Right-of-way acquisition of the 80 Natoma property in San Francisco, California.

The TJPA staff has provided MTC staff with a copy of the Project's environmental review documents, consisting of the Environmental Impact Statement/Environmental Impact Report and environmental findings of the San Francisco County Transportation Authority. Said documents have been reviewed by staff, and are herein incorporated by reference as though set forth at length. As lead agencies under CEQA, the City and County of San Francisco, the Peninsula Corridor Joint Powers Board (Caltrain) and the San Francisco Redevelopment Agency have certified that the Environmental Impact Report (EIR) for the Project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the applicable CEQA Guidelines.

The TJPA staff advises that the EIR for the Project is currently the subject of a number of pending lawsuits, but that there are no injunctions in place that would preclude the TJPA from proceeding with the Project. The TJPA staff further advises that the City and County of San Francisco, on behalf of the TJPA for purposes of implementing the Project, has initiated a condemnation action for the property located at 80 Natoma Street, and that this RM2 funding request is for purposes of providing part of the financing necessary to complete the right of way action.

Under these circumstances, for purposes of reviewing this request for an allocation of RM2 funds, MTC is a responsible agency under CEQA, and may accept that the EIR for the Project is in compliance with the provisions of CEQA and its applicable regulations. Staff recommends MTC's acceptance of the above referenced EIR and findings for the Project, and approval of the TJPA's RM2 funding request. MTC's acceptance of the EIR, and the findings as its own for purposes of approval of the funding request, will constitute MTC's permission for the TJPA to proceed with those elements of the Project funded in part with RM2 funds, but with the understanding that the TJPA will be proceeding with the Project at its own risk pending a final determination of the current judicial proceedings.

#### Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
05365103	17-Nov-04	\$ 16,125,000	ROW	FY 2004-05	\$ 31,620,000

Allocation No. 22.1-3						
Activities to be funded with Allocation #3:						
Additional funding for Right-of-way acquisition of the 80 Natoma property in San Francisco, California.						
<p>The TJPA finds that no new facts have arisen since the original certification of the Transbay Terminal EIR/EIS that would change the analysis or conclusions. MTC is a responsible agency under CEQA, and accepts that the EIR for the Project is in compliance with the provisions of CEQA and its applicable regulations.</p> <p>MTC will be receiving two documents prior to processing payment for the property:</p> <p>1) Settlement agreement between TJPA and the property owner.</p> <p>2) Quitclaim deed (to protect MTC and the City and the San Francisco County Transportation Authority if the project fails).</p>						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
06365104	26-Oct-05	\$ 12,875,000	ROW	FY 2005-06	\$	44,495,000

Allocation No. 22.1-4						
Activities to be funded with Allocation #4:						
<p>a) Ongoing professional service contracts for PE work and project controls and project management contracts through September (\$2.09 million)</p> <p>b) BART connection Study (\$600,000)</p> <p>c) Transbay travel model study (\$50,000)</p>						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07365105	24-May-06	\$ 2,735,000	ENV	FY 2006-07	\$	47,230,000

Allocation No. 22.1-5						
Activities to be funded with Allocation #5:						
a) Preliminary Engineering (35%) for the Utility Relocation Services, Temporary Terminal, and Bus Storage facility						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07365106	28-Feb-07	\$ 4,730,000	ENV	FY 2006-07	\$	51,960,000
07365106	24-Jul-13	\$ (850,000)	ENV	FY 2013-14	\$	51,110,000
07365106	28-Jun-17	\$ (24,309)	ENV	FY 2016-17	\$	51,085,691

<b>Allocation No. 22.1-6</b>						
Activities to be funded with Allocation #6:						
a) Final Design for the Utility Relocation Services, Temporary Terminal, and Bus Storage facility						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365107	26-Sep-07	\$ 1,319,000	PS&E	FY 2007-08	\$	52,404,691

<b>Allocation No. 22.1-7</b>						
Activities to be funded with Allocation #7:						
a) Preliminary Design for the Utility Relocation Services (\$1.9 million)						
b) Program Management and Program Controls (\$2.654 million)						
c) Bundled Right-of-Way acquisitions related to the project, including but not limited to the following properties in downtown San Francisco until funds are expended: 272 Main, 200 Folsom, 90 Natoma, 564 Howard, 546 Howard, 57 Tehama, 60 Tehama, 81-83 Natoma, 77-79 Natoma, Natoma St., and 568-576 Howard. (\$23.745 million)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365108	23-Jan-08	\$ 2,654,000	ENV	FY 2007-08	\$	55,058,691
08365109	23-Jan-08	\$ 1,900,000	ENV	FY 2007-08	\$	56,958,691
08365110	23-Jan-08	\$ 23,745,000	ROW	FY 2007-08	\$	80,703,691

<b>Allocation No. 22.1-8</b>						
Activities to be funded with Allocation #8:						
a) Final Design for the Bus Storage Facility and Utility Relocation, Permits, Fees and Interagency Agreements through CY 2008 and Construction Management for the Temporary Terminal and Bus Storage Facility (\$11.4 million)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365111	26-Mar-08	\$ 11,400,000	PS&E	FY 2007-08	\$	92,103,691
08365111	23-Jun-10	\$ (2,500,000)	PS&E	FY 2009-10	\$	89,603,691

<b>Allocation No. 22.1-9</b>						
Activities to be funded with Allocation #9:						
a) Preliminary Engineering of the Transbay Transit Center (\$ 21.25 million)						
b) Final Design of the Transbay Transit Center (550,000) - amended to add on July 24, 2013						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365112	28-May-08	\$ 21,800,000	ENV	FY 2007-08	\$	111,403,691

<b>Allocation No. 22.1-10</b>						
Activities to be funded with Allocation #10:						
a) Construction of the Temporary Terminal (\$ 20.9 million)						
b) Funding for the Commissioning Agent for the Transbay Terminal Center (\$ 850,000)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09365113	22-Oct-08	\$ 23,500,000	CON	FY 2008-09	\$	134,903,691
09365113	28-Oct-09	\$ (750,000)	CON	FY 2009-10		134,153,691
09365113	24-Jul-13	\$ (1,000,000)	CON	FY 2013-14		133,153,691

<b>Allocation No. 22.1-11</b>						
Activities to be funded with Allocation #11:						
1) Geotechnical shoring wall testing						
2) Construction of test shafts to determine soil improvement procedures						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09365114	22-Apr-09	\$ 5,000,000	ENV	FY 2008-09	\$	138,153,691
09365114	24-Jul-13	\$ (525,673)	ENV	FY 2013-14	\$	137,628,018

<b>Allocation No. 22.1-12</b>						
Activities to be funded with Allocation #12:						
Payment and performance bond premium for the construction of the Transbay Transit Center						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
09365115	24-Jun-09	\$	5,400,000	CON	FY 2008-09	\$ 143,028,018

<b>Allocation No. 22.1-13</b>						
Activities to be funded with Allocation #13:						
Additional funds to accommodate the expanded scope of CMGC services owing to the inclusion of the "bottom up" approach, which considers building the train box in Phase 1 construction.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
10365116	28-Oct-09	\$	2,072,000	CON	FY 2009-10	\$ 145,100,018

<b>Allocation No. 22.1-14</b>						
Activities to be funded with Allocation #14:						
Additional funds for CMGC services (especially pre-construction services) for the construction of the Transbay Transit Center Building and Related Structures.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
10365117	23-Jun-10	\$	2,500,000	CON	FY 2009-10	\$ 147,600,018
14365117	26-Feb-14	\$	2,375,673	CON	FY 2013-14	\$ 149,975,691

<b>Allocation No. 22.1-15</b>						
Activities to be funded with Allocation #15:						
Construction of the Transbay Transit Center Building and Related Structures.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
17365118	28-Jun-17	\$	24,309	CON	FY 2016-17	\$ 150,000,000



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

Project Title: Transbay Terminal/Downtown Caltrain Extension  
Sponsor: Transbay Joint Powers Authority (TJPA)  
Project Number: 22.1

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

On September 22, 2004, the Commission approved the imposition of the following conditions pertaining to the overall project and all allocations:

1. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
2. MTC certification of TJPA's evidence of allocation and commitment of complementary funds.
3. Adherence to the workplan exhibited by the "Transbay Terminal/Caltrain Downtown Extension Scope of Work" dated August 31, 2004, with its accompanying "Preliminary Engineering Part 1" progress schedule, attached.
4. The TJPA may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.

On November 17, 2004, the Commission approved the imposition of the following general concepts and conditions pertaining specifically to allocation #22.1-2 for the right-of-way phase and the TJPA has agreed to the following specific language:

5. General Concept:  
Require that the project sponsor TJPA deposit the full amount of RM2 funds directly into the account established by law for purposes of this condemnation action, and return interest on RM2 funds to MTC.

Specific Language:

The City and County of San Francisco has commenced an eminent domain action on behalf of the project sponsor TJPA to obtain Right-of-Way property needed for the project, and has committed to the TJPA's use of the property upon completion of the eminent domain action. TJPA, or MTC at the request of the project sponsor, shall deposit the RM2 grant funds directly into the account established by law for eminent domain funds. TJPA shall return to MTC the equivalent of any amount of interest earned at the account's interest rate and accrued in the account attributable to RM2 funds as of the date the funds are transferred to the condemnee. On or before the condemnee's receipt of eminent domain funds, the TJPA will deliver to MTC a report from counsel on the status of all pending litigation which might adversely effect the project or the ability of the TJPA to carry out the project.

6. General Concept:

Recapture RM2 investment plus any proportional increase in land value (including MTC's proportionate share of any improvements) if project not completed or land not used for project.

Specific Language:

The TJPA has agreed that if Right-of-Way is acquired for the project and is not utilized for project purposes because the project is not completed or its scope is changed, MTC shall be reimbursed its proportional share of the fair market value of the property plus MTC's pro-rata share of any improvements, based on, (1) the net proceeds from the sale of the property or, (2) an appraisal of the property conducted at no cost to MTC. Any such appraisal shall be conducted within one (1) year from the date of the project sponsor's final determination that the project will not be completed or that the property is no longer needed for the project due to a change in scope. The date of valuation for purposes of any appraisal shall be the date on which such final determination is made.

7. General Concept:

Capture any savings if property is acquired for less than the appraised value at the time of grant application.

Specific Language:

The TJPA has agreed that if the amount of RM2 funds deposited into the eminent domain account is higher than the RM2 proportional share of fair market value of the property as set forth in the final order of condemnation, the project sponsor shall return to MTC the difference between the amount deposited to the eminent domain account and the RM2 proportional share of the amount of the final order plus interest. If for any reason, the condemnation action is dismissed by a final judgment or abandoned, the RM2 funds deposited into the eminent domain account shall be returned to MTC plus accrued interest at the account's interest rate.

8. General Concept:

Project sponsor agrees to request City to place a revocable lien on the property at the time of transfer of title in favor of the granting agencies, including but not limited to MTC, referencing these grant conditions. The lien shall be revocable after the project commences public operations.

Specific Language:

The TJPA and MTC have agreed that specific language is to be determined prior to completion of eminent domain action.

On October 26, 2005, the Commission approved the imposition of the following condition pertaining specifically to allocation #22.1-3 for the right-of-way phase. The conditions approved as part of 22.1-2 apply to this right-of-way allocation request.

9. MTC must receive the following two documents before any distribution of funds for the right-of-way purchase:
  - 1) Settlement agreement between TJPA and the property owner.
  - 2) Final quitclaim deed that conveys to MTC and the SFCTA, as joint tenants, title and interest in the property, to be held in trust, and to be recorded, should the TJPA abandon the Transbay Terminal project or the State of California terminate the project for failure to complete.
10. This allocation is contingent upon the approval of the allocation request by the TJPA Board of Directors and approval of the complementary funds by the SFCTA.

On May 24, 2006, the Commission approved the imposition of the following condition pertaining specifically to allocation #22.1-4 for the bridge-gap funding.

11. It is MTCs intent that there be no further RM2 allocations until the TJPA adopts an implementation strategy for the program.

On February 28, 2007, the Commission approved the following condition pertaining specifically to allocation #22.1-5.

12. MTC's allocation #5 for this project is contingent upon the San Francisco County Transportation Authority's (SFCTA) approval and authorization of expenditures of \$10.825 million for Project Management/ Project Controls and survey work, calendared for Authority Board consideration in February 2007.

On January 23, 2008, the Commission approved the following conditions pertaining specifically to allocation #22.1-7. Condition #14 was modified on November 19, 2014 to place two properties into a second priority position until a private loan by Goldman Sachs is paid off by TJPA. **Condition #14 was further modified on July 22, 2015 to allow for the partial release of the quit claim deed for the 568 Howard Street property.**

13. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

14. MTC will execute Quit Claim Deeds for each property which is being purchased (fully or in part) with RM2 funds prior to transferring any funds to the TJPA for this purpose. The quit claim deeds for 75 Natoma Street and 546 Howard Street shall be held in abeyance until TJPA repays the private loan. The selection of parcels to be purchased with RM2 funds shall be clustered in location as much as possible. ***The quit claim deed for 568 Howard Street may be partially released to allow for a portion of that property to be included as part of the Parcel F land sale. TJPA staff is requested to provide a budget update to the Commission in July of 2015, as a condition of the partial release.***
15. MTC is allowing non-proportionate drawdowns from complementary fund sources for purposes of procuring right of way under this allocation, with the understanding that after all parcels have been acquired, RM2 funding will be approximately equal to complementary funding for right of way.

On March 26, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-8

16. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

On May 28, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-9

17. The disbursement of funds is contingent on the award of the Architectural & Engineering (A&E) contract to Pelli Clarke Pelli - Hines for design and development of the Transbay Terminal and Tower; furthermore, if the contract is not awarded within three months, staff will rescind the

On October 22, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-10

18. The allocation and reimbursement of RM2 funds are contingent upon the TJPA securing an investment grade rating from Fitch, submitting a TIFIA loan application, and approving the Exclusive Negotiations Agreement for the Transbay Transit Tower.

On June 23, 2010, the Commission approved the following condition pertaining specifically to allocation #22.1-14

19. The allocation and reimbursement of RM2 funds are contingent upon approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

September 22, 2004

Attachment B

MTC Resolution No. 3651

Page 5

Revised: 11/17/04-C 10/26/05-C

05/24/06-C 02/28/07-C

01/23/08-C 03/26/08-C

05/28/08-C 10/22/08-C

06/23/10-C 11/19/14-C

07/22/15-C

## Project Schedule

Prepared by the Transbay Joint Powers Authority

Pages 4 thru 6 of Attachment B to MTC Resolution No. 3651

See

J:/ Section / Allstaff / Resolutions /  
MTC Resolutions / RES-3651\_Att-B-pg5-7.pdf

**RM2 Project Number: 22**

**Transbay Terminal/Downtown Caltrain Extension**

Lead Sponsor <b>Transbay Joint Powers Authority</b>	Other Sponsors(s) <b>N/A</b>	Implementing Agency (if applicable) <b>N/A</b>
<p>Legislated Project Description</p> <p>A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisition required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Extension Project. The temporary terminal operation shall not exceed five years.</p>		
RM2 Legislated Funding (in \$1,000)		Total Estimated Project Cost (in \$1,000)
<b>Total Overall Funding: \$150,000</b>		<b>\$4,495,400</b>
<p>Project Purpose and Description</p> <p>The Transbay Terminal / Downtown Caltrain Extension Project consists of three major components: a new, multi-modal Transbay Terminal on the site of the present Transbay Terminal; the extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a proposed new Transbay Terminal; and the establishment of a Redevelopment Area with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Terminal.</p>		
<p>Funding Description</p> <p>Committed Funds: The Project is divided into two phases: the Transbay Transit Center Phase 1, which is funded with committed revenues and future land sales.</p> <p>Uncommitted Funds: The Caltrain Downtown Extension project (Phase 2) is estimated to cost \$2.6 billion and is not fully funded. The TJPA is working on securing additional revenues..</p> <p>Operating Capacity: Operations for the Transbay Terminal are to be funded by revenue generated by the building leases, including rents from transit operators, retail establishments, a hotel; parking revenue; general advertising revenue; and the continuation of terminal operating funds from Bay Area Toll Authority funds. The operations of the Downtown Caltrain extension are to be fully funded by fare revenues.</p>		

**Overall Project Cost and Schedule (Schedule: Phase 1)**

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document/ Preliminary Eng.	08/2000	12/2009	\$144,306
2	Plans, Specifications and Estimates	11/2007	09/2012	\$510,063
3	Right-of-Way	11/2005	06/2011	\$253,316
4	Construction	11/2008	12/2017	\$3,587,715

**Total: \$4,495,400**

**Defined Segment Funding Plan Total\*: \$2,259,400**

# \* Defined Segment Funding Plan

(\$ thousands)

September 22, 2004

Attachment C

MTC Resolution No. 3651

Revised: 10/26/05-C 02/28/07-C  
01/23/08-C 03/26/08-C 05/28/08-C  
10/22/08-C 04/22/09-C 06/24/09-C  
10/28/09-C 06/23/10-C 02/26/14-C  
06/28/17-C

<b>Project Title</b>	Transbay Terminal/Downtown Caltrain Extension	<b>Project No.</b>	22
<b>Lead Sponsor</b>	Transbay Joint Powers Authority		

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
<b>Committed</b>															
FTA Section 1601	ENV / PA&ED	8,795													8,795
RM-1	ENV / PA&ED	1,400		5200											6,600
Lease Proceeds, TDR, M	ENV / PA&ED	799							7		61				867
RM-2	ENV / PA&ED	15,127	26,330												41,457
SF Prop K	ENV / PA&ED	16,659	9,886	86											26,630
San Mateo Sales Tax	ENV / PA&ED	4,497													4,497
SAFETEA-LU Grants	ENV / PA&ED	6,650	7,009	7,593											21,252
AB1171	ENV / PA&ED				5,226										5,226
SF Prop K	PS&E				18,200				13,455						31,655
Lease Proceeds, TDR	PS&E	46	307	592	650	471	486	633	788	1,108	763	1,093			6,937
TIFIA/Bridge Loan	PS&E									20,615		2,800			23,415
RM-2	PS&E		10,219	4,474											14,693
AB 1171	PS&E				10,700	22,074		29,069							61,843
SAFETEA-LU Grants	PS&E				32,344										32,344
RTIP	PS&E		4,000			2,762									6,762
ARRA-HSIPR	PS&E					70,465									70,465
RM-2	ROW	29,000	23,745												52,745
SF Prop K	ROW		20,376												20,376
RTIP	ROW		3,391												3,391
Lease Proceeds, TDR, M	ROW	37													37
RM-1	CON							47,800							47,800
RM-2	CON			27,150	4,572					2,376			24		34,122
AB 1171	CON					35,976		44,300	627				2,029		82,931
AC Transit Capital Cont.	CON					4,085	3,613	2,150	2,150	23,313	2,148	2,153	89		39,700
RTIP	CON														0
Land Sales	CON							191,816	73,891	70,000	180,161				515,868
SF Prop K	CON			7,999					33,042		14,220		5,422		60,683
OBAG								6,000							
Lease Proceeds, TDR, M	CON											5,456	5,943		11,399
TCDP Mello Roos CFD	CON												146,615		146,615
ARRA-HSIPR	CON					329,535									329,535
FRA Rail Relo	CON					2,650									2,650
TIFIA/ Bridge Loan	CON						0			132,889		168,200			301,089
City Financing	CON											241,022			241,022
<b>Segment Funding Total</b>		<b>83,010</b>	<b>105,262</b>	<b>53,094</b>	<b>71,692</b>	<b>468,018</b>	<b>4,098</b>	<b>315,767</b>	<b>129,959</b>	<b>250,301</b>	<b>197,354</b>	<b>420,724</b>	<b>160,122</b>	<b>0</b>	<b>2,259,401</b>

**REGIONAL MEASURE 2 PROGRAM**  
**Project Cash Flow Plan**

Project Title: Transbay Terminal/Downtown Caltrain Extension  
Sponsor: Transbay Joint Powers Authority  
RM2 Project Number: 22.1

September 22, 2004  
Attachment D  
MTC Resolution No. 3651  
Org Key #840-8822-01

Pg 1 of 1

Revised: 11/17/04-C 05/24/06-C  
01/28/07-C 09/26/07-C  
01/23/08-C 03/26/08-C  
05/28/08-C 10/22/08-C  
04/22/09-C 06/24/09-C  
10/28/09-C 06/23/10-C

07/24/13-C 02/26/14-C  
06/28/17-C

RM2 Project # 22.1	PRIOR	FY2017-18	Future	TOTAL
<b>RM2 Funds Total</b>	<b>148,210,000</b>	<b>1,790,000</b>	<b>-</b>	<b>150,000,000</b>
<b>Environmental (ENV)</b>	<b>58,618,000</b>	<b>247,000</b>	<b>0</b>	<b>58,865,000</b>
RM 2	48,192,000	247,000		48,439,000
AB1171	5,226,000			5,226,000
RM1	5,200,000			5,200,000
<b>Final Design (PS&amp;E)</b>	<b>74,704,000</b>	<b>1,832,000</b>	<b>0</b>	<b>76,536,000</b>
RM 2	13,738,000	955,000		14,693,000
AB1171	60,966,000	877,000		61,843,000
RM1	0			0
<b>Right of Way</b>	<b>52,745,000</b>	<b>0</b>		<b>52,745,000</b>
RM 2	52,745,000			52,745,000
AB1171				
RM1				
<b>Construction</b>	<b>161,050,886</b>	<b>3,803,114</b>	<b>0</b>	<b>164,854,000</b>
RM2	33,535,000	588,000		34,123,000
AB1171	79,715,886	3,215,114		82,931,000
RM1	47,800,000			47,800,000
<b>TOTAL FUNDING</b>				
Environmental	58,618,000	247,000	0	58,865,000
Final Design (PS&E)	74,704,000	1,832,000	0	76,536,000
Right of Way	52,745,000	0	0	52,745,000
Construction	161,050,886	3,803,114	0	164,854,000
<b>PROJECT TOTAL</b>	<b>347,117,886</b>	<b>5,882,114</b>	<b>0</b>	<b>353,000,000</b>



Date: June 24, 2009  
W.I.: 1255  
Referred by: PAC  
Revised: 12/16/09-C 02/24/10-C 03/24/10-C  
06/23/10-C 07/28/10-C 10/27/10-C  
12/15/10-C 03/23/11-C 05/25/11-C  
06/22/11-C 07/27/11-C 09/28/11-C  
11/16/11-C 03/28/12-C 06/27/12-C  
07/25/12-C 11/28/12-C 01/23/13-C  
06/26/13-C 07/24/13-C 09/25/13-C  
10/23/13-C 12/18/13-C 02/26/14-C  
03/26/14-C 10/22/14-C 12/17/14-C  
01/27/16-C 05/25/16-C 09/28/16-C  
11/16/16-C 06/28/17-C

### ABSTRACT

#### Resolution No. 3914, Revised

This resolution allocates AB 1171 Bridge Toll funds to eligible projects.

