

# Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2015

Agenda Item 3a

## MTC Resolution Nos. 3712, Revised, and 4035, Revised

**Subject:** Allocation of \$6.1 million in Regional Measure 2 (RM2) funds to the Sonoma Marin Area Rail Transit District (SMART) for vehicle procurement activities and revision to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) program to revise the County Congestion Management Agency (CMA) program. MTC Resolution Nos. 3712, Revised and 4035, Revised.

**Background:** **SMART:** This action is a net-zero funding exchange between a SMART train car set purchase and the SMART Larkspur Extension, as shown in the table below. Regional Measure 2 (RM2) funds will be used for the train car purchase instead of currently programmed federal STP/CMAQ funds. The STP/CMAQ funds replace the RM2 funds for the Larkspur Extension.

### Funding Exchange Between STP/CMAQ and RM2 for SMART Projects

|                          | Current Funding Source<br>(\$ millions) |             | Proposed Funding Source<br>(\$ millions) |             |
|--------------------------|---|-------------|--|-------------|
| Project                  | STP/CMAQ                                | RM2         | STP/CMAQ                                 | RM2         |
| SMART Train Car Set      | \$6.1                                   | \$0         | \$0                                      | \$6.1       |
| SMART Larkspur Extension | \$0                                     | \$20        | \$6.1                                    | \$13.9      |
| <b>Total</b>             | <b>\$6.1</b>                            | <b>\$20</b> | <b>\$6.1</b>                             | <b>\$20</b> |

In December 2012, MTC programmed \$6.6 million in federal STP/CMAQ funds to purchase a seventh SMART train car set. The MTC action followed the Sonoma County Transportation Authority (SCTA) approval of the SMART funding as part of the county's OBAG program. The staff report for the MTC action noted that should there be eligibility issues for vehicle purchase with federal funding, MTC staff would work with SMART and SCTA on funding exchange options.

In 2013, the Federal Transit Administration (FTA) determined that SMART would not be allowed to use federal funds on the rail cars because at the time a purchase option with the train car manufacturer was authorized, the project had not been federally certified. However, SMART now has FTA environmental certification for the San Rafael to Larkspur Extension project. As a result, federal funds can be spent on the Larkspur extension, but not the rail cars.

Of the \$6.6 million in federal STP/CMAQ funds originally programmed for the rail cars, a \$500,000 exchange has already been approved with SMART sales tax for the SMART Clipper Card Service project. Therefore, \$6.1 million of STP/CMAQ currently remains in the SMART Vehicle Purchase project. Staff proposes removing the Vehicle Purchase project from the OBAG program, and reprogramming the funds to the SMART San Rafael to Larkspur Extension project. The SCTA Board is expected to consider this funding exchange at their

meeting in September. Because this action moves the OBAG funds to a regional project, MTC staff recommends that the \$6.1 million be considered as regional funds going forward rather than as part of the Sonoma County OBAG share.

Additionally, in May 2014, MTC redirected \$20 million in RM2 funds to the SMART project and expanded the scope to include the construction of the Larkspur extension and related elements. Staff recommends allocating \$6.1 million of RM2 funds for the SMART Vehicle Purchase project for the purchase of a seventh train car set. SMART is requesting this allocation now in order to meet delivery milestones for the vehicles. The net result is that OBAG funds would be used for the Larkspur extension, and RM2 funds would be used for the vehicles.

Since the 2014 RM2 action, the SMART Larkspur extension was included in the President's FY2016 budget request for \$20 million of Small Starts funding. The project is expected to cost approximately \$40 million, so would be fully funded through the federal small starts (when available), OBAG, and RM2 funds.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3712, Revised and 4035, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3712, Revised.  
MTC Resolution No. 4035, Revised – Attachment B-2

Date: July 27, 2005  
W.I.: 1255  
Referred by: PAC  
Revised: 04/25/07-C 03/26/08-C  
04/28/10-C 09/28/11-C  
10/26/11-DA 03/28/12-C  
09/23/15-C

### ABSTRACT

#### MTC Resolution No. 3712, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension project sponsored and implemented by the SMART.