This resolution includes the following attachments:

#### Attachment A – Allocations of AB 1171 Bridge Toll funds

This resolution was revised on December 16, 2009 to allocate \$13.9 million to BART towards the eBART project for construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue.

This resolution was revised on February 24, 2010 to allocate AB 1171 funds to the Transbay Joint Powers Authority, \$10.7 million towards the final design phase of the Transbay Transit Center, and \$5.226 million towards the Program Management/Program Controls (PMPC) services for the project.

This resolution was revised on March 24, 2010 to allocate a total of \$13 million in AB 1171 funds to CCTA towards the construction of eBART median structures to be integrated into Segments 1, 2, 3, 4, and 5 of Caltrans/CCTA State Route 4 contracts, and towards right-of-way to accommodate e-BART.

This resolution was revised on June 23, 2010 to allocate a total of \$11 million in AB 1171 funds to BART towards the completion of final design on the eBART project. This resolution was also

## ABSTRACT

MTC Resolution No. 3914, Revised

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revised to allocate \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on July 28, 2010 to allocate \$5 million to BART towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the BART Warm Springs Extension project; \$1.25 million to ACCMA towards purchase of right-of-way and \$250,000 to MTC for an independent Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project; and \$2.8 million towards the initial project development activities for the Regional Express Lane Network.

This resolution was revised on October 27, 2010 to allocate a total of \$73.6 million to BART towards the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project.

This resolution was revised on December 15, 2010 through Commission action to allocate \$7 million for environmental and preliminary engineering for the I-80/I-680/SR-12 Interchange project in Solano County.

This resolution was revised on March 23, 2011 through Commission action to rescind \$52 million from the October 27, 2010 allocation of \$73.6 million for the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project. This resolution was also revised to allocate \$19 million for construction and construction management activities on State Route 4 related to eBART.

This resolution was revised on May 25, 2011 through Commission action to rescind \$76 million from the June 23, 2010 allocation of \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on June 22, 2011 through Commission action to allocate \$26.4 million for the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.

## ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on July 27, 2011 to update the allocation conditions for the BART Warm Springs project to add principles for addressing potential cost increases.

This resolution was revised on September 28, 2011 to allocate \$27.1 million to CCTA towards construction and construction management activities for the integration of eBART median structures into Caltrans/CCTA SR 4 contract segments and to accommodate eBART in the SR4 median.

This resolution was revised on November 16, 2011 to allocate \$6.5 million to VTA towards construction and construction management activities for the Mission/Warren/Truck-Rail Facility.

This resolution was revised on March 28, 2012 to rescind \$3,817,000 from allocation #17 for the I-80 Eastbound Cordelia Truck Scales Relocation project; and allocate \$14,280,000 for the I-80/680/12 Interchange Initial Construction Package 1 project towards right-of-way acquisition.

This resolution was revised on June 27, 2012 to allocate \$73.7 million to the Transbay Joint Powers Authority to certify upcoming construction contracts, finalize the Transbay Transit Center design, fund remaining Construction Management/General Contractor (CM/GC) services on the project, and fund pre-bid construction management for the “steel cast nodes” elements of glass exterior shell.

This resolution was revised on June 27, 2012 to allocate \$9.41 million to BART for eBART for the completion of Final Design and Construction Management (CM) and Design Service during Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and re-alignment construction at the Slatten Ranch Rd. This resolution is also being revised to rescind \$13.5 million in savings from prior allocations on this project.

This resolution was revised on July 25, 2012 to allocate \$8.5 million to the Solano Transportation Authority for the completion of the environmental document and preliminary engineering of the I-80/680/12 Interchange project, and to amend the scope of allocation #14 to include eligible expenses from all three phases of the interchange project, effective as of the original date of allocation.

## ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on November 28, 2012 to allocate \$5.98 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project.

This resolution was revised on January 23, 2013 to allocate \$5.8 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project; \$8.6 million to BART towards the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project; and \$0.75 million to the SMART project towards design for the re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. The Commission also approved program commitments of: 1) \$4.4 million, subject to future allocation, towards the re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

This resolution was revised on June 26, 2013 to allocate \$822,008 to the Solano Transportation Authority for the final design of the I-80/680/12 Interchange project.

This resolution was revised on July 24, 2013 to extend the timeframe for a condition on a prior allocation of \$8.6 million in AB1171 funds, towards the completion of environmental documentation for proposed BART to Livermore project.

This resolution was revised on September 25, 2013 to allocate \$5.5 million in AB 1171 funds for the final design of packages 2 and 3, and \$29.5 million for the construction of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on October 23, 2013 to allocate \$0.1 million in AB 1171 funds for the right-of-way phase of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on December 18, 2013 to allocate \$9.533 million in AB 1171 funds to BART for the construction of eBART trackwork, system, and facility finishes, construction management, and design services during construction; and \$9.4 million in AB 1171 funds to the SMART project for re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area and construction of a station at the Sonoma County Airport.

## ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on February 26, 2014 to allocate \$1,124,327 in AB 1171 funds to the Transbay Joint Powers Authority for Construction Manager/General Contractor pre-construction services for the Transbay Transit Center building and related structures.

This resolution was revised on March 26, 2014 to rescind \$1 million in AB 1171 funds from the I-80/680/12 Interchange project in Solano County (allocation number 30) and allocate \$1 million in AB 1171 funds to the I-80 Freeway Performance Initiative work element of the I-80/680/12 Interchange project in Solano County, which benefits the I-80/680/12 Interchange area.

This resolution was revised on October 22, 2014 to allocate \$9 million in AB 1171 funds to the City of Fairfield for construction of the Fairfield/Vacaville Intermodal Train Station.

This resolution was revised on December 17, 2014 to allocate \$500,000 in AB 1171 funds to BART for the eBART project.

This resolution was revised on January 27, 2016 to rescind \$2,189,000 in AB 1171 funds from the construction phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 30) and allocate \$2,189,000 in AB 1171 funds to the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) project, both of which are located in Solano County.

This resolution was revised on May 25, 2016 to rescind \$1,142,000 in AB 1171 funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 20) and allocate \$1,142,000 in AB 1171 funds to the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80/680 Interchange) project, both of which are located in Solano County.

This resolution was revised on September 28, 2016 to allocate \$1,632,000 in AB 1171 funds to BART for additional scope for the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project.

This resolution was revised on November 16, 2016 to rescind \$125,206 from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project (allocation #25),

## ABSTRACT

MTC Resolution No. 3914, Revised

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rescind \$251,607 from the final design phase of the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #39), and allocate \$376,813 to the right-of-way phase for the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #41).

This resolution was revised on June 28, 2017 to rescind \$331,157 from Allocation #21 and \$497,685 from Allocation #34 to the Transbay Transit Center project, and allocate \$2,028,515 for construction on the Transbay Transit Center project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, and June 14, 2017.

Date: June 24, 2009  
W.I.: 1255  
Referred By: PAC

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3914

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 *et seq.*; 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, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

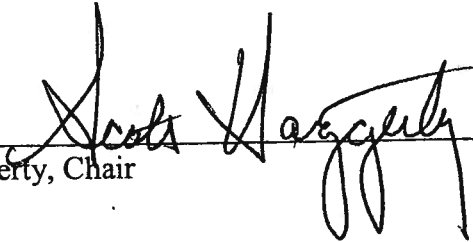
RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that should the allocation of AB 1171 Bridge Toll Funds be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.

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

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METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California on June 24, 2009.



Date June 24, 2009  
 W.I.: 1255  
 Referred by: PAC  
 Revised: 12/16/09-C 02/24/10-C 03/24/10-C  
 06/23/10-C 07/28/10-C 10/27/10-C  
 12/15/10-C 03/23/11-C 05/25/11-C  
 06/22/11-C 07/27/11-C 09/28/11-C  
 11/16/11-C 03/28/12-C 06/27/12-C  
 07/25/12-C 11/28/12-C 01/23/13-C  
 06/26/13-C 07/24/13-C 09/25/13-C  
 10/23/13-C 12/18/13-C 02/26/14-C  
 03/26/14-C 10/22/14-C 12/17/14-C  
 01/27/16-C 05/25/16-C 09/28/16-C  
 11/16/16-C 06/28-17-C

Attachment A  
 Resolution No. 3914  
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ALLOCATION OF AB 1171 Bridge Toll Funds  
 Allocation Authorization: S&H § 31010(b)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	2008-09	San Francisco County Transportation Authority (SFCTA)	Doyle Drive project	\$80,000,000	06/24/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and SFCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>SFCTA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>
02	2009-10	Bay Area Rapid Transit District (BART)	e-BART	\$13,890,000	12/16/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	\$10,700,000	02/24/10	<p>Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$5,226,000	02/24/10	<p>Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	\$11,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	\$2,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	\$11,000,000	06/23/10	<p>Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks &amp; systems, vehicle procurement, and various Caltrans &amp; Utility agreements.</p> <p>Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board.</p> <p>BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal &amp; Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits &amp; Fees, PMPC, Utility Relocation, Buttress Shoring Wall &amp; Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p>(cont. next page)</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10  Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received</p>



Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> <li>• The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</li> <li>• Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million.</li> <li>• Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011.</li> <li>• BART and the funding partners have agreed to proceed with the project using the available funding.</li> <li>• Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order:</li> </ul> <p>(cont. next page)</p>
						<ol style="list-style-type: none"> <li>1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011;</li> <li>2. Apply any savings from the LTSS construction contract or soft costs; and</li> <li>3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively).</li> </ol> <ul style="list-style-type: none"> <li>• Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the</li> </ul>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>LTSS phase.</p> <p>c) 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 d) below.</p> <p>d) 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.</p>

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	\$1,250,000	07/28/10	<p>Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following:</p> <p>I-[] Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART and ACCMA concur with an additional AB 1171 allocation, not to exceed \$500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the \$95 million in AB 1171 funds committed to the project in Resolution 3434.</p> <p>Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.</p>
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	\$250,000	07/28/10	<p>Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.</p>

12	2010-11	MTC	Regional Express Lane Network	\$2,800,000	07/28/10	Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.
13	2010-11	BART	e-BART	\$73,600,000	10/27/10	<p>Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the CCTA board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$7,000,000	12/15/10	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p>Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
13	2010-11	BART	e-BART	(\$52,000,000)	03/23/11	<p>This rescission of \$52 million reduces Allocation #13 to \$21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining \$21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>

16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <ul style="list-style-type: none"> <li>Construction Management Oversight</li> <li>Demolition of the Transbay Terminal and ramps</li> <li>Transit Center Final Design</li> <li>City Agency Inspection</li> <li>Transit Center Permits and Fees</li> <li>Program Management / Program Controls (PMPC)</li> <li>Utility Relocation</li> <li>Buttress, Shoring Wall and Excavation (BSE) construction</li> <li>Construction Management / General Contractor (CMGC) services</li> </ul> <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
19	2011-12	VTa	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p><i>Note:</i> Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 31.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> <li>1) Construction of the Transit Center “below grade structure” - \$41.5 M</li> <li>2) Finalize Transit Center design - \$27.4 M</li> <li>3) Complete remaining CM/GC pre-construction services - \$2.8 M</li> <li>4) Pre-bid construction administration for structural cast steel nodes - \$2 M</li> </ol> <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
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22	2011-12	BART	eBART	\$9,410,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ul style="list-style-type: none"> <li>a) Completion of Final Design (\$3.4M) and;</li> <li>b) Construction Management (CM) and Design Service During Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and Slatten Ranch Road (\$6.01M).</li> </ul> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
2	2009-10	BART	e-BART	(\$7,933,300)	06/27/12	<p>This rescission of \$7.9 million reduces Allocation #2 to \$5.9 million for the construction of the transfer station at the Pittsburgh Bay Point BART station and guideway to Railroad Avenue for the eBART project.</p> <p>The remaining \$5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.</p>

13	2010-11	BART	e-BART	(\$5,600,000)	06/27/12	<p>This rescission of \$5.6 million reduces Allocation #13 to \$16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract.</p> <p>The remaining \$16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$8,500,000	07/25/12	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><b>Note:</b> Allocation was reduced by \$125,206 on 11/16/16. New allocation amount is \$5,670,794. See page 32.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

26	2012-13	BART	BART To Livermore Extension Project	\$8,600,000	1/23/13	<p>Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> <li>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</li> <li>b) BART staff to report a decision on whether to pursue a joint NEPA/CEQA or CEQA-only document, including having a lead Federal agency, by Jan 31, 2014. (date revised on July 24, 2013)</li> </ul>
27	2012-13	Sonoma Marin Area Rail Transit (SMART)	SMART Extension	750,000	1/23/13	<p>Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).*</p> <p>Conditions: The allocation is conditioned on:</p> <p>SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.</p>

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$822,008	6/26/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package.</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,513,000	9/25/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector).</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>



30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$29,448,000	9/25/13	<p>Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector).</p> <p><i>Note:</i> Allocation was reduced by \$1 million on 03/26/14. New allocation amount is \$28,448,000. See page 27. This allocation was reduced by \$2,189,000 on 01/27/16. New allocation amount is \$26,259,000. See page 30.</p> <p>Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$77,992	10/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

32	2013-14	BART	e-BART	\$9,533,000	12/18/13	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"><li>a) Approval of local support resolution by CCTA and BART Boards.</li><li>b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</li></ul>
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33	2013-14	SMART	SMART	\$9,400,000	12/18/13	<p>Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.**</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> <li>1. SCTA approval of \$4.35 million in funds for the airport extension.</li> <li>2. SMART Board approval of the Initial Project Report.</li> <li>3. Environmental clearance of the station at the Sonoma County Airport.</li> <li>4. Execution of a funding agreement between MTC and SMART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</li> </ol> <p>SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$1,124,327	2/26/14	<p>Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,000,000)	3/26/14	<p>This rescission of \$1 million reduces Allocation #30 to \$28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	\$1,000,000	3/26/14	<p>Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	\$9,000,000	10/22/14	<p>Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> <li>a) Approval of local support resolution by CCTA and BART Boards.</li> <li>b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</li> </ul>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$2,189,000)	01/27/16	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/16	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/16	<p>Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><b>Note: Allocation was reduced by \$251,607 on 11/16/16. New allocation amount is \$890,393. See page 32.</b></p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <p>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$125,206)	11/16/16	<p>This rescission of \$125,206 reduces Allocation #25 to \$5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$251,607)	11/16/16	<p>This rescission of \$251,607 reduces Allocation #39 to \$890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>



41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$331,157)	6/28/17	<p>This rescission of \$331,157 reduces Allocation #21 to \$73,368,843.</p> <p>The remaining \$73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.</p>
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$497,685)	6/28/17	<p>This rescission of \$497,695 reduces Allocation #34 to \$626,642.</p> <p>The remaining \$626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$2,028,515	6/28/17	<p>Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
Total Allocated				\$486,681,700		

\* On January 23, 2013, MTC approved program commitments of: 1) \$4.4 million (subject to future allocation action) towards the reconstruction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

\*\* The December 18, 2013 allocation (#32) to SMART includes the \$4.4 million indicated in the footnote above.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2615      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/12/2017      **In control:** Programming and Allocations Committee

**On agenda:** 6/14/2017      **Final action:**

**Title:** MTC Resolution Nos. 4035 Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c Reso 4035-4202 OneBayAreaGrants.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution Nos. 4035 Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.

**Presenter:**  
Mallory Atkinson

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2c

## MTC Resolution Nos. 4035, Revised, and 4202, Revised

**Subject:** Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.

**Background:** The OBAG programs establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2012-13 through FY2021-22.

This month, staff recommends the following changes to regional and county programs:

### 1. **Priority Development Area (PDA) Planning and Implementation**

In the OBAG 1 Local PDA Planning Program, the Santa Clara Valley Transportation Authority (VTA) has requested redirecting \$265,000 from Palo Alto PDA Planning to VTA's Local PDA Planning in Santa Clara County. The Palo Alto PDA Planning project is no longer being pursued.

### 2. **Climate Initiatives**

In the OBAG 2 program, the Transportation Authority of Marin (TAM) has requested reprogramming \$1 million from SMART for the Multi-Use Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements, to enable the Multi-Use Pathway project to advance with non-federal funds.

### 3. **Regional Active Operational Management**

Within the OBAG 2 program, split out \$8.7 million from MTC's 511 Next Gen program for 511 Implementation to cover program staff costs through FY2021-22.

### 4. **County Programs**

The Congestion Management Agencies (CMAs) for the counties noted below have requested the following changes:

- a. **Alameda County:** Redirect roughly \$0.4 million in cost savings from Fremont's Various Streets and Roads Preservation project to the Fremont City Center Multi-Modal Improvements project within OBAG 1.
- b. **Marin County:** Program approximately \$1.3 million to Golden Gate Bridge Highway and Transportation District (GGBHTD) for the Bettini Transit Center as part of the OBAG 2 Marin County Program. TAM has requested programming of this project in advance of the remainder of the OBAG 2 County Program in order to keep this priority project on schedule. Environmental and design work for the replacement/relocation project is anticipated to begin this fall.

- c. **San Mateo County:** Program \$2.6 million in Safe Routes to School (SRTS) funds to the San Mateo County Office of Education within OBAG 2. This includes \$0.2 million in supplemental funding for SRTS from the County's discretionary balance.
- d. **Sonoma County:** Redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS Program supplemental funding to an unprogrammed balance anticipated to be programmed by SCTA as part of their OBAG 2 County Program adoption. As part of this action, revise the title of the SRTS Program to indicate that the remaining balance will supplement the OBAG 2 SRTS program.

**Issues:** The reprogramming of \$1 million in OBAG 2 funds from SMART's Multi-Use Pathway to San Rafael's Grand Ave Bike/Pedestrian Improvements project is conditioned on the City of San Rafael committing to redirect \$1 million in non-federal funds from the Grand Ave project to the Multi-Use Pathway and adopt a resolution of local support for the use of federal funds on the Grand Ave project. The reprogramming between these projects is also contingent upon the TAM Board approval of San Rafael's proposal to shift \$288,000 in local measure funds between projects. The City of San Rafael and TAM are anticipated to take these actions at their June 5, 2017 and June 22, 2017 meetings, respectively.

**Recommendation:** Refer MTC Resolution Nos. 4035, Revised, and 4202, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4035, Revised, Attachments B-1 and B-2  
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2

Date: November 18, 2015  
W.I.: 1512  
Referred by: PAC  
Revised: 07/27/16-C 10/26/16-C 12/21/16-C  
03/22/17-C 04/26/17-C 05/24/17-C  
06/28/17-C

### ABSTRACT

#### Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy 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) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

## ABSTRACT

MTC Resolution No. 4202, Revised

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On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, and June 14, 2017.



Date: November 18, 2015  
W.I.: 1512  
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4202

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 state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming 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), county Transportation Authorities (TAs), 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, will develop a program of projects to be funded with these funds for inclusion in the federal 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 Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed 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 requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; 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, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

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 November 18, 2015

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2017**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C  
 05/24/17-C 06/28/17-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	Regionwide	MTC	\$9,555,000
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000
<b>Grand Ave Bike/Ped Imps (for SMART Multi-Use Pathway - 2nd to Ande</b>	Marin	<b>San Rafael SMART</b>	\$1,000,000
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
AOM Implementation	Regionwide	MTC	\$23,737,000
511 Next Gen	Regionwide	MTC	<b>\$27,249,000</b>
<b>511 Implementation</b>	<b>Regionwide</b>	<b>MTC</b>	<b>\$8,729,000</b>
Rideshare			
Rideshare Implementation	Regionwide	MTC	\$720,000
Carpool Program	Regionwide	MTC	\$7,280,000
Vanpool Program	Regionwide	MTC	\$2,000,000
Commuter Benefits Implementation	Regionwide	MTC	\$674,000
Commuter Benefits Program	Regionwide	MTC	\$1,111,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Columbus Day Initiative (CDI)			
Freeway Performance	Regionwide	MTC	\$43,000,000
US 101/Marin Sonoma Narrows B2 Phase 2	Sonoma	SCTA	\$1,000,000
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000
Next Gen Arterial Operations Program (NGAOP)	Regionwide	MTC	\$13,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System			
TMS Implementation	Regionwide	MTC	\$2,910,000
Performance-Based ITS Device Maintenance & Rehabilitation	Regionwide	MTC	\$5,940,000
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$4,000,000
Detection Technology Pilot	Regionwide	MTC	\$5,000,000
Incident Management	Regionwide	MTC	\$13,000,000
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>TOTAL:</b>	<b>\$177,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
BART Car Replacement/Expansion	Various	BART	\$110,000,000
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000
Clipper	Regionwide	MTC	\$24,000,000
<i>Unprogrammed Balance</i>			\$15,283,000
<b>6. TRANSIT CAPITAL PRIORITIES</b>		<b>TOTAL:</b>	<b>\$189,283,000</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2017**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C  
 05/24/17-C 06/28/17-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<b>Local Northbay PCA Program</b>			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$16,400,000</b>
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			<b>TOTAL: \$30,000,000</b>
<b>OBAG 2 REGIONAL PROGRAMS *</b>			<b>TOTAL: \$475,905,000</b>

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2017**

MTC Res. No. 4202 Attachment B-2  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
<b>ALAMEDA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	Alameda	ACTC	\$5,340,000
Alameda County Safe Routes To School - Supplemental	Alameda	ACTC	\$650,000
TBD	Alameda	TBD	\$63,397,000
<b>ALAMEDA COUNTY</b>			<b>TOTAL: \$76,655,000</b>
<b>CONTRA COSTA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$4,088,000
TBD	Contra Costa	TBD	\$46,363,000
<b>CONTRA COSTA COUNTY</b>			<b>TOTAL: \$56,136,000</b>
<b>MARIN COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
<u>San Rafael: Bettini Transit Center</u>	<u>Marin</u>	<u>GGBHTD</u>	<u>\$1,250,000</u>
TBD	Marin	TBD	<u>\$4,096,000</u>
<b>MARIN COUNTY</b>			<b>TOTAL: \$10,870,000</b>
<b>NAPA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	\$515,000
TBD	Napa	TBD	\$2,624,000
<b>NAPA COUNTY</b>			<b>TOTAL: \$8,150,000</b>
<b>SAN FRANCISCO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,389,000
<b>SAN FRANCISCO COUNTY</b>			<b>TOTAL: \$48,183,000</b>
<b>SAN MATEO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	<u>CCAG/COE/Various</u>	\$2,394,000
<u>Safe Routes To School - Supplemental</u>	<u>San Mateo</u>	<u>CCAG/COE</u>	<u>\$223,000</u>
TBD	San Mateo	TBD	<u>\$25,214,000</u>
<b>SAN MATEO COUNTY</b>			<b>TOTAL: \$32,545,000</b>
<b>SANTA CLARA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
<b>SANTA CLARA COUNTY</b>			<b>TOTAL: \$104,073,000</b>
<b>SOLANO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
<b>SOLANO COUNTY</b>			<b>TOTAL: \$21,177,000</b>
<b>SONOMA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2017**

MTC Res. No. 4202 Attachment B-2  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
<b>SONOMA COUNTY</b>			<b>TOTAL: \$27,723,000</b>
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>TOTAL: \$385,512,000</b>

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 01/27/16-C  
02/24/16-C 03/23/16-C 05/25/16-C  
07/27/16-C 12/21/16-C 01/25/17-C  
04/26/17-C 05/24/17-C 06/28/17-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 1) 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.

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.



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.

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.

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.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulati 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.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment

project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue

Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County 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, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, and June 14, 2017.

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

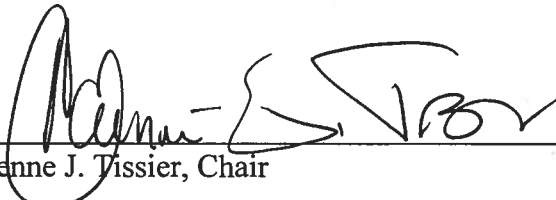
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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 June 2017

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  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
<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	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$78,920,000</b>	<b>\$0</b>	<b>\$78,920,000</b>
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$25,819,000</b>	<b>\$0</b>	<b>\$25,819,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$104,739,000</b>	<b>\$0</b>	<b>\$104,739,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
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>\$29,950,000</b>	<b>\$0</b>	<b>\$29,950,000</b>
<b>Ramp Metering and TOS Elements - MTC Program</b>				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
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
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
<b>SUBTOTAL</b>		<b>\$15,358,000</b>	<b>\$34,000,000</b>	<b>\$49,358,000</b>
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,308,000</b>	<b>\$34,000,000</b>	<b>\$99,308,000</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	\$2,068,228	\$0	\$2,068,228
<b>SUBTOTAL</b>		<b>\$2,068,228</b>	<b>\$0</b>	<b>\$2,068,228</b>
<b>Affordable Housing Jumpstart Program</b>				
SF Park Parking Pricing (Affordable Housing Jumpstart Program 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

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

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  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
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
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
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
<b>Local PDA Planning - Palo Alto</b>	<b>Palo Alto</b>	<b>\$265,000</b>	<b>\$0</b>	<b>\$265,000</b>
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	<b>\$3,647,103</b>	<b>\$0</b>	<b>\$3,647,103</b>
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
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	\$206,772	\$0	\$206,772
<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>\$7,931,772</b>	<b>\$0</b>	<b>\$7,931,772</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$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

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

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  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
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>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>		<b>TOTAL: \$8,812,000</b>	<b>\$6,000,000</b>	<b>\$14,812,000</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 CMA's</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
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
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
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
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
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	\$1,570,000	\$0	\$1,570,000
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
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
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
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
<b>Transit Performance Initiative (TPI) Incentive Program</b>				

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

### OBAG 1 Regional Programs Project List

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  
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01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRCA/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,091,162	\$0	\$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
<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:</b>	<b>\$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-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239



# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

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  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$2,322,073	\$0	\$2,322,073
<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 - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
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 - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
<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
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
<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: \$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>

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## Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C  
09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C  
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C  
12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	<b>\$1,693,000</b>	<b>\$0</b>	<b>\$1,693,000</b>
Fremont City Center Multi-Modal Imps	Fremont	<b>\$6,267,000</b>	<b>\$0</b>	<b>\$6,267,000</b>
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$60,273,000</b>	<b>\$3,726,000</b>	<b>\$63,999,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	TBD	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$43,638,000</b>	<b>\$2,384,000</b>	<b>\$46,022,000</b>

# Attachment B-2

## OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

## OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>

### MARIN COUNTY

<i>Specific projects TBD by Marin CMA</i>	TBD			
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$10,041,000</b>	<b>\$707,000</b>	<b>\$10,748,000</b>

### NAPA COUNTY

<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,950,000</b>	<b>\$431,000</b>	<b>\$7,381,000</b>

### SAN FRANCISCO COUNTY

		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$37,427,000</b>	<b>\$1,910,000</b>	<b>\$39,337,000</b>

### SAN MATEO COUNTY

<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolyn Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000



## Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C  
09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C  
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C  
12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
Millbrae Various Streets and Roads Prerservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
<b>SAN MATEO COUNTY TOTAL:</b>		<b>\$25,253,000</b>	<b>\$1,991,000</b>	<b>\$27,244,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Montague Expressway Pedestrian Bridge at Milpitas BART	Milpitas	\$3,440,000	\$0	\$3,440,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$8,285,928	\$0	\$8,285,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

## Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$84,921,000</b>	<b>\$4,350,000</b>	<b>\$89,271,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SSCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$18,348,000</b>	<b>\$1,141,000</b>	<b>\$19,489,000</b>
<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
<b>Sonoma County Safe Routes to School - FY18-22 Supplemental</b>	<b>SCTA</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	<b>\$2,196,000</b>	<b>\$0</b>	<b>\$2,196,000</b>
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
<b>TBD - Unprogrammed balance</b>	<b>SCTA</b>	<b>\$364,000</b>		<b>\$364,000</b>
<b>TOTAL:</b>		<b>\$22,363,000</b>	<b>\$1,396,000</b>	<b>\$23,759,000</b>
<b>Cycle 2 Total</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\[tmp-4035\_Attach\_B-2\_6-28-17.xlsx]Attach B-2 6-28-17



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	17-2616	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	5/12/2017	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2d Reso 4216-4292 FTA 5311 Program.pdf</a>				

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

MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.

### Presenter:

Rob Jaques

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2d

## MTC Resolution Nos. 4216, Revised, and 4292

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**Subject:** FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.

**Background:** The Federal Transit Administration (FTA) Rural Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in rural areas. MTC annually develops a regional Program of Projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval. MTC's objective is to program capital and operating funds to maintain needed transit services in the rural areas of the MTC region.

### Funding Availability

Caltrans has provided FY2016-17 and FY2017-18 fund estimates for the 5311 program based on the partial-year apportionment amounts for FY2016-17 and FAST Act Authorization for FY2017-18. The estimated amount of Rural Area funds available for the MTC region is approximately \$1.5 million in each fiscal year, or \$3.1 million over the two-year period. These estimates were developed based on the partial-year apportionments for FY2016-17. Should the actual regional apportionments be higher (or lower) than the amount estimated to be available, project sponsors will be notified and adjustments may be made in order to financially constrain the program.

### Programming Process

MTC Resolution No. 4036, the FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria, states that the region's Section 5311 funds will be distributed to transit operators using a formula based on rural area population and rural area route miles. Consistent with the Funding Objectives and Criteria, MTC requires recipients to give the highest priority to the replacement of capital equipment. If recipients request funds for operations, they are required to submit documentation explaining why the funds are not needed for capital replacement. Furthermore, if an operator does not want to participate in the Section 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they are able to opt out of the program, and their share of the funds is then redistributed to other eligible operators.

Per the request of the Solano Transportation Authority (STA), MTC provides a target programming amount for all of Solano County, and STA works with the Solano County transit operators to determine individual shares.

**Recommended Program of Projects**

MTC conducted a call for projects in April and May of 2017. Some eligible operators did elect to opt out. Most operators who applied for funds are requesting operating rather than capital support, and submitted the required justification. Attachment A lists the amounts recommended for the FY2017-18 program of projects.

**Revisions to the FY2016-17 Program**

The FY2016-17 program of projects was approved by the Commission in January 2016, and was based on Caltrans' estimates of apportionments based on the FY2015-16 amounts. Since that time, Caltrans has updated their estimates and asked that MTC develop a revised program using the new, lower, Caltrans amounts.

To revise the FY2016-17 program, staff coordinated with the operators who had funding in that year to confirm project amounts. Due to service changes, LAVTA now requested not to pursue 5311 funds for FY2016-17. The proposed revisions, which reflect a reduction of roughly \$70,000 in total, are summarized in Attachment A.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 4216, Revised, and 4292 to the Commission for approval.

**Attachments:** Attachment A – Program Summaries  
MTC Resolution Nos. 4216, Revised, and 4292.

## Program Summaries

### Proposed FY2017-18 Program of Projects

Sponsoring Agency	Project Title	Purpose	5311 Amount (\$)
County Connection	Rural Contra Costa County	Operating	50,412
Marin Transit	West Marin Stagecoach	Operating	207,226
NVTA	Northern Napa County	Operating	206,567
SamTrans	Coastside, Rt. 17	Operating	152,613
<i>Solano County</i>			
Dixon	Readi-Ride	Operating	298,122
Fairfield	Route 30	Operating	100,000
Sonoma County Transit	Vehicle Replacements	Capital	472,790
VTA	Route 68	Operating	78,824
<i>Total</i>			<i>1,566,554</i>

### Proposed FY2016-17 Program of Projects

Sponsoring Agency	Project Title	Purpose	Previously Approved 5311 Amount (\$)	Proposed Revised 5311 Amount (\$)
LAVTA	Routes 2, 11, 12, 20	Operating	43,683	0
Marin Transit	West Marin Stagecoach	Operating	210,793	206,437
NVTA	Northern Napa County	Operating	211,771	208,403
SamTrans	Coastside, Rt. 17	Operating	156,796	154,508
<i>Solano County</i>				
Dixon	Readi-Ride	Operating	240,590	237,107
Fairfield	Route 30	Operating	100,000	100,000
Rio Vista	Delta Breeze	Operating	68,500	68,500
Sonoma County Transit	Vehicle Replacements	Capital	485,124	477,666
VTA	Route 68	Operating	80,450	78,952
<i>Total</i>			<i>1,597,707</i>	<i>1,531,573</i>

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 04/27/16-C  
06/28/16-C

ABSTRACT

Resolution No. 4216, Revised

This resolution adopts the FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2015-16 and  
FY2016-17

This resolution was amended by Commission Action on April 27, 2016 to revise the FY2015-16 program based on a revised regional apportionment received from Caltrans.

This resolution was amended by Commission Action on June 28, 2017 to revise the FY2016-17 program based on a revised regional apportionment from Caltrans.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated January 13, 2016, April 13, 2016, and June 14, 2017.



Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2015-16 and FY2016-17  
Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4216

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2015-16 and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects for the San

and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2015-16 and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2015-16 and FY2016-17 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave 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 January 27, 2016.

**Federal Transit Administration**  
**Section 5311 Rural Area Formula Program**  
**FY2015-16 and FY2016-17**

**FY2015-16 Funding Available:**

Estimated Apportionments	\$ 1,516,380
Prior Year Carryover:	\$ -
<b>Total Funding Available:</b>	<b>\$ 1,516,380</b>

**FY 2015-16 Programming:**

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 183,266	\$ 381,206	\$ 564,472
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 229,003	\$ 329,003
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ 41,460	\$ 35,267	\$ 76,727
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 200,063	\$ 170,181	\$ 370,244
NCTPA	Operating Assistance (Northern Napa Co.)	\$ 200,991	\$ 170,971	\$ 371,962
Rio Vista	Operating Assistance (Delta Breeze)	\$ 105,000	\$ 290,700	\$ 395,700
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 148,815	\$ 126,587	\$ 275,402
Sonoma County Transit	Vehicle Replacements	\$ 460,430	\$ 62,853	\$ 523,283
VTA	Operating Assistance (Rt. 68)	\$ 76,355	\$ 64,950	\$ 141,305
Total Programming		\$ 1,516,380	\$ 1,531,718	\$ 3,048,098
Total Available		\$ 1,516,380		
Available for Carryover		\$ -		

**FY2016-17 Funding Available:**

Estimated Apportionments:	\$ 1,531,573
Prior Year Carryover:	\$ -
<b>Total Funding Available:</b>	<b>\$ 1,531,573</b>

**FY 2016-17 Programming:**

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 237,107	\$ 191,425	\$ 428,532
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 80,734	\$ 180,734
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ -	\$ -	\$ -
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 206,437	\$ 166,664	\$ 373,101
NCTPA	Operating Assistance (Northern Napa Co.)	\$ 208,403	\$ 168,252	\$ 376,655
Rio Vista	Operating Assistance (Delta Breeze)	\$ 68,500	\$ 55,303	\$ 123,803
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 154,508	\$ 124,740	\$ 279,248
Sonoma County Transit	Vehicle Replacements	\$ 477,666	\$ 61,887	\$ 539,553
VTA	Operating Assistance (Rt. 68)	\$ 78,952	\$ 63,741	\$ 142,693
Total Programming		\$ 1,531,573	\$ 912,746	\$ 2,444,319
Total Available		\$ 1,531,573		
Available for Carryover		\$ -		

Date: June 28, 2017  
W.I.: 1512  
Referred By: PAC

ABSTRACT

Resolution No. 4292

This resolution adopts the FY2017-18 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2017-18

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1512  
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2017-18 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4292

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2017-18 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2017-18 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2017-18 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION  
COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into by  
the Metropolitan Transportation Commission  
at a regular meeting of the Commission held in  
San Francisco, California, on June 28, 2017.

**Federal Transit Administration**  
**Section 5311 Rural Area Formula Program**  
**FY2017-18**

**FY2017-18 Funding Available:**

Estimated Apportionments	#####
Prior Year Carryover:	\$ -
Total Funding Available:	#####

**FY 2017-18 Programming:**

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
County Connection	Operating Assistance (Rural Contra Costa County)	\$ 50,412	\$ 40,700	\$ 91,112
Dixon	Operating Assistance (Readi-Ride)	\$ 298,122	\$ 240,685	\$ 538,807
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 80,734	\$ 180,734
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 207,226	\$ 167,301	\$ 374,527
NVTA	Operating Assistance (Northern Napa Co.)	\$ 206,567	\$ 166,769	\$ 373,336
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 152,613	\$ 123,210	\$ 275,823
Sonoma County Transit	Vehicle Replacements	\$ 472,790	\$ 61,255	\$ 534,045
VTA	Operating Assistance (Rt. 68)	\$ 78,824	\$ 63,638	\$ 142,462
Total Programming		\$ 1,566,554	\$ 944,292	\$ 2,510,846
Total Available		\$ 1,566,554		
Available for Carryover		\$ -		



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2617      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/12/2017      **In control:** Programming and Allocations Committee

**On agenda:** 6/14/2017      **Final action:**

**Title:** MTC Resolution No. 4228, Revised. Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e Reso-4228 RM2 Program Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4228, Revised. Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2e

## Resolution No. 4228, Revised

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**Subject:** Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.

**Background:** This item revises the FY2016-17 Regional Measure 2 (RM2) Operating Program to identify remaining Express Bus North programming, make other minor adjustments to projects, and program marketing funds to the Napa Valley Transportation Authority (NVTa).

In May 2015, the Commission approved additional funding for the RM2 Operating Program starting in FY 2015-16 by applying an inflation escalation to certain projects as allowed by Streets and Highways Code Section 30914(d). Most of the funds were programmed previously, however project sponsors continue to request minor revisions as they adjust their services.

In the Express Bus North project, approximately \$92,000 in funds are still unprogrammed. Working with operators in the county, Solano Transportation Authority has identified projects for the funding as follows:

- \$15,000 to pilot an Express Bus Service to replace WETA's Route 200; and
- \$77,000 shared between Soltrans and FAST to market new and existing services.