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 Sonoma Marin Area Rail Transit District's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 25, 2007 to approve \$600,000 in supplemental final design funds and \$400,000 for right-of-way funds for subproject 1, Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project.

This resolution was amended on March 26, 2008 to allocate \$7.8 million in construction funds for subproject 1: Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, Phase A.

This resolution was amended on April 28, 2010 by Commission action to rescind \$2.5 million from Phase A of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, and to allocate \$6.1 million in construction funds for Phase B of the same project.

This resolution was revised on September 28, 2011 to allocate \$23.1 million towards the design/construction of the SMART Initial Operating Segment.

## ABSTRACT

MTC Resolution No. 3712, Revised

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This resolution was revised via Delegated Authority on October 26, 2011 to rescind a total of \$155,025 in savings from prior allocations to the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project and reallocate the same amount towards the design/construction of the SMART Initial Operating Segment.

This resolution was revised on March 28, 2012, to modify the scope of the SMART project allocation to add an intermediate station and extend the line to Santa Rosa North, as were included in the Initial Operating Segment construction contract awarded by SMART.

This resolution was revised on September 23, 2015 to allocate \$6.1 million toward the acquisition of a two-car train set for the SMART Initial Operating Segment and Larkspur Extension.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, and September 9, 2015.

Date: July 27, 2005  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District Corridor Ferry Extension

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3712

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, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, Sonoma Marin Area Rail Transit District (SMART) has submitted a request for the allocation of RM 2 funds for the SMART Corridor Ferry Extension project; and

WHEREAS, SMART's Corridor Ferry Extension is identified as capital project number 10 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, SMART 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 SMART 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 SMART'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

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 SMART'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 SMART complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on July 27, 2005.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Sonoma - Marin Area Rail Transit District (SMART) Train Set  
Sponsor: Sonoma - Marin Area Rail Transit District  
Project Number: 10.3

| Allocation No. 10.3-1  |                  |              |       |                       |                             |
|--|------------------|--------------|-------|-----------------------|-----------------------------|
| Activities to be funded with Allocation #1:  |                  |              |       |                       |                             |
| This allocation will fund the purchase of a two-car train set for the SMART Initial Operating Segment and Larkspur Extension. Such that the total train sets are at least seven. |                  |              |       |                       |                             |
| Funding Information for Allocation #1:   |                  |              |       |                       |                             |
| Allocation<br>Instruction No.  | Approval<br>Date | Amount       | Phase | Reimbursement<br>Year | Cumulative<br>Total To Date |
| 16371208   | 23-Sep-15        | \$ 6,100,000 | CON   | FY 2015-16            | \$ 6,100,000                |



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

Project Title: Sonoma - Marin Area Rail Transit District (SMART) Train Set  
Sponsor: Sonoma - Marin Area Rail Transit District  
Project Number: 10.3

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

1. Allocation #1 (Allocation No.16371208) for design/construction is contingent on:

1) SMART assets purchased with RM2 funds, including vehicles and equipment, shall be used for the intended public transportation uses and should said vehicles and equipment cease to be operated or maintained for their intended public transportation purposes for their useful life, MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the vehicles and equipment at the time those public transportation uses ceased, which sum shall be paid back to MTC in the same proportion that RM2 funds were originally used.