In the Richmond Bridge Express Bus project, funds are being shifted from Route 40x to Route 40 to reflect the funding needs of the pilot express service. Funding for the WestCat LYNX is being adjusted to shift \$15,000 from bus operations to project start-up costs to support the purchase of computer aided dispatch and automated vehicle location devices for buses on the route. Finally, NVTa will receive \$20,000 to support marketing of Route 29 from previously unprogrammed marketing funds.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4228, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4228, Revised

Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC  
Revised: 10/26/16-C  
06/28/17-C

ABSTRACT

Resolution No. 4228, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2016-17.

This resolution was revised on October 26, 2016 to program additional funds to the Water Emergency Transportation Authority (WETA) and to shift funds between Golden Gate Transit routes.

This resolution was revised on June 28, 2017 to program remaining funds in Express Bus North, make minor adjustments to various projects including the Richmond Bridge Express Bus and WestCat LYNX in Express Bus South, and program marketing funds to Napa Valley Transportation Authority.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated May 11, 2016, October 12, 2016, and June 14, 2017.

Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2016-17 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4228

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 66500 et seq.; 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, which increased the toll for all vehicles on the nine 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2016-17, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on May 25, 2016.

**FY 2016-17 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (1,2)</b>	<b>Notes</b>
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,091,980	
		Golden Gate Transit	Route 40 Express Service Pilot	255,321	
		Golden Gate Transit	Route 580	126,424	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		Fairfield/Suisun Transit	Solano Express Marketing	38,367	
		SolTrans	Solano Express Marketing	38,367	
		SolTrans	Route 82 Pilot	15,000	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	789,550	
		WestCat	New Service Start-up	130,000	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,382,828	
			Route DB1	1,634,148	
			<b>Total</b>	<b>3,016,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	1,097,900	
		WETA	Alameda/Oakland	4,518,000	
		WETA	Vallejo	6,748,400	
		WETA	South San Francisco	2,935,700	
		WETA	Pilot Ferry Service	1,200,000	
			<b>Total</b>	<b>16,500,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	177,000	
			<b>Total</b>	<b>2,004,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/		
			Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
<b>Grand Total</b>				<b>43,745,338</b>	

**RM2 Marketing Assistance Program (4)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed (4)</b>	<b>Notes</b>
Clipper®	MTC	Public Information and Marketing	2,950,000	
511 Real Time Transit	MTC	Public Information and Marketing	150,000	
Seamless Transit Map	MTC	Public Information and Wayfinding	150,000	
Regional Resource Center	MTC	Center Operations	100,000	
New SMART Service	SMART	Public Information and Marketing	100,000	
Late Night Service	San Francisco/BART	Public Information and Marketing	150,000	
Route 29 Promotion	NVTA	Public Information and Marketing	20,000	
<b>Grand Total</b>			<b>3,620,000</b>	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2016-17 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2621      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-13.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2f Reso-4275 TIP Amend 2017-13.pdf](#)

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

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-13.

### Presenter:

Adam Crenshaw

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2f

## MTC Resolution No. 4275, Revised

**Subject:** 2017 Transportation Improvement Program (TIP) Amendment 2017-13.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2016-17 through fiscal year 2019-20. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every two years under state statute. The 2017 TIP was adopted by the Commission on September 28, 2016, and approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) was received on December 16, 2016. The 2017 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2017-13 makes revisions to 48 projects with a net increase in funding of approximately \$221 million. Among other changes, the revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311, and 5311(f) funds;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;



- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional new exempt projects in the TIP; and
- Archives six projects as they have been completed.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required, subject to the determination of the regional Air Quality Conformity Task Force at their June 22, 2017 meeting, and the 2017 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds. This amendment will be transmitted to Caltrans after the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

**Issues:**

Elements of this revision are contingent upon Commission approval of programming changes included in the following Programming and Allocations Committee Items:

- Item 2c, MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG1) and One Bay Area Grant 2 (OBAG2) programs; and
- Item 2d, MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17.

This revision also contains programming changes that are contingent upon the Regional Air Quality Conformity Task Force's concurrence on the regional air quality conformity status of City/County Association of Governments of San Mateo County's US-101 HOV/HOT from Santa Clara to South of Grand Ave project as well as the projects being added through this amendment. While staff does not expect a negative finding on these projects, the task force will not meet until June 22, 2017. If the Task Force does make a negative finding for these projects, the changes will be removed from this revision to the 2017 TIP prior to Commission approval.

This revision is also contingent upon the California Transportation Commission approving the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program at their meeting on June 28-29.

**Recommendation:** Refer Resolution No. 4275, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-13  
MTC Resolution No. 4275, Revised

**TIP Revision Summary  
2017-13**

**Attachment A**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview Sidwklmp	Update the funding plan to add \$1.3M in ATP funds and \$227K in Local funds to CON FY20, add \$212K in Local funds to CON FY21, and add \$8.3M in RTP-LRP funds to CON FY22	\$10,051,000	116.0%
ALA150010	Oakland	International Boulevard Improvement Project	Update project description to include improvements on E. 12th St.	\$0	0.0%
ALA170047	Alameda County	Active Oakland: A Comprehensive SR2S Program	Amend a new exempt project into the TIP with \$977K in ATP funds	\$977,000	~%
ALA170051	Oakland	Fruitvale Alive Gap Closure Project	Amend a new exempt project into the TIP with \$5.9M in ATP funding and \$2.7M in Local funding	\$8,541,000	~%
ALA170052	Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	Split this project out of VAR170002 along with \$1.1M in HSIP and \$361K in Local funds and update the project description to include road diet improvements	\$1,466,507	~%
ALA170053	Oakland	Oakland 35th Ave Bike/Ped Improvements H8-04-015	Split this project out from VAR170002 along with \$2.2M in HSIP and \$715K in Local funds and update the project description to include road diet improvements	\$2,903,800	~%
ALA170054	Berkeley	John Muir Safe Routes to School	Amend a new exempt project into the TIP with \$270K in ATP funding and \$66K in Local funding	\$336,000	~%
CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Update the funding plan to reprogram CON from FY16 to FY17	\$0	0.0%
CC-130032	San Pablo	San Pablo Avenue Bicycle and Ped Improvements	Update the project scope to include new and modified signals, modified medians, retaining walls, lighting and landscaping	\$0	0.0%
CC-170020	Contra Costa County	Fred Jackson Way First Mile/Last Mile Connection	Amend a new exempt project into the TIP with \$3.3M in ATP funds and \$1M in Local funds	\$4,298,000	~%
CC-170021	Contra Costa County	Pacheco Blvd Sidewalk Gap Closure Phase 3	Amend a new exempt project into the TIP with \$619K in ATP funds, and \$657K in Local funds	\$1,276,000	~%
CC-170022	Concord	Commerce Ave Complete Streets	Amend a new exempt project to the TIP with \$1.44M in STP and \$500K in Other Local funds	\$1,940,000	~%
MRN170012	San Rafael	Francisco Boulevard East Sidewalk Widening	Amend a new exempt project into the TIP with \$4M in ATP funds, \$2.1M in RTP-LRP funds, and \$707K in Local funds	\$6,832,000	~%
REG170010	Metropolitan Transportation Commission (MTC)	Reg. Prog. for Arterial System Synchronization	Amend a new exempt project into the TIP with \$5M in FY18 CON CMAQ and \$650K in Local funds	\$5,650,000	~%
SCL170017	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	Amend a new exempt project into the TIP with \$4.8M in ATP funding and \$1.2M in General funds	\$6,059,000	~%
SF-170012	Port of San Francisco	Cargo Way and Amador Street Improvements	Amend a new exempt project into the TIP with \$2M in Local funds and \$28M in RTP-LRP	\$30,000,000	~%

**TIP Revision Summary  
2017-13**

**Attachment A**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-170014	San Francisco Municipal Transport Agency (SFMTA)	SF - Powell Street Safety Project	Amend a new exempt project into the TIP with \$4.4M in ATP funds, \$5M in Local funds, and \$500K in Prop 1B funds	\$9,889,000	~%
SF-170015	San Francisco Municipal Transport Agency (SFMTA)	SF - Adv Transportation and Congestion Management	Amend a new exempt project into the TIP with \$11M in Other Federal (Advanced Transportation and Congestion Management Technologies Deployment Program) funds and \$11M in Private funds	\$21,981,520	~%
SM-110022	San Mateo CCAG	San Mateo County SR2S Program	Update the funding plan to add \$2.6M in CMAQ and \$340K in Other Local funds to FY18 CON	\$2,957,000	60.4%
SOL170006	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	Amend a new exempt project into the TIP with \$1.7M in ATP funding and \$269K in Local funding	\$1,969,000	~%
SON170009	Sonoma County Transportation Authority (SCTA)	Sonoma County - County-Wide SRTS Program	Amend a new exempt project to the TIP with \$1.7M in FY18 CON CMAQ, \$345K in FY18 CON CMAQ, and \$50K in FY18 CON STP, with Toll Credits being applied in lieu of match; \$260K in Sales Tax funds are non-participating.	\$2,310,000	~%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan to reflect the latest information from Caltrans including the addition of \$11.3M in funding	\$11,290,954	2.1%
<b>System: Public Lands/Trails</b>					
ALA170050	Emeryville	Emeryville Greenway Crossing Improvements	Amend a new exempt project into the TIP with \$265K in ATP funding, \$40K in Local funding and \$25K in State Office of Transportation Safety funding	\$330,000	~%
NAP130004	Napa (City)	State Route 29 Bicycle & Pedestrian Undercrossing	Update the funding plan to remove \$3K in Local funds and \$425K in RTP-LRP and add \$531K in ATP and \$114K in TFCA in various years	\$217,000	41.3%
SCL130031	Sunnyvale	Sunnyvale East and West Channel Multi-Use Trails	Remove \$3.44M in CMAQ and \$1.3M in local funds as they are being transferred to SCL130040 and delete this project as it will not move forward	-\$4,745,000	-100.0%
SOL170007	Suisun City	McCoy Creek Trail - Phase 2	Amend a new exempt project into the TIP with \$1.8M in ATP funding, \$582K in TDA funding, \$498K in RTP-LRP funding, and \$150K in Local funding	\$3,000,000	~%
SOL170008	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	Amend a new exempt project into the TIP with \$4.2M in ATP funds and \$912K in Local funds	\$5,128,000	~%
<b>System: State Highway</b>					
ALA170049	Alameda (City)	Central Avenue Safety Improvements	Amend a new exempt project into the TIP with \$7.3M in ATP funding and \$4.9M in Local funding	\$12,214,000	~%
SM-150017	San Mateo CCAG	US 101 HOV/HOT from Santa Clara to S of Grand Ave	Update the project scope to change the northern project limit from I-380 to 0.3 mile south of Grand Ave Interchange to match coop agreement and Supplemental PSR-PDS	\$0	0.0%
SM-170009	Woodside	Woodside School Safety Pathway Phase 3	Amend a new exempt project into the TIP with \$528K in ATP funds and \$221K in Local funds	\$749,000	~%
VAR170002	Caltrans	GL: Highway Safety Improvement Program	Update the funding plan and back-up listing to split out scope and funding to ALA170052 and ALA170053	-\$4,370,300	-7.9%
<b>System: Transit</b>					

**TIP Revision Summary  
2017-13**

**Attachment A**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170048	Altamont Commuter Express (ACE)	ACE Fixed Guideway (Capital Lease)	Amend a new exempt project into the TIP with \$1.36M in 5307, \$132K in 5337 and \$1.49M in Local funds	\$2,980,000	~%
ALA170055	Bay Area Rapid Transit District (BART)	BART - GO Uptown	Split some 19th St BART Station improvements out of CC-130048 along with \$17.5M in Prop-1B-PTMISEA and \$6.3M in TIGER funds, update the project scope to include streetscape improvements near the station and add \$98K in Local funds	\$23,911,688	~%
ALA170056	Altamont Commuter Express (ACE)	Locomotive Procurement	Amend a new exempt project into the TIP with \$2M in CARB funds and \$5.5M in RTP-LRP funds	\$7,500,000	~%
CC-130048	Bay Area Rapid Transit District (BART)	BART Station Modernization Program	Split some 19th St BART Station improvements out to ALA170055 along with \$17.5M in Prop-1B-PTMISEA and \$6.3M in TIGER funds	-\$23,813,688	-10.4%
CC-99T001	Central Contra Costa Transit Agency (CCCTA)	CCCTA: ADA Paratransit Assistance	Update the funding plan to add \$1.2M in FY17 CON 5307 and \$302K in FY17 CON Local funds	\$1,509,778	10.2%
MRN170013	Golden Gate Bridge, Highway and Transit District	San Rafael Transit Center Relocation	Amend a new exempt project into the TIP with \$1.3M in CMAQ and \$162K in Other Local to FY18 PE	\$46,412,000	~%
SCL130040	Santa Clara Valley Transportation Authority (VTA)	Montague Expy Ped Bridge at Milpitas BART	Update funding plan to add \$3.44M in FY18 CON CMAQ and \$1.3M in Local, as funds are being transferred from SCL130031; add \$2.5M in Local funds remove; \$8.7M in RTP-LRP funds; and reprogram between years and phases	-\$1,517,543	-11.9%
SON090030	Petaluma	Petaluma Transit: AVL System	Archive the project as complete.	\$0	0.0%
SON150004	Petaluma	Petaluma Transit: Purchase (1) Fixed Route Bus	Archive the project as complete.	\$0	0.0%
SON150005	Petaluma	Petaluma Transit: (3) Digital Two-Way Radios	Archive the project as complete.	\$0	0.0%
SON150014	Petaluma	Petaluma Transit: Purchase (2) Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150015	Petaluma	Petaluma Transit: Clipper Equip for Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150016	Petaluma	Petaluma Transit: Comm Equip for 3 Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150019	Santa Rosa City Bus	Implementation of Reimagining CityBus	Update the funding plan to add \$526K in CMAQ and \$80K in Other Local funds to FY18 CON	\$605,787	342.9%
VAR170018	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY17	Amend a new grouped listing into the TIP with \$1.5M in 5311, \$300K in 5311f, and \$1.2M in Other Local funds	\$2,986,520	~%
VAR170019	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY18	Amend a new grouped listing into the TIP with \$1.6M in 5311, \$222K in 5311f and \$944K in Local funds	\$2,912,075	~%

# TIP Revision Summary 2017-13

# Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
VAR170020	Metropolitan Transportation Commission (MTC)	GL: FTA Section 5310 Program FY15, FY16 and FY17	Amend a new exempt project into the TIP with \$10.5M in 5310 and \$4M in Local funds	\$14,607,044	~%
Total Funding Change:				\$221,344,142	

## TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$601,740,734	\$214,922,982	\$0	\$234,111,825	\$1,050,775,541	\$264,424,806
Proposed:	\$652,348,774	\$259,341,983	\$114,000	\$360,314,926	\$1,272,119,683	\$371,417,940
Delta:	\$50,608,040	\$44,419,001	\$114,000	\$126,203,101	\$221,344,142	\$106,993,134

Date: September 28, 2016  
 W.I.: 1512  
 Referred by: PAC  
 Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
 04/26/17-C 06/28/17-C

### ABSTRACT

Resolution No. 4275, Revised

This resolution adopts the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016, December 14, 2016, February 8, 2017, March 8, 2017, April 12, 2017, and June 14, 2017. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2017 TIP'.

### 2017 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-01	Admin. Modification	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Modification	6	\$544,852	1/31/2017	1/31/2017
17-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
17-04	Admin. Modification	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Modification	12	\$22,741,790	4/5/2017	4/5/2017
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Modification	15	-\$8,341,530	4/28/2017	4/28/2017
17-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
17-09	Admin. Modification	Pending	Pending	Pending	Pending
17-10	Amendment	14	\$101,213,635	4/26/2017	Pending
17-11	Admin. Modification	Pending	Pending	Pending	Pending
17-12	Admin. Modification	Pending	Pending	Pending	Pending

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-13	Amendment	48	\$221,344,142	6/28/2017	Pending
Net Funding Change		324	\$2,061,958,977		
Absolute Funding Change			\$2,086,512,579		

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4275

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and



WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2017 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2017 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2017 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2017 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2017 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4275, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 4275  
Page 1 of 1

## **2017 Transportation Improvement Program**

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC  
Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
04/26/17-C 06/28/17-C

Attachment B  
Resolution No. 4275, Revised  
Page 1 of 6

## **Revisions to the 2017 TIP**

Revisions to the 2017 Transportation Improvement Program (TIP) are included as they are approved.

**Revision 17-01** is an administrative modification that revises 61 projects with a net funding decrease of approximately \$3.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on December 21, 2016. Among other changes, this revision:

- Updates the funding plans of 32 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations and other programming decisions, including the programming of \$110 million in CMAQ funds and \$40 million in Regional Measure 2 funds to BART's Rail Car Procurement Program to reflect the programming in the OBAG 2 funding framework;
- Updates the funding plans of five projects to reflect the repurposing of unused earmark funds;
- Updates the funding plans of eight individually-listed Highway Bridge Program funded projects to reflect the latest information from Caltrans;
- Splits the Incident Management Program project into two projects to separate the current and future phases of the program;
- Updates the funding plan of the Caltrain Electrification project to reflect recent programming decisions and funding agreements;
- Updates the funding plan of SFMTA's Van Ness Bus Rapid Transit project to reflect the latest schedule including reprogramming approximately \$60 million in Federal Transit Administration (FTA) Small Starts funding from prior years to fiscal year 2017; and
- Updates the funding plan and back-up listing of the Mandates Program within the State Highway Operations and Protection Program (SHOPP) to reflect the latest information from Caltrans including the addition of \$7.3 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$60 million in FTA Small Starts funds, \$7.3M in SHOPP funds, \$17,489 in repurposed earmark funds, and \$1.9 million in Transportation Fund for Clean Air funds. MTC's 2017 TIP, as revised with Revision No. 2017-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 17-02** is an administrative modification that revises six projects with a net funding increase of \$544,852. The revision was approved into the Federal-Statewide TIP by the deputy executive director on January 31, 2017. Among other changes, this revision:

- Updates the funding plans of five federally funded projects to reflect actual and planned obligations and Federal Transit Administration grants; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) funded grouped listing to reflect the latest programming information from Caltrans related to projects that had unobligated funding from federal fiscal year 2015-16, including the addition of \$399,340 in HSIP funds and \$145,512 in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$399,340 in HSIP funds. MTC's 2017 TIP, as revised with Revision No. 2017-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 17-03** is an amendment that revises 69 projects with a net funding increase of approximately \$820 million. The revision was referred by the Programming and Allocations Committee on December 14, 2016, and approved by the MTC Commission on December 21, 2016. Caltrans approval was received on January 19, 2017, and final federal approval was received on February 8, 2017. Among other changes, this revision:

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments, including the addition of \$40 million in Highway Bridge Program (HBP) funds, \$40 million in Surface Transportation Block Grant Program funds and \$40 million in Golden Gate Bridge toll funds;
- Updates the funding plans of six additional individually-listed HBP funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$109 million in HBP funds;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;
- Adds one new exempt project to the TIP and updates the scope and funding for an existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;

- Adds one new exempt Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project and updates the funding plans of 18 other STP/CMAQ funded projects to reflect obligations, past funding decisions in the One Bay Area Grant (OBAG) Cycle 1 Transit Performance Initiative program, and the selection of projects in OBAG Cycle 2; and
- Adds one new exempt Transit Capital Priority (TCP) funded project, deletes one existing TCP funded project and updates the funding plans of seven other TCP funded projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 17-04** is an administrative modification that revises 15 projects with a net funding decrease of \$111,504. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 6, 2017. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect programming decisions and past and planned obligations;
- Updates the funding plans of three other federally funded projects to reflect planned obligations;
- Updates the funding plan of the Sonoma County Transportation Authority's portion of the US 101 Marin/Sonoma Narrows project to reflect the programming of \$15 million in repurposed federal earmark funds;
- Splits out the I-880 Integrated Corridor Management project from the region-wide Incident Management Program; and
- Updates the funding plan and back-up listing of the Caltrans managed Highway Maintenance Program grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2 million in High Priority Project Earmark funds, \$15 million in repurposed earmark funds, \$665,042 in Federal Highway Administration Ferry Boat Program funds, and \$3 million in Trade Corridors Improvement Fund funds. MTC's 2017 TIP, as revised with Revision No. 2017-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 17-05** is an administrative modification that revises 12 projects with a net funding increase of \$22.7 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 5, 2017. Among other changes, this revision:

- Updates the funding plans of seven projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program;
- Updates the funding plans of two Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plan of the Metropolitan Transportation Commission's Clipper Fare Collection System project to reflect the programming of \$7.4 million in bridge toll funds; and

- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Emergency Response grouped listing to reflect the latest information from Caltrans, including the addition of \$5.3 million to the SHOPP.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$5.3 million in SHOPP funds. MTC's 2017 TIP, as revised with Revision No. 2017-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 17-06** is an amendment that revises 11 projects with a net funding increase of approximately \$68 million. The revision was approved by the MTC Commission on February 22, 2017. Caltrans approval was received on February 24, 2017, and final federal approval was received on March 14, 2017. Among other changes, this revision:

- Updates the scope and funding plan of the Central Contra Costa Transit Authority's Replace 18 30-foot Buses project to reflect the award of approximately \$2.7 million in FTA Low or No Emission Vehicle Deployment Program funds;
- Amends the City of Palo Alto's exempt Bay Area Fair Value Commuting Program into the TIP to reflect the award of approximately \$1 million in FTA Mobility on Demand Sandbox Program funds;
- Amends two additional exempt projects into the TIP; and
- Updates the funding plan of one individually listed Highway Safety Improvement Program (HSIP) funded project and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$25.5 million in HSIP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 17-07** is an administrative modification that revises 15 projects with a net funding decrease of \$8.3 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 28, 2017. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the programming of funds for the Federal Highway Administration's 2016 Earmark Repurposing transfer requests;
- Updates the funding plan and back-up listing of the Caltrans managed Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$476,000 for two HBP projects in Santa Clara County;
- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Pavement Resurfacing/Rehabilitation grouped listing, including the removal of \$7.5 million from the SHOPP;
- Updates the funding plans of five Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations; and
- Reprograms \$20 million in Federal Transit Administration (FTA) Small Starts program funds for the Sonoma Marin Area Rail Transit Corridor project from prior years to fiscal year 2016/17 to reflect a planned FTA grant.