## RM2 Project Number: 10.3

### Sonoma - Marin Area Rail Transit District Train Set

|  |   |                                     |
|--|---|-------------------------------------|
| Lead Sponsor   | Other Sponsors(s)                             | Implementing Agency (if applicable) |
| Sonoma - Marin Area Rail Transit District  | N/A   | N/A                                 |
| Legislated Project Description   |   |                                     |
| 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 (\$56,500,000). The project sponsor is SMART.   |   |                                     |
| RM2 Legislated Funding (in \$1,000)  | Total Estimated Sub-Project Cost (in \$1,000) |                                     |
| 10.1 Cal Park Hill Tunnel - \$13,250   | \$6,600                                       |                                     |
| 10.2 SMART Corridor Ferry Extension - \$23,249   |   |                                     |
| 10.3 Train Set - \$6,100   |   |                                     |
| 10.4 Larkspur Extension - \$13,900   |   |                                     |
| Project Purpose and Description  |   |                                     |
| This project consists of a two-car Diesel Multiple Unit train manufactured by Sumitomo Corporation of America/Nipon Sharyo in Rochelle, Illinois. The trains meet the latest federal emissions requirements and have the capacity for up to 158 seated passengers, 160 standing passengers and 24 bicycles -- depending on the mix of bikes, wheelchairs, strollers and the use of flip seats. |   |                                     |
| Funding Description  |   |                                     |
| Committed Funds: RM2, Measure Q.   |   |                                     |
| Uncommitted Funds: N/A   |   |                                     |
| TBD Funds: N/A   |   |                                     |
| Operating Capacity: This project will be maintained by the Sonoma-Marin Area Rail Transit District.  |   |                                     |

#### Overall Project Cost and Schedule

| Phase         | Scope                               | End     | Cost (in \$1,000) |
|---------------|-------------------------------------|---------|-------------------|
| 1             | Final Environmental Document        | N/A     | N/A               |
| 2             | Plans, Specifications and Estimates | N/A     | N/A               |
| 3             | Right-of-Way                        | N/A     | N/A               |
| 4             | Construction                        | 06/2016 | \$6,600           |
| <b>Total:</b> |                                     |         | <b>\$6,600</b>    |

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

|                      |   |  |                         |  |  |  |  |  |  |  |
|----------------------|---|--|-------------------------|--|--|--|--|--|--|--|
| <b>Project Title</b> | SMART Train Set                           |  | <b>Project No.</b> 10.3 |  |  |  |  |  |  |  |
| <b>Lead Sponsor</b>  | Sonoma - Marin Area Rail Transit District |  |                         |  |  |  |  |  |  |  |

| Fund Source                                    | Phase | Prior | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Future | Total |
|--|-------|-------|---------|---------|---------|---------|---------|---------|--------|-------|
| <b>Committed</b>                               |       |       |         |         |         |         |         |         |        |       |
| Measure Q                                      | CON   |       | 500     |         |         |         |         |         |        | 500   |
| Regional Measure 2                             | CON   |       |         | 6,100   |         |         |         |         |        | 6,100 |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
|  |       |       |         |         |         |         |         |         |        | 0     |
| Total:   |       | 0     | 500     | 6,100   | 0       | 0       | 0       | 0       | 0      | 6,600 |
| <b>Uncommitted</b>                             |       |       |         |         |         |         |         |         |        |       |
|  |       |       |         |         |         |         |         |         |        | 0     |
| Total:   |       | 0     | 0       | 0       | 0       | 0       | 0       | 0       | 0      | 0     |
| <b>Total Project Committed and Uncommitted</b> |       |       |         |         |         |         |         |         |        |       |
|  |       | Prior | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Future | Total |
| Total:   |       | 0     | 500     | 6,100   | 0       | 0       | 0       | 0       | 0      | 6,600 |

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: SMART Train Set  
Sponsor: Sonoma - Marin Area Rail Transit District  
Project Number: 10.3

| RM2 Project # 10.2             | PRIOR | FY 2014-15 | FY 2015-16 | FY 2016-17 | FY 2017-18 | FY 2018-19 | FY 2019-20 | FUTURE | TOTAL     |
|--------------------------------|-------|------------|------------|------------|------------|------------|------------|--------|-----------|
| <b>RM2 Funds Total</b>         | -     | -          | 6,100,000  | -          | -          | -          | -          | -      | 6,100,000 |
| <b>Environmental (ENV)</b>     | 0     | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
| <b>Final Design (PS&amp;E)</b> | 0     | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
| <b>Right of Way</b>            | 0     | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
| <b>Construction</b>            | 0     | 500,000    | 6,100,000  | 0          | 0          | 0          | 0          | 0      | 6,600,000 |
| Measure Q                      |       | 500,000    |            |            |            |            |            |        | 500,000   |
| RM2                            |       |            | 6,100,000  |            |            |            |            |        | 6,100,000 |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
|                                |       |            |            |            |            |            |            |        | 0         |
| <b>TOTAL FUNDING</b>           |       |            |            |            |            |            |            |        |           |
| Environmental                  | 0     | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 0         |
| Final Design (PS&E)            | 0     | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 0         |
| Right of Way                   | 0     | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 0         |
| Construction                   | 0     | 500,000    | 6,100,000  | 0          | 0          | 0          | 0          | 0      | 6,600,000 |
| <b>PROJECT TOTAL</b>           | 0     | 500,000    | 6,100,000  | 0          | 0          | 0          | 0          | 0      | 6,600,000 |