The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$20 million in FTA Small Starts funds, \$476,000 in HBP funds, and \$7.5 million in State STP funds. MTC's 2017 TIP, as revised with Revision No. 2017-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 17-08** is an amendment that revises 73 projects with a net funding increase of approximately \$840 million. The revision was referred by the Programming and Allocations Committee on March 8, 2017, and approved by the MTC Commission on March 22, 2017. Caltrans approval was received on March 29, 2017, and final federal approval was received on April 14, 2017. Among other changes, this revision:

- Amends 37 new exempt projects into the TIP and updates the funding plans of 35 existing projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program; and
- Archives one project as it has been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 17-09** is a pending administrative modification.

**Revision 17-10** is an amendment that revises 14 projects with a net funding increase of approximately \$101 million. The revision was referred by the Programming and Allocations Committee on April 12, 2017, and approved by the MTC Commission on April 26, 2017. Caltrans approval was received on May 11, 2017, and final federal approval is expected in mid-June, 2017. Among other changes, this revision:

- Amends three new exempt Transit Performance Initiative Program funded projects into the TIP;
- Updates the funding plans of two projects to reflect the programming of funds from fiscal year 2016-17 of the Transit Capital Priorities program;
- Updates the funding plans and back-up listings of two grouped listings and adds one new grouped listing to reflect the latest information from Caltrans including the addition of \$55.8 million in State Highway Operation and Protection Program funds and \$3.8 million in Section 130 Railroad/Highway Crossing funds;
- Amends AC Transit's Five Battery-Electric Bus Purchase project into the TIP to reflect the recent award of \$1.5 million in Federal Transit Administration (FTA) Low or No Emission Vehicle Deployment Program funds;
- Amends Bay Area Rapid Transit's Integrated Carpool to Transit Access Program into the TIP to reflect the award of \$358,000 in FTA Mobility on Demand Sandbox Program funds; and
- Amends one new exempt and one previously archived project into the TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 17-11** is a pending administrative modification.

**Revision 17-12** is a pending administrative modification.

**Revision 17-13** is an amendment that revises 48 projects with a net funding increase of approximately \$221 million. The revision was referred by the Programming and Allocations Committee on June 14, 2017, and approved by the MTC Commission on June 28, 2017. Caltrans approval is expected in mid-July, 2017, and final federal approval is expected in mid-August, 2017. Among other changes, this revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311 and 5311(f) funds. The FTA Section 5310 listing is contingent upon the California Transportation Commission approval on June 28 & 29, 2017;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;
- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional exempt projects in the TIP; and
- Archives six projects as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2622      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/12/2017      **In control:** Programming and Allocations Committee

**On agenda:** 6/14/2017      **Final action:**

**Title:** MTC Resolution No. 4287. Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2g\\_Reso-4287\\_TDA\\_Admin.pdf](#)

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

MTC Resolution No. 4287. Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2g

## MTC Resolution No. 4287

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- Subject:** Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.
- Background:** Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and the Counties for administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. It is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.
- Based on the current adopted FY2017-18 Fund Estimate, the allocation to the county auditors is approximately \$1.9 million and the amount to MTC is approximately \$13.6 million.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4287 to the Commission for approval.
- Attachments:** MTC Resolution No. 4287

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4287

This resolution approves an allocation of FY 2017-18 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2017-18.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4287

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2017-18; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2017-18; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2017-18, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2017-18, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2017-18.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California, on June 28, 2017.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2623      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/12/2017      **In control:** Programming and Allocations Committee

**On agenda:** 6/14/2017      **Final action:**

**Title:** MTC Resolution No. 4288. Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2017-18.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2h\\_Reso-4288\\_Transbay\\_Terminal\\_Allocation.pdf](#)

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

MTC Resolution No. 4288. Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2017-18.

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2h

## MTC Resolution No. 4288

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**Subject:** Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal Buildings for FY2017-18.

**Background:** Pursuant to Streets and Highways Code 30914(b), the Commission shall annually allocate toll bridge revenues to the TJPA for operation and maintenance expenditures of the Transbay Terminal Building.

The FY2017-18 draft BATA budget includes roughly \$4.9 million, which is equivalent to the inflation-adjusted “not to exceed” amount, for operation and maintenance of the Transbay Terminal Buildings. Staff recommends allocating these funds for operating and maintaining both the Temporary Terminal and the permanent Transbay Terminal, also known as the Transbay Transit Center, which is expected to open in FY2017-18.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4288 to the Commission for approval.

**Attachments:** MTC Resolution No. 4288

Date: June 28, 2017  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4288

This resolution approves the FY2017-18 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1254  
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Temporary Transbay Terminal and Transbay Transit Center

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4288

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 *et seq.*; 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, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6<sup>th</sup>, 2010, now be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California on June 28, 2017.

Date: June 28, 2017  
WI: 1254  
Referred by: PAC

Attachment A  
MTC Resolution No. 4288  
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS  
PURSUANT TO STREETS AND HIGHWAY CODE 30914 (b)**

Project Title: Transbay Terminal Buildings Operations and Maintenance  
Sponsor: Transbay Joint Powers Authority

Activities to be funded with Allocations and conditions:				
Eligible operating and maintenance expenditures at the Temporary Transbay Terminal and permanent Transbay Transit Center.				
Allocation Instruction No.	Approval Date		Amount	Reimbursement Year
18428801	06/28/17	\$	4,856,084	2017-18



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2624      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4289. Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2i Reso-4289 STA Reg Coordination Plan.pdf](#)

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

MTC Resolution No. 4289. Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

### Presenter:

Raymond Odunlami

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2i

## MTC Resolution No. 4289

**Subject:** Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

**Background:** Consistent with MTC's adopted STA Population-Based Consolidated policy, MTC Resolution No. 3837, a portion of the population-based STA funds are available to support regional coordination projects such as those identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866).

The Commission annually adopts the STA Regional Coordination Program. The table below and Attachment A to MTC Resolution No. 4289 lists the \$11.8 million in recommended STA projects for FY2017-18. Attachment B provides more detailed information about each of these projects.

Project Name	Claimant	Amount
Clipper <sup>®</sup>	MTC	\$ 11,080,700
Clipper <sup>®</sup>	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 160,000
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 15,000
Regional Paratransit Program	CCCTA	\$ 75,000
Regional Bike Share Education	MTC	\$ 10,000
Community Based Transportation Plans	MTC	\$ 30,000
Transit Project Contingency	MTC	\$ 200,000
	<b>Total</b>	\$ 11,819,700

The majority of MTC's STA Regional Program fund balance is reserved to meet future Clipper<sup>®</sup> operating costs as STA is available for transit operating expenses.

The STA funds proposed to be allocated in this item are the "base" STA funds that are already included in MTC's adopted Fund Estimate; the allocations do not include any of the new SB1 funds.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4289 to the Commission for approval.

**Attachments:** MTC Resolution No. 4289

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

ABSTRACT

Resolution No. 4289

This resolution establishes the FY2017-18 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY2017-18 STA Regional Coordination Program

Attachment B – Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.



Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

RE: FY 2017-18 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4289

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, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 3837; and

WHEREAS, MTC has provided information about the use of STA funds for the projects in FY2017-18 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered  
into by the Metropolitan Transportation  
Commission at a regular meeting  
of the Commission held in San Francisco,  
California on June 28, 2017.

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

Attachment A  
MTC Resolution No. 4289  
Page 1 of 1

**STA Regional Coordination Program  
FY2017-18**

STA Regional Discretionary Funds <sup>(note 1)</sup>	\$ 14,490,082
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Project Name	Claimant	Amount
Clipper <sup>®</sup>	MTC	\$ 11,080,700
Clipper <sup>®</sup>	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 160,000
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 15,000
Regional Paratransit Program	CCCTA	\$ 75,000
Bike Share Education	MTC	\$ 10,000
Community Based Transportation Plans	MTC	\$ 30,000
Transit Projects Contingency	MTC	\$ 200,000
	<b>Total</b>	\$ 11,819,700

Notes:

1. This amount is from the FY2017-18 STA Population-based fund estimate in MTC Resolution No. 4268, and is comprised of the sum of the estimated carryover of \$6,891,444 and new funding of \$7,598,638.

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

Attachment B  
MTC Resolution No. 4289  
Page 1 of 3

## **STA Regional Coordination Program Summary FY2017-18**

STA Regional Coordination Program funds have historically supported some of MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. Many of these projects have been identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866). Specific goals include: (1) improve service to the transit customer, (2) increase system efficiency through coordination of specific functions, and (3) develop sub-regional coordination agreements between connecting agencies.

The FY 2017-18 STA Regional Coordination Program is approximately \$11.8 million and generally focuses on delivering Clipper®, 511 Transit, Transit Emergency Response, and Transit Connectivity consistent with the Commission's Plan Bay Area and other regional planning documents. In addition, a small amount of funds are programmed to implement other MTC regional priorities. More detail about the specific projects and the amount of STA funds programmed to each follows.

### **Clipper®**

***Programmed to MTC: \$11,080,700***

***Programmed to GGBHTD: \$ 10,000***

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® is currently operating on AC Transit, BART, Caltrain, Golden Gate Transit and Ferry, San Francisco Municipal Transportation Agency (MUNI), SamTrans, Santa Clara VTA, Water Emergency Transportation Authority (WETA), Vacaville, Santa Rosa City Bus, Petaluma Transit, East Bay Operators, Marin Transit, Sonoma and Union City Transit.

MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In 2017-18, \$11,080,700 of STA will support operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

## **511 Transit**

***Programmed to MTC: \$160,000***

STA funds will be used to supplement federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

## **Transit Connectivity – Transit Information Displays**

***Programmed to AC Transit: \$239,000***

In April 2006, MTC adopted a Transit Connectivity Plan. In July 2006, MTC adopted the funding component for the Plan (MTC Resolution No. 3771), which specifies the roles and responsibilities of MTC and the transit operators to pay for specific transit connectivity improvements at regional transit hubs. Consistent with the funding plan, MTC is investing \$10 million in initial capital improvements at 24 regional transit hubs (including three airports). The focus is to improve way finding signs, real-time transit information and static transit information at these hubs.

In addition to capital improvements, the Transit Connectivity Plan recommends a greater regional commitment to maintaining transit information in transit information displays (TIDs). MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region at a cost of \$239,000 annually. The agreement documents the scope of work in exchange for the direct allocation of STA funds. An amendment extends the period of performance through FY 2019-20 and identifies the anticipated amounts of STA funds that will be made available to AC Transit through FY2019-20, subject to Commission programming and allocation actions.

## **Hub Signage Program**

***Programmed to MTC: \$15,000***

The Hub Signage Program was created to deliver transit signage and information recommendations detailed in MTC's Transit Connectivity Plan. The focus is to improve wayfinding signage, real-time transit information and static transit information at a network of 24 hubs across the region. The installation and implementation work on the project is completed. STA funds will be used for ongoing operations and maintenance cost for installed equipment.

## **Regional Paratransit Program**

***Programmed to CCCTA: \$75,000***

STA funds will support a 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

### **Bike Share Education**

***Programmed to MTC:***           ***\$10,000***

The Bike Share Accessibility Pilot project is intended to promote bike share-transit trips by educating persons with disabilities on how to access and use bike share for their regular commute and other trips. The desired results of this pilot are to understand the bike share and transit linkage needs of the City of Oakland's persons with disabilities and to execute near term accessibility strategies alongside the Ford GoBike system.

Since bike share users tend to increase their use of transit due to improved transit access, the education effort will complement ongoing investments in transit facilities and operations, and will support the region's mode shift goals.

### **Community-Based Transportation Planning Program**

***Programmed to MTC:***           ***\$30,000***

Community-Based Transportation Plans (CBTP) bring local residents, community organizations, cities and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. Findings from these projects help guide decisions on planning, funding and implementation. Each completed plan contains:

- Demographic analysis of the area
- List of community-prioritized transportation gaps and barriers
- Strategies or solutions to address these gaps
- Identification of possible funding sources
- List of stakeholders to implement the plan
- Documented results of community outreach strategies

### **Transit Project Contingency**

***Programmed to MTC:***           ***\$200,000***

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as Clipper®, 511 Transit, Regional Transit Mapping and Park and Ride programs. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	17-2625	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	5/12/2017	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4293. Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Reserves for Water Emergency Transportation Authority (WETA) ferry operations and the San Francisco Bay Trail project.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2j_Reso-4293_WETA-Ferry_&amp;_SF_Bay_Trail.pdf</a>				

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

MTC Resolution No. 4293. Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Reserves for Water Emergency Transportation Authority (WETA) ferry operations and the San Francisco Bay Trail project.

### Presenter:

Christina Hohorst

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2j

## MTC Resolution No. 4293

**Subject:** Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

**Background:** The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to “federalize” certain toll bridge projects under BATA’s jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations.

Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015. The Five Percent Revenues are proposed to continue to fund the San Francisco Bay Trail project and for WETA to operate the Vallejo and Alameda Ferry routes in FY2017-18. The Two Percent Revenues are proposed to fund San Francisco Bay Trail program management and capital support, and to support four ferry capital projects for WETA engine overhauls of the Intintoli and Mare Island vessels; a quarter-life refurbishment of the Taurus to achieve the full useful life of the vessel; support for the purchase of a spare vessel engine to help reduce vessel down time; and funding to purchase three service vehicles.

The table below summarizes the staff recommendation for FY2017-18 funding for both programs.

Agency	Project	Five Percent Unrestricted State Fund Revenues	Two Percent Bridge Toll Revenues	Total Allocation
WETA	Operation of Vallejo and Alameda Ferry Routes	\$1,702,900	\$0	\$1,702,900
	Vessel Engine Overhaul - MV Intintoli & MV Mare Island	\$0	\$600,000	\$600,000
	Vessel Quarter Life Refurbishment - MV Taurus	\$0	\$500,000	\$500,000
	Purchase Spare Vessel Engine	\$0	\$400,000	\$400,000
	Purchase Service Vehicles	\$0	\$500,000	\$500,000
MTC	Bay Trail Project	\$273,421	\$450,000	\$723,421
<b>Totals:</b>		\$1,976,321	\$2,450,000	<b>\$4,426,321</b>

**Issues:** In past years the funds for the Bay Trail project have been allocated to ABAG. This item proposes to allocate the Bay Trail funds to MTC for FY2017-18, in recognition of the approved contract for services between MTC and ABAG.

**Recommendation:** Refer MTC Resolution No. 4293 to the Commission for approval.

**Attachments:** MTC Resolution No. 4293.



Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4293

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2017-18. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2017-18 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4293

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2017-18; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2017-18 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into  
by the Metropolitan Transportation Commission  
at a regular meeting of the Commission  
held in San Francisco, California on June 28, 2017.

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND  
TWO PERCENT BRIDGE TOLL REVENUES  
FOR FISCAL YEAR 2017-18

***Five Percent Unrestricted State Fund Revenues***

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Operations <sup>1</sup>	273,421	01	6/28/2017
WETA	Operation of Vallejo and Alameda Ferry Routes	<u>1,702,900</u>	02	6/28/2017
<b>Total - Five Percent Unrestricted State Fund Revenues</b>		<b>\$1,976,321</b>		

***Two Percent Bridge Toll Revenues***

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Program Management and Capital Support	450,000	03	6/28/2017
WETA	Vessel Engine Overhaul - MV Intinitoli & MV Mare Island	600,000	04	6/28/2017
WETA	Vessel Quarter Life Refurbishment - MV Taurus	500,000	05	6/28/2017
WETA	Purchase Spare Vessel Engine	400,000	06	6/28/2017
WETA	Purchase Service Vehicles	<u>500,000</u>	07	6/28/2017
<b>Total - Two Percent Bridge Toll Revenues</b>		<b>\$2,450,000</b>		
<b>TOTAL</b>		<b>\$4,426,321</b>		

<sup>1</sup> Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015.



# Metropolitan Transportation Commission

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## Legislation Details (With Text)

**File #:** 17-2631      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** Program Updates: Regional Measure 2 Capital Program and Transit Performance Initiative Investment Program Semi-Annual Reports.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2k\\_RM2\\_Capital\\_TPI\\_Investment\\_Update.pdf](#)

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

Program Updates: Regional Measure 2 Capital Program and Transit Performance Initiative Investment Program Semi-Annual Reports.

### Presenter:

Craig Bosman

### Recommended Action:

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2k

## Program Updates: Regional Measure 2 Capital Program and Transit Performance Initiative Investment Program Semi-Annual Reports

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**Subject:** Semi-annual updates on the Regional Measure 2 (RM2) Capital Program and Transit Performance Initiative (TPI) Investment Program

**Background:** **RM2 Capital Program**

RM2 was passed by the voters 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.

**Allocation/Expenditure Status**

The RM2 Capital Program has a programmed amount of approximately \$1.6 billion, with an additional \$74 million from unneeded financing cost coverage programmed to projects by the Commission in December 2016. As of April 2017, MTC has approved more than \$1.5 billion in capital allocations, of which over \$1.3 billion has been expended.

**Project Status**

The majority of projects are completed or are on track and under construction. Highlights of this report include the opening of the BART Warm Springs Extension in March 2017; the delivery of a new ferry vessel to the Water Emergency Transportation Authority; and the delivery of vehicles for e-BART. The Transbay Terminal is making major construction progress toward the completion of Phase 1. AC Transit East Bay Bus Rapid Transit has entered its major construction phase. I-880 North Safety Improvements in Oakland have made progress, with a focus on the reconstruction of the 29<sup>th</sup> Avenue Overcrossing. The opening of SMART is expected in summer 2017, with testing underway. And in a remarkable turnabout, Caltrain was awarded a Full Funding Grant Agreement, completing the Electrification project funding plan. Notices to proceed are expected for the design-build work and vehicle fabrication in June.

Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction. Overall, staff continues to monitor projects to ensure continued progress.

**TPI Investment Program**

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.

This update covers the period from December 2016 through May 2017. Please refer to the attached presentations for more information.