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

### ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

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

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

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

## ABSTRACT

MTC Resolution No. 4035, Revised

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

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

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4035, Revised

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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



## ABSTRACT

MTC Resolution No. 4035, Revised

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\$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.

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

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 6

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, and September 9, 2015.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

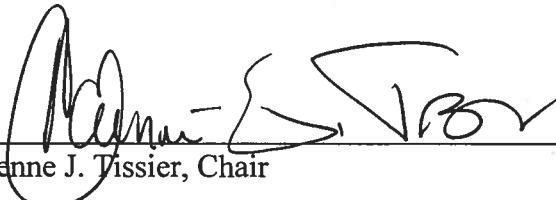
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

# Attachment B-2

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

## OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

### 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>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$327,350,000</b> |
| <b>ALAMEDA COUNTY</b>                                   |                     |                      |                          |                      |
| <i>Specific projects TBD by Alameda CMA</i>             |                     | \$0                  | \$0                      | \$0                  |
| 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 - Alameda | 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            | \$2,156,000          | \$0                      | \$2,156,000          |
| Dublin Boulevard Preservation                           | Dublin              | \$470,000            | \$0                      | \$470,000            |
| Emeryville - Hollis Street Preservation                 | Emeryville          | \$100,000            | \$0                      | \$100,000            |
| Fremont Various Streets and Roads Preservation          | Fremont             | \$2,105,000          | \$0                      | \$2,105,000          |
| Fremont City Center Multi-Modal Imps                    | Fremont             | \$5,855,000          | \$0                      | \$5,855,000          |
| 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 TOTAL:</b>                            |                     | <b>\$60,373,000</b>  | <b>\$3,726,000</b>       | <b>\$64,099,000</b>  |

|  |                     |             |             |             |
|--|---------------------|-------------|-------------|-------------|
| <b>CONTRA COSTA COUNTY</b>                                   |                     |             |             |             |
| <i>Specific projects TBD by Contra Costa CMA</i>             | TBD                 | \$0         | \$0         | \$0         |
| CMA Base Planning Activities - Contra Costa                  | CCTA                | \$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   |

## Attachment B-2

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

### OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

#### 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>\$309,314,000</b>       | <b>\$18,036,000</b>      | <b>\$327,350,000</b> |
| <b>CONTRA COSTA COUNTY</b>       |                     | <b>TOTAL: \$43,638,000</b> | <b>\$2,384,000</b>       | <b>\$46,022,000</b>  |

#### MARIN COUNTY

|   |               |                     |                  |                     |
|---|---------------|---------------------|------------------|---------------------|
| <i>Specific projects TBD by Marin CMA</i>               | TBD           | \$0                 | \$0              | \$0                 |
| 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           | \$0                | \$0              | \$0                |
| 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>            |               | \$0                 | \$0                | \$0                 |
| 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        | \$519,631           | \$0                | \$519,631           |
| Chinatown Broadway Complete Streets Phase IV                 | SF DPW        | \$3,410,536         | \$1,910,000        | \$5,320,536         |
| 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                               | SFMTA         | \$10,515,748        | \$0                | \$10,515,748        |
| 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>             |                | \$0         | \$0 | \$0         |
| 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   |
| Ralston Road Pedestrian Improvements                      | Belmont        | \$250,000   | \$0 | \$250,000   |
| Old County Road Bike and Pedestrian Imps                  | Belmont        | \$270,000   | \$0 | \$270,000   |
| Carolan 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      | \$1,000,000 | \$0 | \$1,000,000 |
| 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     | \$797,000   | \$0 | \$797,000   |
| Millbrae Various Streets and Roads Prerservation          | Millbrae       | \$445,000   | \$0 | \$445,000   |

## Attachment B-2

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

### OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

#### 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>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$327,350,000</b> |
| 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           | \$265,000            | \$0                      | \$265,000            |
| 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          | \$850,000            | \$0                      | \$850,000            |
| 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>             |                     | \$0                  | \$0                      | \$0                  |
| 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          |
| 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          |
| Downtown San Jose Bike Lanes and De-Couplet                 | 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  | \$8,350,000          | \$0                      | \$8,350,000          |
| Capitol Expressway Traffic ITS and Bike/Ped Imps.           | Santa Clara County  | \$7,735,000          | \$0                      | \$7,735,000          |
| 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           | \$1,576,000          | \$0                      | \$1,576,000          |
| East & West Channel Multi-Use Trails                        | Sunnyvale           | \$3,440,000          | \$0                      | \$3,440,000          |
| Fair Oaks Avenue Bikeway and Streetscape                    | Sunnyvale           | \$956,000            | \$0                      | \$956,000            |
| Maude Avenue Bikeway and Streetscape                        | Sunnyvale           | \$695,000            | \$0                      | \$695,000            |
| Sunnyvale Safe Routes to School Ped Infrastructure Imps     | Sunnyvale           | \$1,569,000          | \$0                      | \$1,569,000          |

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

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

### OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

#### 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>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$327,350,000</b> |
| 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           |
| West A Street Preservation                             | Dixon         | \$584,000           | \$0                | \$584,000           |
| East 2nd Street Preservation                           | Benicia       | \$495,000           | \$0                | \$495,000           |
| Benicia Safe Routes to Schools Infrastructure Imps     | Benicia       | \$100,000           | \$0                | \$100,000           |
| 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         |
| Local PDA Planning Augmentation                        | STA           | \$511,000           | \$0                | \$511,000           |
| Eastern Solano / SNCI Rideshare Program                | STA           | \$533,000           | \$0                | \$533,000           |
| Solano Transit Ambassador Program                      | STA           | \$250,000           | \$0                | \$250,000           |
| Driftwood Drive Path                                   | Suisun City   | \$349,065           | \$0                | \$349,065           |
| 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     | \$500,000           | \$0                | \$500,000           |
| Vallejo SRTS Infrastructure Imps                       | Vallejo       | \$247,728           | \$0                | \$247,728           |
| Vallejo Downtown Streetscape - Phase 3                 | Vallejo       | \$2,090,000         | \$0                | \$2,090,000         |
| <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                     |
| Cloverdale Safe Routes to Schools Phase 2                  | Cloverdale    | \$250,000                     | \$0         | \$250,000                     |
| 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    | \$2,460,000                   | \$0         | \$2,460,000                   |
| Sebastopol Various Streets and Roads Preservation          | Sebastopol    | \$250,000                     | \$0         | \$250,000                     |
| <b>SMART Vehicle Purchase</b>                              | <b>SMART</b>  | <b><del>\$6,100,000</del></b> | <b>\$0</b>  | <b><del>\$6,100,000</del></b> |
| <b>SMART Larkspur Extension (Regional Project)</b>         | <b>SMART</b>  | <b><del>\$6,100,000</del></b> | <b>\$0</b>  | <b><del>\$6,100,000</del></b> |
| 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                     |



## Attachment B-2

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

### OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

#### 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>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$327,350,000</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>TOTAL:</b> | <b>\$309,314,000</b> | <b>\$18,036,000</b> | <b>\$327,350,000</b> |
|----------------------|---------------|----------------------|---------------------|----------------------|

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\[tmp-4035\_Attach\_B-2.xlsx]Attach B-2 09-23-15