**Issues:** None

**Recommendation:** Information

**Attachments:** Presentation Slides



# Regional Measure 2: Capital Program Update

WARM SPRINGS / SOUTH FREMONT

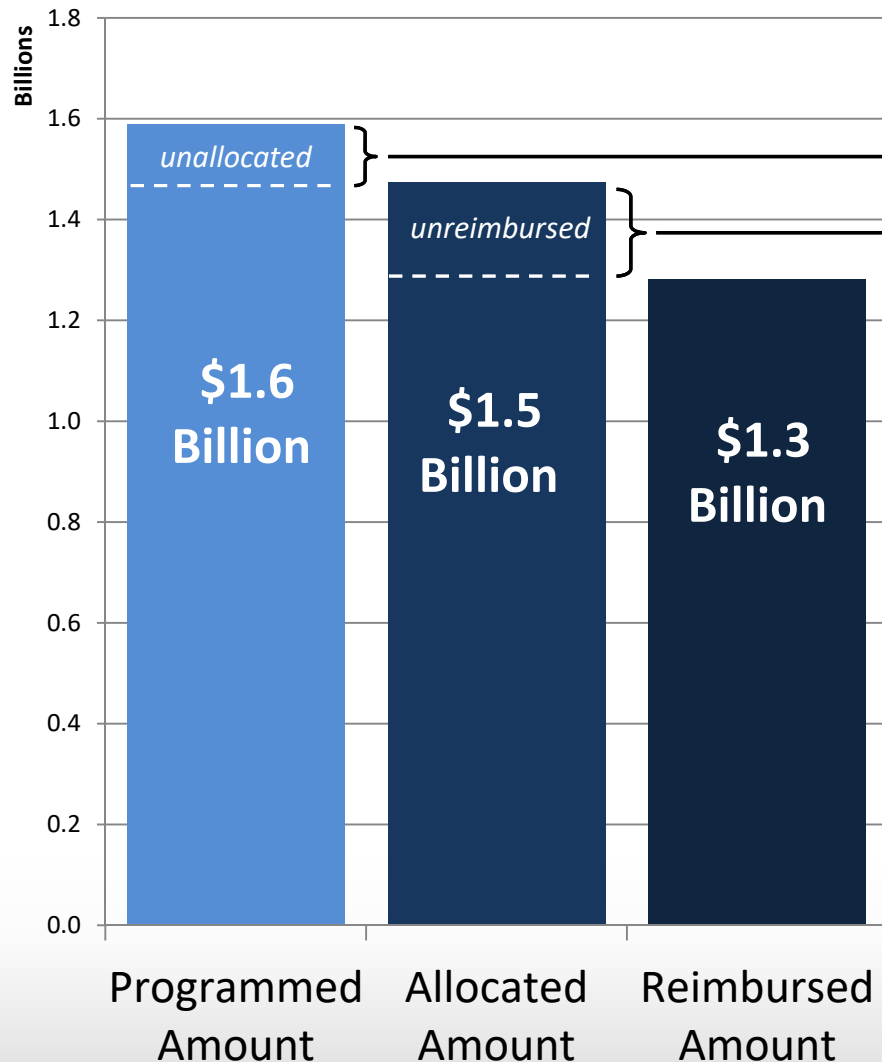


METROPOLITAN  
TRANSPORTATION  
COMMISSION

Programming and Allocations  
Committee

June 14, 2017

# Capital Program Summary



Commission programmed \$74 million in December 2016 from unneeded financing cost coverage, with allocations still to come:

- Clipper: \$13M
- Bay Bridge Forward: \$21M
- BART Cars: \$40M

The remaining \$41 million not yet allocated includes the following projects:

- North South Greenway - Marin (\$15M)
- I-580 Transit Improvements (\$12M)
- I-680 HOV Lane Connector (\$5M)
- BART/Muni Connection (\$3M)
- Richmond Parkway P&R (\$2M)

The \$190 million not yet reimbursed includes these projects entering, under, or completing construction:

- AC Transit BRT (\$44M)
- BART Extension to Warm Springs (\$20M)
- Caltrain Electrification (\$20M)
- SF Ferry Terminal Expansion (\$20M)
- SMART (incl. Larkspur) (\$18M)
- Ferry Vessels incl. Richmond (\$13M)
- Fairfield/Vacaville Train Station (\$6M)
- E-BART (\$5M)
- I-680 HOV Lane Connector (\$4M)



# Program Assessment

- Majority of projects are “On Track” and “Under Construction”, or 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.

# BART to Warm Springs Extension

- Opened for service on March 25, 2017





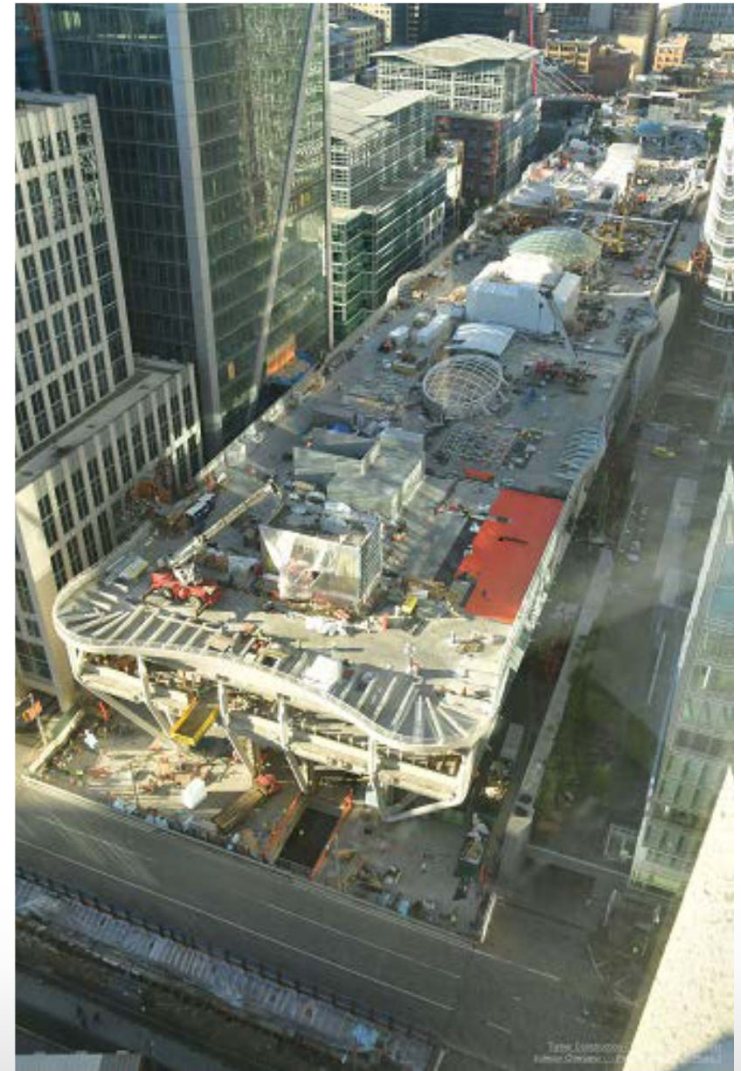
# Fairfield/Vacaville Intermodal Train Station

- Construction under progress:
  - Peabody Road overpass opened to traffic
  - Second set of tracks installed
  - North portal/pedestrian underpass excavation continues
- Progressing on time and on budget



# Transbay Terminal

- Construction Progress:
  - Walls, decks, interior, landscaping work underway
  - Bus ramp structures nearing completion
  - Beale Street closure work completed
  - Bus Storage Facility contract awarded
- Asset manager selected, transition planning underway for opening in early 2018





# eBART

- Trackwork, System, and Facility Finishes construction is ongoing – focus on station finishes and systems
- Vehicles have all been delivered and are on-site
- Transfer platform/guideway and maintenance facility/parking lot contracts are completed
- Opening expected mid-2018



# SMART

## Preparing for Operations

- Initial Operating Segment track construction complete and under final testing.
- Train engine rebuilds completed
- Service expected in late spring 2017.
- Larkspur RM2 funds allocated, waiting on federal Small Starts funds





# Caltrain Electrification

- Design/Build and vehicle procurement contracts awarded
- Full Funding Grant Agreement signed in May
- Full notices to proceed this summer



# AC Transit East Bay BRT

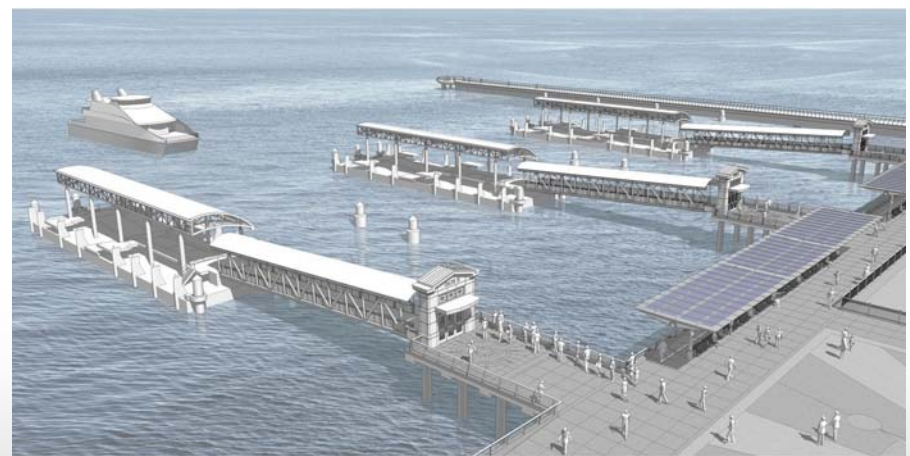
- Advanced utilities, off-street parking, traffic mitigation packages completed
- Major construction is underway – signals, utilities, sidewalks, curbs
- Project funding gap is likely based on updated risk assessment; AC Transit staff assessing funding need and strategy
- Revenue service target now late 2018





# Ferry Projects

- New vessel (*Hydrus*) arrived in February; delivery of next vessel expected in June
- Richmond vessels construction underway; Richmond Terminal construction contract award expected in May
- SF Terminal expansion contract awarded; construction beginning summer 2017



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

- Initial Construction Package (WB 80 – WB 12 Connector): Open for use
- 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



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# I-880 North Safety Improvements



- Reconstruction of I-880 in Oakland from 29<sup>th</sup> Ave to 23<sup>rd</sup> Ave
- Total cost over \$100M
- Construction approximately 50% complete
- Reconstruction of 29<sup>th</sup> Ave overcrossing continues; current focus on completing deck and preparing for traffic switch



## I-680 Express Lanes



- Environmental phase completed in December 2016
- CCTA is preparing 95% design
- Project expected to advertise for construction later this year and open in 2020

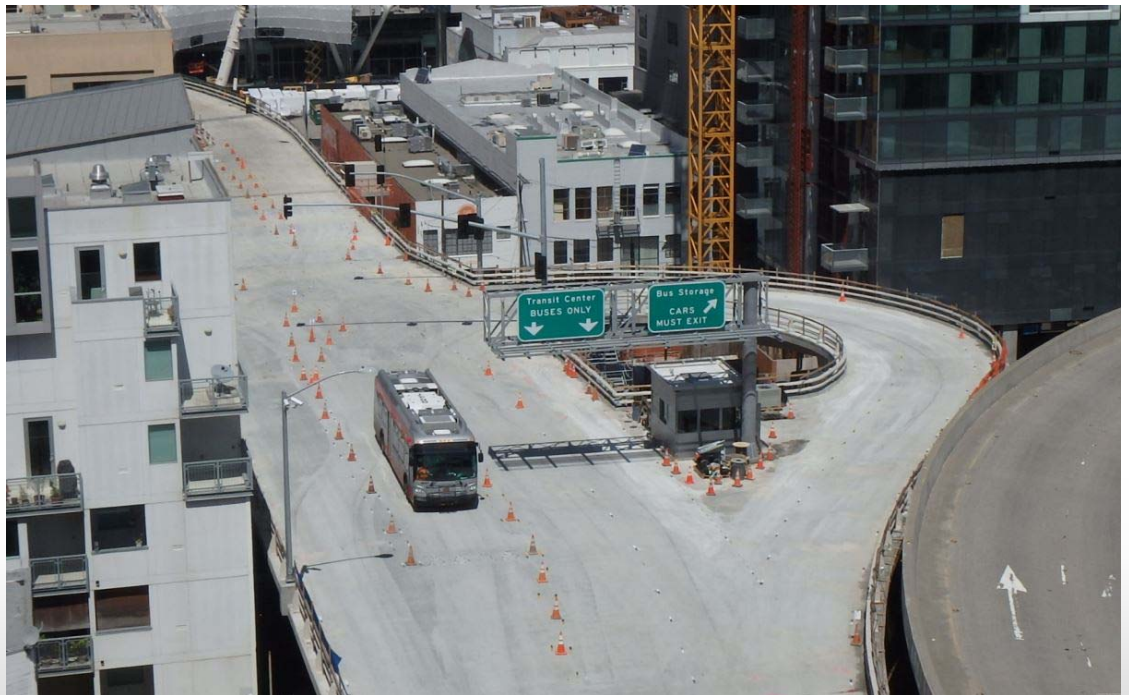
## Bay Bridge Forward



- Design progressing on West Grand Ave HOV/Bus Lane and Commuter Parking Initiative
- HOV enforcement pilot is under development
- Casual Carpooling Initiative underway; identifying opportunities for improvements and new pick-up spots
- Additional buses for WestCAT and AC Transit in procurement

# RM2 Program - Look Forward

- Several major projects opening in 2017 and 2018
- Working with sponsors who have unallocated funds
- Tracking New Starts/Small Starts projects closely



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# **Transit Performance Initiative (TPI) Investment Program Update**



Programming and Allocations  
Committee

June 14, 2017

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# TPI Investment Program Summary

- \$81 million in 3 rounds to 18 projects
- 5 projects have substantially completed construction
- Round 1 and 2 projects either complete or underway
- Many projects delayed due to complex work/agreements with cities and utilities
- 2 additional projects expected to be completed by 2018
- Round 3 projects will begin reporting next cycle



# TPI Investment Program

## 1<sup>st</sup> Round Overview (Approved May 2012)

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

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







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

## ➤ Line 51 Corridor Delay Reduction & Sustainability Project

- Construction complete
- Transit Signal Priority is in use; Delay in use of Queue Jumps
- Full project assessment in progress

Bus Stop Improvements, Alameda



Queue Jump Signal, Oakland





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

## ➤ **Light Rail Transit Signal Priority Improvements**

- Procurement contract executed; preparing for construction bids
- Developing funding agreements with local jurisdictions
- Completion expected late 2019

## ➤ **Stevens Creek 323 Transit Signal Priority**

- System is 90% complete and in use
- Buses now running *ahead* of schedule; VTA studying adjustments
- Additional segment in San Jose to be completed pending city decision





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

6

## ➤ **Mission Customer First**

- Transit lane colorization complete
- Transit signal priority installed
- Muni Forward branding work on buses and stops underway

## ➤ **N-Judah Customer First**

- Transit signal priority equipment installed; 4<sup>th</sup> Ave signal activated
- Transit lane colorization complete
- Remaining work needed: power connection at several intersections
- Expected to be fully operational Fall 2017



# TPI Investment Program

## 2<sup>nd</sup> Round Overview (Approved September 2014)

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	\$ 1.0
	Geary BRT Phase 1	\$ 4.0
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1 <i>Complete ✓</i>	\$ 8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative	\$ 1.0
<b>Total</b>		<b>\$ 19.0</b>



\*In January 2017, MTC approved reprogramming \$4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which will report with TPI Round 3 projects.



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

### ➤ **Colored Lanes on MTA Rapid Network**

- Clay Street: 2 blocks painted, 3<sup>rd</sup> block expected 2017
- Fourth Street: pending completion of Central Subway roadway work
- Fremont Street: pending completion of Transbay Terminal

### ➤ **9-San Bruno: Potrero Ave Fast Track Transit and Streetscape Improvements**

- Construction underway; 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 and on track
  - AC Transit awarded Adaptive Traffic Control System contract in September, design service contract awarded in December; construction to begin this Fall, completion estimated by early 2018
  - LAVTA awarded Adaptive Signal Control Technology contract in August; detection design contract awarded in December; construction underway, completion estimated Summer 2017





# Clipper Phase 3 Implementation Update

- In March 2014, \$8 million in TPI-Investment funds were committed for Clipper expansion on small operators.
- Fully launched once SMART service begins



\*SMART service opening delayed, now estimated at late Spring 2017.



# TPI Investment Program

## 3<sup>rd</sup> Round Overview (Approved Jan. 2017)

Agency	Project	TPI Amount (\$ millions)
Various	Bay Bridge Forward	\$10.0
SFMTA	Geary BRT Phase 1	\$5.6
SamTrans	Traffic Signal Priority on El Camino Real	\$3.5
BART	Train Seat Modification Project	\$1.5
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
VTA	Santa Clara Pocket Track Light Rail Interlocking	\$0.5
<b>Total</b>		<b>\$26 million</b>

➤ ***Projects will begin reporting next cycle***







# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
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## Legislation Details (With Text)

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<b>File #:</b>	17-2510	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Public Hearing	
<b>File created:</b>	4/5/2017	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Operating Program.				

Pursuant to Sections 30914(d) and (f) of the California Streets and Highways Code, MTC is proposing to program \$5 million annually in available RM2 operating funding capacity to two new projects:

- \$2 million annually to Clipper for operating support
- \$3 million annually to the Transbay Transit Center for additional operating support

A public hearing will be held at the meeting to take comments on the proposal.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [3a\\_RM2\\_Public\\_Hearing.pdf](#)

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

Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Operating Program.

Pursuant to Sections 30914(d) and (f) of the California Streets and Highways Code, MTC is proposing to program \$5 million annually in available RM2 operating funding capacity to two new projects:

- \$2 million annually to Clipper for operating support
- \$3 million annually to the Transbay Transit Center for additional operating support

A public hearing will be held at the meeting to take comments on the proposal.

### Presenter:

Theresa Romell

### Recommended Action:

Public Hearing

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 3a

## Regional Measure 2 Program Public Hearing

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**Subject:** Conduct a public hearing to amend the Regional Measure 2 (RM2) Operating program to add \$5 million in annual operating assistance to two new projects: Clipper® and Transbay Transit Center operations.

**Background:** In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on the seven state-owned bridges in the Bay Area. Pursuant to Section 30914(d) of the California Streets and Highways Code, up to 38 percent of RM2 toll revenues are to be made available annually for the purpose of providing operating assistance for transit services.

The current RM2 Operating program consists of 11 transportation projects intended to reduce congestion or make improvements to travel in the toll bridge corridors. The operating projects in good standing and meeting required RM2 performance standards are being funded at appropriate levels as prescribed by the RM2 legislation. For FY 2017-18, the total funding required by the program falls below the 38 percent limit allowed for operating assistance, leaving operating funding available for programming.

MTC is holding a public hearing in advance of consideration of action to program available RM2 operating funding capacity to two new projects that are consistent with the intent of the RM2 legislation. The proposed operating assistance for the two projects totals \$5 million, annually. Further discussion of the projects is below.

### **Project 12: Clipper® Operations**

Staff proposes to program \$2 million annually to support ongoing operation of the Clipper® program. The Clipper® program was a current recipient of RM2 capital funding. As the region moves towards the implementation of the next generation of the Clipper® system, additional operating support is needed in light of projected expenses exceeding projected operating revenue from existing sources, in the near future.

### **Project 13: Transbay Transit Center**

Staff proposes to program \$3 million annually to the Transbay Transit Center to support operations. This amount would be in addition to the long-standing and ongoing operating subsidy BATA provides of \$4.9 million (for FY2017-18), as reflected in item 2h on today's Committee consent calendar. Successful operation of the new center will be an important component in reducing congestion in the bridge corridors by facilitating transbay public transit. The terminal also received significant capital funding from RM2.

Forecasted costs to operate the new terminal, expected to open by early 2018, indicate funding shortfalls in the first four years of operation that

average approximately \$6.5 million per year. After that time, the retail spaces in the terminal are expected to be built out and fully utilized, generating additional lease revenue which can contribute to the center's operating budget. Before that, however, the Transbay Joint Powers Authority (TJPA) is asking that transit operators using the center provide additional funding to cover the shortfalls. The proposed RM2 operating support would directly offset some of the increased fees to cover the deficit to be paid by transit operators. In particular, the RM2 operating support would benefit AC Transit, which, as the largest tenant of the terminal, is being asked to cover 65 percent of the increased cost. Staff further proposes that after FY2021-22 the RM2 operating support be conditioned on MTC staff's evaluation of on-going support need. Should alternative operating revenue for the terminal come on line or costs reduce, MTC staff may recommend that this additional increment of RM2 operating support be reduced or eliminated.

The total annual funding requirement for the existing and proposed new RM2 operating projects are not expected to exceed the 38 percent limit of RM2 toll revenue generations that may be set aside for operating projects. In years when toll revenue generations have fallen below the threshold needed to fund all projects in the operating program to their full extent, MTC practice has been to apply a proportionate funding reduction to all projects in the program. Going forward, staff proposes that if the need arises to constrain the operating program to available revenue, the proportional approach be continued.

A public hearing will be conducted at today's meeting to take comments on the proposed amendment. The comment period opened on May 26, 2017 and will close on June 28, 2017. Any comments received will be provided at the Committee meeting. Staff will return to the Commission in July with a summary of comments received and with recommendations for approval of the proposed program revision. If the proposed revisions are approved, staff would also return to the Commission with appropriate revisions to the FY2017-18 RM2 Operating Program (MTC Resolution No. 4278) to allocate the funds to the two new projects.

**Issues:** None

**Recommendation:** Receive public input

**Attachments:** Attachment A – Public Hearing Notice, including Draft of MTC Resolution No. 3801, Revised

## **Metropolitan Transportation Commission Notice of Public Hearing**

In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on seven of the state-owned bridges in the Bay Area. In fiscal year 2017-18, the RM2 toll revenue is expected to generate approximately \$130 million in funding for specified capital and operating projects to reduce traffic congestion in the region. Pursuant to Section 30914(d) of the California Streets and Highways Code, up to 38 percent of RM2 toll revenues are to be made available annually for the purpose of providing operating assistance for transit services. The Metropolitan Transportation Commission (MTC) will hold a public hearing in advance of consideration of action to program available RM2 operating funding capacity to new projects.

Currently, RM2 operating projects in good standing with established and required performance standards are being funded at appropriate levels as prescribed by the RM2 legislation. The total annual funding requirement for the existing and proposed new RM2 operating projects will not exceed the 38 percent limit of RM2 toll revenue generations that may be set aside for operating projects. The proposed additions to the operating program total \$5 million annually and are for investments consistent with the intent of RM2.

At its regularly scheduled June 14, 2017 meeting, MTC's Programming and Allocations Committee will hold a public hearing on the proposed additions to the RM2 operating program described in MTC Resolution No. 3801, Revised, and summarized below:

**Project No. 12, Clipper Operating Support**

**Proposed Total RM2 Funding:** \$2.0 million, annually

**Action:** Add project to support ongoing operations of the Clipper transit smart-card program

**Project No. 13, Transbay Transit Center Operating Support**

**Proposed Total RM2 Funding:** \$3.0 million, annually

**Action:** Add project to provide near-term operations support for the Transbay Transit Center. Ongoing funding after fiscal year 2021-22 will be based on MTC staff evaluation of funding needs.

At the regularly scheduled July 12, 2017 Programming and Allocations Committee meeting, MTC staff will report on public comment received, and the committee will refer recommendations to the MTC Commission for final action. The MTC Commission will consider the proposed RM2 fund programming changes at the Commission's July 26, 2017 meeting.

Bay Area residents are invited to comment on the proposed funding and scope changes to RM2 identified above and further described in MTC Resolution 3801, Revised.

The proposed actions are severable from each other; if any project is removed during the course of the hearing process, the remaining projects shall stand.

A public hearing to receive public testimony on these proposed funding changes will be held during MTC's Programming and Allocations Committee meeting on:

**Wednesday, June 14, 2017, at 9:40 a.m.**

(or immediately following the Administration Committee meeting, whichever occurs later)

Bay Area Metro Center Board Room – First Floor  
375 Beale Street, San Francisco, CA 94105

Written comments may be submitted to MTC's Public Information Office at 375 Beale Street, Suite 800, San Francisco, CA 94105; or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments must be received by MTC no later than 4:00 p.m. on June 28, 2017. Oral comments will be received at the public hearing on June 14, 2017. The comment period will close at 4:00 p.m. on June 28, 2017.

The proposed Resolution 3801 Revised, can be viewed on MTC's website at <http://www.mtc.ca.gov>, or you may request a copy from the MTC Public Information Office by e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov), or by phone call to (415) 778-6757. Additionally, copies of the proposed resolution will be available for public review beginning on June 7, 2017 at MTC's offices at the Bay Area Metro Center, 7<sup>th</sup> Floor Receptionist, 375 Beale Street, San Francisco, California.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling (415) 778-6757. Visit <http://www.mtc.ca.gov> for more information. We require at least three days' notice to provide reasonable accommodation. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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

ABSTRACT

MTC Resolution No. 3801, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3801

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

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

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

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

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

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

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



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

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

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

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

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

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

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

NOW, THEREFORE, IT IS

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Bill Doda, Chair

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

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

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

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

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

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

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

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Solano County Express Bus Intermodal Facilities (Streets & Highways Code Section 30914 (c)(6))	Solano Transportation Authority	Reduce funding by \$7,748,578. (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles on subproject 6.3 (Fairfield Transit Center). Sponsor request to transfer \$5,485,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).  Sponsor certified \$2,263,578 in project savings from subproject 6.4 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).	None.
Richmond Parkway Transit Center (Streets & Highways Code Section 30914 (c)(9))	AC Transit	Reduce funding by \$12,150,000 (hearing date April 9, 2014)	Parking structure portion of project cannot be completed or operated due to funding obstacles. Sponsor requested reassignment of funds to AC Transit Enhanced Bus (project 24).	
Sonoma-Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	SMART	Modify description to allow funds to be eligible for construction of Larkspur extension and related elements. Increase funding by \$20,000,000. (hearing date April 9, 2014)	Receive transfer of funds from Greenbrae Interchange/ Larkspur Ferry Access Improvements (project 11).	None.

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Modify description to remove freeway interchange element. Reduce project funding by \$20 million. (hearing date April 9, 2014)	Elements of original project cannot be completed due to delivery obstacles. Transfer \$20 million to SMART (project 10).	None.
Direct High-Occupancy Vehicle Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (Streets & Highways Code Section 30914 (c)(12))	Contra Costa Transportation Authority	Increase funding by \$5,425,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Caldecott Tunnel Improvements (project 36) savings.	None.
Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor (Fairfield/Vacaville Train Station) (Streets & Highways Code Section 30914 (c)(14))	Solano Transportation Authority and Capitol Corridor Joint Powers Authority	Increase funding by \$10,950,126. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$3,201,548 from Regional Express Bus North (project 17) and \$7,748,578 from Solano County Express Bus Intermodal Facilities (project 6).	None.
Regional Express Bus North (Streets & Highways Code Section 30914 (c)(17))	Metropolitan Transportation Commission	Reduce funding by \$1,201,548. (hearing date April 9, 2014)	Funding needed to complete project funding plan for subproject 17.1 (Vallejo Curtola Transit Center). Transfer of \$2,000,000 from Vallejo Station (project 5) to Vallejo Curtola Transit Center to meet funding gap.	None.



<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
			<p>Subproject 17.2 (Fairfield Transit Center) cannot be completed due to delivery obstacles. Sponsor request to transfer \$2,250,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).</p> <p>Sponsor certified \$951,548 in project savings from subproject 17.3 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).</p>	
AC Transit Enhanced Bus (Streets & Highways Code Section 30914 (c)(24))	AC Transit	Increase funding by \$12,760,172. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$12,150,000 from Richmond Parkway Transit Center (project 9), and \$610,172 in project savings from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29).	None.

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC	Increase funding by \$11,9323,828. (hearing date April 9, 2014)	Project savings: Transfer \$610,172 in project savings to AC Transit Enhanced Bus (project 24) and \$2,300,000 in project savings to I-880 North Safety Improvements (project 30).  Additional funding: Receive transfer of \$14,843,000 from Dumbarton Rail (project 4) for Dumbarton Express Bus.	None.
I-880 North Safety Improvements (Streets & Highways Code Section 30914 (c)(30))	ACTC, City of Oakland, California Department of Transportation	Increase funding by \$2,300,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29) savings.	None.
Caldecott Tunnel Improvements (Streets & Highways Code Section 30914 (c)(36))	Contra Costa Transportation Authority	Reduce funding by \$5,425,000. (hearing date April 9, 2014)	Project savings. Transfer to Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (project 12).	None.
Caltrain Electrification (new Streets & Highways Code Section 30914 (c) project)	Caltrain	Add new project and provide \$20 million in funding (hearing date April 9, 2014)	Transfer of funds from Dumbarton Rail (project 4).	None.
Clipper (formerly known as TransLink) (Streets & Highways Code Section 30914 (c)(18))	Metropolitan Transportation Commission	Increase funding by \$13 million; modify scope to include deployment of new technology (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy new technology for Clipper.	None.

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and Metropolitan Transportation Commission	Increase funding by \$21 million; modify scope to include operational improvements and express lane access along the various bridge corridors; add MTC as a sponsor. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.	None.
BART Transit Capital Rehabilitation (Streets & Highways Code Section 30914 (c)(37))	BART	Increase funding by \$40 million; modify scope to allow for purchase of BART cars. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to purchase BART cars.	None.
Clipper <sup>®</sup> (new Streets and Highways Code Section 30914 (d) project 12)	Metropolitan Transportation Commission	Add new project to the RM2 operating program and provide funding of \$2 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Clipper <sup>®</sup> program	None.
Transbay Transit Operating Center (new Streets and Highways Code Section 30914 (d) project 13)	Transbay Joint Powers Authority	Add new project to the RM2 operating program and provide funding of \$3 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Transbay Transit Center	Annual funding level after FY2021-22 will be subject to MTC staff evaluation of operating support needed.

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

Attachment B  
Resolution No. 3801  
Page 1 of 10

**Regional Measure 2 Program: Project List as Amended  
(changes are noted in italics)**

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

- (1) *BART/MUNI access on Market Street Corridor. Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows. Three million dollars (\$3,000,000). The project sponsor is BART. (Project description modification hearing date: April 9, 2014.)*
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009); funding reduced by \$34,843,000 and prior condition removed (hearing date April 9, 2014). Present amount: nine million fifty-seven thousand dollars (\$9,057,000).*

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct improvements to expand *parking capacity and/or amenities, or to improve access*. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (10) Sonoma-Marin Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; *construct Larkspur extension and related elements*. Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9,*

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

- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by *extending a multiuse pathway from the vicinity of Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal.* Sixty-five million dollars (\$65,000,000). *Funding reduced by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011.); funding reduced by \$20,000,000 (hearing date April 9, 2014). Present amount is forty-three million five hundred thousand dollars (\$43,500,000.)* The project sponsor is *Transportation Authority of Marin.*
- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). *Funding increased by \$5,425,000 (hearing date April 9, 2014). Present amount: twenty million, four hundred twenty-five thousand dollars (\$20,425,000).* The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.
- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield

Station. Twenty-five million dollars (\$25,000,000). *Funding increased by \$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126).* The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.

- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.
- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.
- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). *Funding reduced by \$1,201,548 (hearing date April 9, 2014). Present amount: Eighteen million, seven hundred ninety-eight thousand, four hundred fifty-two dollars (\$18,798,452).* The project sponsor is the Metropolitan Transportation Commission.
- (18) Clipper (formerly known as TransLink). Integrate the Bay Area's regional smart card technology, Clipper, with operator fare collection equipment, expand system to new transit services, and deploy new technology. Twenty-two million dollars (\$22,000,000). *Funding increased by \$13,000,000 (hearing date November 9, 2016). Present amount: Thirty-five million dollars (\$35,000,000).* The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.

- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- (21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009). Present Amount: Thirty-three million eight hundred one thousand dollars (\$33,801,000).*
- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009). Present Amount: One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).*



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

at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.

- (29) Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. Twenty-two million dollars (\$22,000,000). *Funding increased by \$11,932,828 (hearing date April 9, 2014), and increased by \$21,000,000 (hearing date November 9, 2016). Present amount: fifty-four million, nine hundred thirty-two thousand, eight hundred twenty-eight dollars (\$54,932,828). The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.*
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). *Funding increased by \$2,300,000 (hearing date April 9, 2014). Present amount: twelve million, three hundred thousand dollars (\$12,300,000).* The project sponsors are Alameda County Transportation Commission, City of Oakland, and the Department of Transportation.
- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars (\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009). Prior condition removed (hearing date April 9, 2014). Present Amount: One hundred eighty-six million dollars (\$186,000,000).*
- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.
- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). The project sponsors are Caltrain and BART.

- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion. Marketing program to promote tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000).
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). *Funding reduced by \$5,425,000 (hearing date April 9, 2014). Present amount: forty-five million, seventy-five thousand dollars (\$45,075,000).* The project sponsor is the Contra Costa Transportation Authority.
- (37) *BART Transit Capital Rehabilitation. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08, and to purchase replacement BART car vehicles. Twenty-four million dollars (\$24,000,000). Funding increased by \$40,000,000 (hearing date November 9, 2016). Present amount: sixty-four million dollars (\$64,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)*
- (38) *Regional Express Lane Network. Provide funds to plan and construct express/toll lanes. Priority will be given to conversion of the High-Occupancy Vehicle (HOV) lanes on Interstate 80 in Alameda and Contra Costa Counties to express lanes. Four million, eight hundred twenty five thousand, four hundred fifty five dollars and forty three cents (\$4,825,455.43). The project sponsor is MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action). (New project added: hearing date April 10, 2013)*
- (39) *Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County. Provide funds to plan and construct interchange improvements in the vicinity of Interstate 80 and San Pablo Dam Road to reduce congestion and*

*improve traffic safety. Eight million dollars (\$8,000,000). The project sponsor is the Contra Costa Transportation Authority. (New project added: hearing date April 10, 2013)*

*(40) Caltrain Electrification. Provide funding for the electrification of Caltrain. Twenty million dollars (\$20,000,000). The project sponsor is Caltrain.*

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

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

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

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).
- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) Dumbarton *Bus*. Five million five hundred thousand dollars (\$5,500,000) *(Eligibility changed from Rail to Bus; hearing date January 11, 2012.)*
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to

landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).

- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.
- (12) *Clipper Operations. Two million dollars (\$2,000,000) without escalation. (project added, hearing date June 14, 2017)*
- (13) *Transbay Transit Center Operations. Three million dollars (\$3,000,000) without escalation. (project added, hearing date June 14, 2017)*



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2627      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4278. FY2017-18 RM2 Operating Program.

Adopt the FY2017-18 RM2 Operating Program and provide an update about routes that are at risk of losing funds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a Reso-4278 2017-18 RM2 Op Program.pdf](#)

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

MTC Resolution No. 4278. FY2017-18 RM2 Operating Program.

*Adopt the FY2017-18 RM2 Operating Program and provide an update about routes that are at risk of losing funds.*

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

## Programming and Allocations Committee

June 14, 2017

Item Number 4a

### Resolution No. 4278

**Subject:** Adopt the FY2017-18 Regional Measure 2 (RM2) Operating Program and provide an update about routes at risk of losing funding.

**Background:** This item adopts the FY2017-18 Regional Measure 2 (RM2) Operating Program and provides a brief summary of routes at risk of losing funds. The overall program is very similar to last year's program.

MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service).

Subject to the approval of the FY2017-18 Bay Area Toll Authority (BATA) budget, Resolution 4278 adopts the Operating Assistance Program for FY2017-18 and includes roughly \$43.7 million in RM2 funds. In general, the same transit routes and services as last year are proposed for funding. However, as discussed in agenda item 2e, minor adjustments continue to be made to the programming for the Richmond Bridge, Express Bus North, and Express Bus South categories as operators who received additional funding in FY 2015-16 respond to service needs. A small amount of funds in Express Bus North is unprogrammed.

The RM2 program also identifies \$3.9 million in marketing funding for Clipper® and other RM2 projects. Notably, the marketing budget includes \$500,000 for AC Transit for RM2-funded service such as the Bus Rapid Transit/1R service and Transbay service/Transbay Comprehensive Operational Analysis. The RM2 marketing support will free up funds for AC Transit to use in support of school bus service. The marketing program is also included in the proposed FY2017-18 BATA budget and subject to its approval.

**At-risk Routes:** The Dumbarton Express DB1, AC Transit's Route LA and County Connection's Route 96x are currently not meeting RM2 performance standards. Below is a preliminary update on these routes. Staff will return in the Fall to provide a comprehensive update on the performance of RM2-funded routes. The farebox recovery of the at-risk routes is as follows:

Service	Type of Service	Required Farebox	FY2016-17 thru 12/2016 Farebox (unaudited)	FY2015-16 Farebox	FY2014-15 Farebox
DBROC-DB1	All day <sup>1</sup>	20%/30%	22.4%	25.9%	26.9%
AC Transit-LA	Peak	30%	19.1%	24.0%	24.6%
CCCTA-96x	Peak	30%	24.1%	24.1%	25.0%

*Note 1: DB1 changed to all day in FY2016-17. It was peak-only service prior to this fiscal year.*

The Dumbarton Express DB1 has not met the RM2-required farebox recovery standard of 30% since the RM2 Program began to provide full support of service in FY2012-13. The DB1 was required to achieve the performance standard by the end of FY 2014-15. It was in its grace year of funding in FY2015-16. Based on ridership patterns showing a demand for mid-day service and in anticipation of the recommendations of a study of the Dumbarton corridor, MTC agreed to provide additional funding for all-day service rather than peak-only service for FY 2016-17 contingent upon cost per passenger not worsening. However, ridership continues to decline on the service and the route will need another grace year of funding in FY 2017-18.

Improving transit ridership on the corridor is a challenge. Lack of parking along the Dumbarton corridor is a major obstacle to ridership growth with the only park and ride lot often filled by 7:00 am. Acting as the head of the transit consortium operating DB1, AC Transit is exploring expansion of the park and ride and other parking opportunities. The aforementioned corridor study draft report includes several short-term capital improvements that would benefit transit service and potentially increase ridership. Private entities served by the DB1 also have expressed interest in partially funding the service.

Over the last several years, AC Transit's Route LA and County Connection's (CCCTA's) Route 96x were restructured to include fewer mid-day trips, causing these routes to need to conform to the 30% farebox requirement for peak service routes. Due to this higher standard, both routes are now at-risk of losing funds.

Both AC Transit and CCCTA have been informed that they will be in a grace year of funding in FY2017-18. Staff may recommend termination of funding starting in FY 2018-19. In the meantime, AC Transit is conducting a Comprehensive Operational Analysis of its Transbay Service. Preliminary recommendations are expected this Fall and AC Transit will provide a corrective action proposal for Route LA at that time. CCCTA is currently considering options and will send MTC a proposed corrective action plan.

Finally, some good news. Last year, the South San Francisco (SSF) ferry was given until the end of FY 2018-19 to meet the RM2-required 40% farebox recovery standards. The farebox continues to grow at a rapid rate and after three quarters of reporting in FY2016-17, farebox recovery is at 37%.

**Issues:** This proposed program does not include funding for the two projects that are the subject of the public hearing in item 3a. Staff will return to the Commission at a future date with program revisions pending the outcome of the hearing process.

**Recommendation:** Refer MTC Resolution No. 4278 to the Commission for approval.

**Attachments:** MTC Resolution No. 4278



Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4278

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2017-18.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2017-18 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4278

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 66500 *et seq.*; 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, which increased 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2017-18, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$100,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California on June 28, 2017.

**FY 2017-18 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (1,2)</b>	<b>Notes</b>
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,130,612	
		Golden Gate Transit	Route 40 Express Service Pilot	343,113	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		SolTrans	Route 82 Pilot	30,000	
		Solano TA	TBD	61,734	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	819,550	
		WestCat	Bay Bridge Forward Service Start-up	100,000	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,432,828	
		AC Transit	Route DB1	1,534,148	
			<b>Total</b>	<b>2,966,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	900,800	
		WETA	Alameda/Oakland	5,123,400	
		WETA	Vallejo	6,353,000	
		WETA	South San Francisco	2,922,800	
		WETA	Bay Bridge Forward Service Expansion	1,200,000	
			<b>Total</b>	<b>16,500,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	227,000	
			<b>Total</b>	<b>2,054,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	<b>2,500,000</b>	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	<b>3,000,000</b>	
11	WETA planning	WETA	Planning and operations	<b>3,000,000</b>	
<b>Grand Total</b>				<b>43,745,338</b>	

**RM2 Marketing Assistance Program (4)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed (4)</b>	<b>Notes</b>
Clipper®	MTC	Public Information and Marketing	2,700,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Seamless Transit Map	MTC	Public Information	270,000	
Wayfinding	MTC	Public Information	40,000	
The Hub Regional Resource Center	MTC	Center Operations	100,000	
AC Transit Services	AC Transit	Public Information and Marketing	500,000	
New or Expanded Transit Services	TBD	Public Information and Marketing	50,000	
<b>Grand Total</b>			<b>3,860,000</b>	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2017-18 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	17-2628	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	5/12/2017	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 4279, 4284, and 4285.				

Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b Reso-4279-4284-4285 TransitOps & CapitalProjectsAllocation.pdf](#)

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

MTC Resolution Nos. 4279, 4284, and 4285.

*Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.*

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 14, 2017

Agenda Item 4b

**MTC Resolution Nos. 4279, 4284, and 4285**

**Subject:** Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.

**Background:** This month's proposed actions begin the annual allocation process of these funds for FY2017-18. Entities requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4278).

<b>Transit Operator/ Claimant</b>	<b>TDA Resolution No. 4284</b>	<b>STA Resolution No. 4285</b>	<b>RM2 Op. Resolution No. 4279</b>	<b>Total</b>
<b>LAVTA</b>	\$13,850,852	\$ -	\$ -	<b>\$13,850,852</b>
<b>TriDelta Transit (ECCTA)</b>	\$10,284,989	\$ 3,694,112	\$ -	<b>\$13,979,101</b>
<b>County Connection (CCCTA)</b>	\$19,877,894	\$1,612,760	\$ -	<b>\$21,490,654</b>
<b>MTC</b>	\$ -	\$11,080,700	\$ -	<b>\$11,080,700</b>
<b>Vacaville</b>	\$ 2,459,551	\$ -	\$ -	<b>\$ 2,459,551</b>
<b>WETA</b>	\$ -	\$ -	\$19,500,000	<b>\$19,500,000</b>
<b>Total</b>	<b>\$46,473,286</b>	<b>\$16,387,572</b>	<b>\$19,500,000</b>	<b>\$82,360,858</b>

Information regarding the operating budgets and service plans of the above operators is provided in Attachment A. Some highlights are:

- WETA expects to have a service increase that is slightly higher than the budget increase. Additional RM2 operating approved as part of the Bay Bridge Forward project is helping to fund the service increase.
- The other four small operators will keep service levels constant while only one will keep costs under inflation costs.
- The STA allocation for MTC is to support Clipper® annual operating and capital needs. Once Sonoma Marin Area Rail Transit (SMART) starts service later this year, Clipper® will be available on 23 operators.

*Senate Bill 1 (SB1) Transit Funding*

In March of this year, the California Legislature passed SB1, the *Road Repair and Accountability Act of 2017*, consisting of approximately \$5 billion annually of transportation funding, of which \$355 million will be directed to transit operations and capital projects through the same formula used to distribute State Transit Assistance (STA) funds in the state. The Bay Area share of these funds is expected to be approximately \$105 million in FY 2017-18, increasing to an estimated \$133 million in FY 2018-19. The SB1 funding essentially doubles the level of funding of the current STA program. Staff will return to the Commission in the coming months with much more information regarding the SB1 programs

and some policy options for the Commission to consider in spending these new funds.

In conjunction with the start of the annual allocation process described above, MTC staff conducted an informal poll of transit agencies in the region to determine how operators are planning to use the new funding from SB1. Almost all operators indicated that the funds would be used to offset increases in operating costs resulting from rising labor and contracting costs, or recent service increases. Lower ridership and farebox recovery, likely resulting from increased use of ridesharing services and low gas prices, have also placed a strain on operator budgets that SB1 funding will help to alleviate as noted in a few examples below:

- BART has indicated that the funding from SB1 will allow them to forego reductions in service that were being considered prior to the passage of SB1.
- AC Transit, also suffering from recent ridership decreases, will use the funding to sustain existing services, as well as fund the new operations and maintenance costs that will be associated with Bus Rapid Transit when it begins service in FY 2018-19.

Some operators will also use some of their funding for state of good repair, or asset replacement projects, among them:

- Caltrain indicated they will invest SB1 funds in revenue vehicle rehabilitation and SamTrans will invest in the replacement of end-of-life diesel buses with electric buses.
- WETA also plans to use the funds for capital projects or local match for Federal state of good repair funding.

While SB1 provides transit operators in the region with a significant boost in operating revenue, the region must continue to focus on operating efficiencies and cost control, if higher funding levels are to translate into increased public transit service.

The STA funds proposed to be allocated in this item are the “base” STA funds that are already included in MTC’s adopted Fund Estimate; the allocations do not include any of the new SB1 funds.

**Issues:** Except for WETA, operating costs are rising much faster than service levels for all the transit agencies subject to these allocations. See Attachment A for details.

**Recommendation:** Refer MTC Resolution Nos. 4279, 4284, and 4285 to the Commission for approval.

**Attachments:** Attachment A – Transit Operator Budget Summary  
MTC Resolution Nos. 4279, 4284, and 4285



## Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request <sup>1</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
LAVTA	\$17,660,889	\$18,365,924	4.0%	0.2%	\$12,012,120	65.4%	<ul style="list-style-type: none"> <li>LAVTA is considering options to increase fare revenue by increasing the cost of a few fare products.</li> <li>Over half of the budget increase is due to the pilot ridesharing project, Go Dublin!, which is the first partnership between a Bay Area transit provider and Transportation Network Companies.</li> <li>LAVTA is conducting a comprehensive paratransit assessment as well as its first long-range transit plan.</li> </ul>
Tri Delta Transit (ECCTA)	\$20,578,000	\$21,037,727	2.2%	0%	\$16,091,418	72.7%	<ul style="list-style-type: none"> <li>Two additional staff and increases in the cost of purchased transportation account about evenly for the budget increase.</li> <li>ECCTA will implement a pilot with Transportation Network Companies for first/last miles connections with the goal of decreasing paratransit costs and increasing fixed route ridership.</li> </ul>
County Connection (CCCTA)	\$35,687,792	\$ 38,112,255	6.8%	0.8%	\$22,950,832	61.1%	<ul style="list-style-type: none"> <li>A \$500,000 contingency accounts for 20% of the budget increase.</li> <li>Increases in wages and benefits and budgeting for two vacant positions account for 40% of the increase.</li> <li>Costs continue to exceed revenue and reserves are rapidly declining. CCCTA is considering various options to maintain long-term fiscal health.</li> </ul>
Vacaville	\$ 2,365,298	\$ 2,459,242	4.0%	0%	\$1,130,551	46.0%	<ul style="list-style-type: none"> <li>Vacaville will perform a comprehensive review of its service. The last service change was ten years ago and the City saw eight consecutive years of ridership growth following that change.</li> <li>Vacaville has a new contracted service provider and costs are expected to rise.</li> </ul>

<sup>1</sup> 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.

## Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request <sup>2</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
WETA	\$38,152,000	\$40,779,500	6.9%	7.7%	\$18,300,000	54.8%	<ul style="list-style-type: none"> <li>• WETA received the first of seven new ferries. Three ferries will replace ones that are at the end of their useful lives and four are for expanded and new service. WETA currently has 13 ferries.</li> <li>• Purchased transportation is increasing \$1.9 million and accounts for 75% of the budget increase due to wage increases for contracted service, additional maintenance staff, and increased service.</li> <li>• WETA currently has a 61% farebox recovery, expects ridership growth, and will have a 3% fare increase. Despite these factors, WETA is only budgeting for fare revenue to cover half of the total operating budget. In addition, actual spending in FY2016-17 is 12% under budget.</li> </ul>

<sup>2</sup> 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 28, 2017  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4279

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2017-18.

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

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4279

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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Jake Mackenzie, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on June 28, 2017.

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

Attachment A  
MTC Resolution No. 4279  
Page 1 of 1

FY 2017-18 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2017-18 RM2 Operating Program (MTC Resolution 4278). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Res. 4228 was adopted on June 22, 2016.

<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>	<b>Org Key</b>
WETA	Planning and Administration	3,000,000	01	06/28/17	11	n.a.	801851400
WETA	Ferry Operations	16,500,000	02	06/28/17	6	40% Peak service, 30% All Day Service	801850900
<b>Total</b>		<b>19,500,000</b>					

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4284

This resolution approves the allocation of fiscal year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), TriDelta (Eastern Contra Costa Transit Authority), LAVTA (Livermore Amador Valley Transit Authority), and Vacaville.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.



Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4284

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 2017-18 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 2017-18 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 2017-18 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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Jake Mackenzie, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California, on June 28, 2017.

Date: June 28, 2017  
Referred by: PAC

Attachment A  
MTC Resolution No. 4284  
Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
DURING FISCAL YEAR 2017-18

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

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>	<b>Apportionment Area</b>	<b>Note</b>
<b>5802 - 99260A Transit - Operations</b>						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
CCCTA	Transit Operations	19,877,894	02	06/28/17	CCCTA	
ECCTA	Transit Operations	10,284,989	03	06/28/17	ECCTA	
Vacaville	Transit Operations	1,130,551	04	06/28/17	Vacaville	1
	<b>Subtotal</b>	<b>41,072,004</b>				
<b>5803 - 99260A Transit - Capital</b>						
LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
	<b>Subtotal</b>	<b>5,401,282</b>				
	<b>TOTAL</b>	<b>46,473,286</b>				

**Note:**

(1) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 6/14/17.

Date: June 28, 2017  
Referred by: PAC

Attachment B  
Resolution No. 4284  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2017-18  
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.

**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 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT  
Resolution No. 4285

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2017-18.

This resolution allocates funds to County Connection (CCCTA), Tri Delta Transit (ECCTA), and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4285

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 2017-18 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 2017-18 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 4249, 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.); and

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; 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 2017-18 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;

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; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California, on June 28, 2017.

Date: June 28, 2017  
Referred by: PAC

Attachment A  
MTC Resolution No. 4285  
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
DURING FISCAL YEAR 2017-18

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	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	<b>Subtotal</b>	<b>2,682,276</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
	<b>Subtotal</b>	<b>2,624,596</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	<b>Subtotal</b>	<b>11,080,700</b>			
	<b>TOTAL</b>	<b>16,387,572</b>			

Date: June 28, 2017  
Referred by: PAC

Attachment B  
Resolution No. 4285  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2017-18 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 Fixing America's Surface Transportation (FAST) Act, 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 area wide 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

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2618      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4250, Revised. Allocation of \$750,000 for Bay Bridge Forward Flexible Transit Services.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [4c Reso-4250 Flex Transit Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4250, Revised. Allocation of \$750,000 for Bay Bridge Forward Flexible Transit Services.

**Presenter:**  
Kenneth Kao

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 4c

## MTC Resolution No. 4250, Revised

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- Subject:** Allocation of \$750,000 in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: Flexible Transit project.
- Background:** In July 2016, the Commission approved the One Bay Area Grant (OBAG) Cycle 2 framework. That framework included \$40 million for Bay Bridge Forward, a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds.
- One element of the Bay Bridge Forward suite of projects is Flexible Transit. This project will pilot new on-demand transportation services between the East Bay and San Francisco to complement overcrowded routes, test the viability of such a service, and utilize other Bay Bridge Forward improvements such as the West Grant HOV/Bus Only Lane and HOV CHP enforcement pilots. The project will also implement a supportive transportation demand management platform to both help inform the pilot service and measure the effectiveness of testing different commuter incentives and commute mode options.
- MTC plans to contract with UC San Francisco (UCSF) to pilot transit service between the East Bay and UCSF for 12-18 months. UCSF will then contract with a provider for transit services. This project will test the viability of such a service by continually adjusting service to optimize routes and ridership. The services will be open to UCSF, Kaiser, other nearby employers, and to the public. UCSF will monitor and provide MTC with shuttle, ridership, and employee commuter data to evaluate the program's effectiveness in reducing drive-alone rates.
- Issues:** The Operations Committee considered the proposed cooperative agreement between MTC and UCSF on June 9, 2017. The cooperative agreement is contingent upon the allocation of these RM2 funds, and up to \$750,000 will be provided to UCSF only if the cooperative agreement is approved.
- Recommendation:** Refer MTC Resolution No. 4250, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4250, Revised

Date: December 21, 2016  
W.I.: 1255  
Referred by: PAC  
Revised: 05/24/17-DA  
06/28/17-C

### ABSTRACT

#### MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

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 Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016 and June 14, 2017.



Date: December 21, 2016  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4250

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 Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor 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 project sponsor 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 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; 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 MTC staff's review of the project sponsor'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 project sponsor 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 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



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David Correse, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on December 21, 2016.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward  
Sponsor: Metropolitan Transportation Commission  
Project Number: 29.7

Activities to be funded with Allocation #1:					
This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000

Activities to be funded with Allocation #2:					
Allocation #2 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.					
Allocation #3 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425002	24-May-17	\$ 730,000	ENV/PE	FY 2016-17	\$ 3,042,000
17425003	24-May-17	\$ 200,000	PS&E	FY 2016-17	\$ 3,242,000

Activities to be funded with Allocation #3:					
Allocation #4 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425004	28-Jun-17	\$ 750,000	ENV/PE	FY 2016-17	\$ 3,992,000



# Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016  
Attachment C  
MTC Resolution No. 4250  
Revised: 06-28-17-C

## RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor <b>Metropolitan Transportation Commission</b>	Other Sponsors(s) <b>None.</b>	Implementing Agency (if applicable) <b>Metropolitan Transportation Commission</b>
Legislated Project Description Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) <b>29.7 Bay Bridge Forward (\$21,000)</b> 29.X Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) <b>\$27,100</b>
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	\$5,142
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	\$2,388
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	6/2020	\$19,570

**Total: \$27,100**

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Bay Bridge Forward	<b>Project No.</b>	29.7
<b>Lead Sponsor</b>	Metropolitan Transportation Commission	<b>Last Updated</b>	6/28/2017

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
<b>Committed</b>										
RM2	Env./ PE		3,792		1,000					4,792
Local/Regional	Env./ PE		350							350
RM2	PS&E		1,388			1,000				2,388
RM2	CON		120	9,650		4,050				13,820
STP	CON			2,500						2,500
Local/Regional	CON			3,250						3,250
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100
<b>Uncommitted</b>										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>Future</b>	<b>Total</b>
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100

# REGIONAL MEASURE 2 PROGRAM

## Project Cash Flow Plan

December 21, 2016  
Attachment D  
MTC Resolution No. 4250  
Org. Key: 840-8829-07  
Page 1 of 1  
Revised: 05/24/17-DA  
06/28/17-C

Project Title: Bay Bridge Forward  
Sponsor: Metropolitan Transportation Commission  
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
<b>RM2 Funds Total</b>		<b>3,992,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,992,000</b>
<b>Environmental, PE</b>	<b>0</b>	<b>4,142,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,142,000</b>
RM2		3,792,000					3,792,000
Local/Regional Funds		350,000					350,000
<b>Final Design (PS&amp;E)</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
RM2		200,000					200,000
							0
							0
<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
<b>Construction</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
<b>TOTAL FUNDING</b>							
Environmental	0	4,142,000	0	0	0	0	<b>4,142,000</b>
Final Design (PS&E)	0	200,000	0	0	0	0	<b>200,000</b>
Right of Way	0	0	0	0	0	0	<b>0</b>
Construction	0	0	0	0	0	0	<b>0</b>
<b>PROJECT TOTAL</b>	<b>0</b>	<b>4,342,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,342,000</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2632      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** CTC Update

Update on the May 17 and June 28-29, 2017 CTC meetings.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5a CTC Update.pdf](#)

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

CTC Update

*Update on the May 17 and June 28-29, 2017 CTC meetings.*

**Presenter:**

Kenneth Kao

**Recommended Action:**

Information



**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**June 14, 2017**

**Agenda Item 5a**

**California Transportation Commission Update**

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**Subject:** Update on the May and June 2017 California Transportation Commission Meetings.

**Background:** The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

**May CTC Meeting (May 17, San Diego, California)**

The CTC met and took the following actions:

- Adopted an **Implementation Plan for Senate Bill 1**, which lays out the various schedules for guidelines and program adoptions (see attached summary). Of particular interest was CTC staff's proposal to split the Local Partnership Program (\$200 million per year) as 75% competitive, 25% formula. Many public agencies testified in favor of a more formula-based program, similar to Proposition 1B's State-Local Partnership Program (5% competitive, 95% formula). CTC approved the staff recommendation leaving open the possibility of changing the competitive/formula percentages in the future.
- Discussed **Senate Bill 1**, and emphasized the importance of delivering projects as soon as possible. CTC staff will hold workshops on various programs in June. MTC staff will attend and participate in these workshops.
- Deferred action on the **California Freight Investment Program Guidelines**, recognizing trailer bill language that would combine the federal formula freight funds and the Trade Corridor Enhancement Account (\$300 million per year from SB1) into one program.
- Adopted the **2018 State Transportation Improvement Program (STIP) Fund Estimate (FE) Assumptions**, which will directly influence the 2018 STIP FE (see June) and determine how much STIP funds the region will be able to program later this year.
- Approved one **STIP Amendment** and noticed three STIP Amendments for action in June.

**June CTC Meeting (June 28-29, Sacramento, California)**

The CTC is scheduled to discuss the following issues of significance to the region. Note that the meeting date is after the MTC Programming and Allocations Committee meeting; any important updates will be presented at the July Committee meeting.

1. Adoption of 2018 Active Transportation Program Guidelines  
SB1 included \$100 million per year in additional funding for the Active Transportation Program (ATP). Staff expects CTC to adopt guidelines for the

new ATP funds available in FY 2017-18 and FY 2018-19, with the main goal to advance projects selected in ATP Cycle 3 (which covered FY 2019-20 and FY 2020-21) and award funds to projects not selected in ATP Cycle 3. MTC staff will monitor the draft statewide guidelines, which will influence any updates to the region's guidelines and program. MTC staff expects to return to this Committee in July and September with further recommendations.

2. **Presentation of Draft 2018 STIP Fund Estimate and Guidelines**  
Caltrans will present the draft 2018 State Transportation Improvement Program (STIP) Fund Estimate and CTC will present the draft STIP Guidelines. The 2018 STIP Fund Estimate and Guidelines will be adopted in August. With the passage of the state transportation funding package in April, MTC staff expects over \$160 million be available for programming in the Bay Area. MTC staff will return to this Committee in September for MTC's Regional Transportation Improvement Program (RTIP) Policies and Procedures, and request Commission approval of the RTIP in December.

3. **Other CTC Actions / Items**

- **SB1 Program Guideline Development.** CTC staff will give an update on the implementation of SB1 programs, including development of guidelines. MTC staff will actively monitor and participate in the development of SB 1 programs. As of the time of writing, CTC has scheduled two workshops: June 9 and June 28.
- **Other Actions.** Staff expects the CTC to approve various allocations and extensions for STIP and ATP projects. Staff expects approval of three STIP amendments for BART, San Mateo C/CAG, and VTA, among others.

The subsequent CTC meeting is scheduled for August 16-17, 2017 in Oakland.

**Issues:** None.

**Recommendation:** Information. No action required.

**Attachments:** SB1 CTC Program Summary

**Metropolitan Transportation Commission**

*June 14, 2017 Programming and Allocations Committee, Item 5b*

**SB 1 CTC Program Summary**

Programs Administered by the California Transportation Commission

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Below is a summary of programs administered by the California Transportation Commission, and the estimated annual funding levels, guidelines, and program adoption dates.

	Program Name	Annual Statewide Amount (Est. \$M)	CTC Guidelines Adoption (Estimated)	CTC Program Adoption (Estimated)
Existing Pgms.	2018 Active Transportation Program (ATP) Cycle 3.5	\$100	June 2017	October 2017 (Statewide) December 2017 (Regional)
	2019 Active Transportation Program (ATP) Cycle 4*	\$220	March 2018	October 2018 (Statewide) December 2018 (Regional)
	2018 SHOPP	\$1,900	June 2017	March 2018
	2018 STIP*	\$300	August 2017	March 2018
New Pgms.	Local Partnership Program	\$200	October 2017	June 2018
	Local Streets and Roads	\$1,500	October 2017	Ongoing
	Solutions for Congested Corridors Program	\$250	December 2017	May 2018
	Trade Corridors Enhancement Account*	\$480	February 2018	May 2018

\* Annual amounts include non-SB1 funding sources

**Source:** CTC Implementation Plan for SB 1, Tab 15, May 17, 2017 CTC Meeting and Discussion

[http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-05/Yellows/Tab\\_15\\_4.6.pdf](http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-05/Yellows/Tab_15_4.6.pdf)