

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Agenda Item 7c

## MTC Resolution No. 4035, Revised

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**Subject:** Transit Performance Initiative (TPI) Incentive Program - FY2015-16  
Round 4 Program of Projects

**Background:** In October 2012, the Commission committed \$60 million in One Bay Area Grant Program (OBAG 1) federal Surface Transportation Program (STP)/Congestion Mitigation Air Quality Improvement Program (CMAQ) funds to the TPI Incentive Program to be programmed over a four-year period, \$15 million annually. Programming rounds occurred in 2013, 2014, and 2015.

The TPI Incentive Program, created by the Transit Sustainability Project (TSP), rewards those agencies that improve ridership and/or productivity, based on a distribution formula established by the Commission (See Attachment 1). Eligible projects include projects focused on increasing ridership and/or productivity, including youth and low-income pass programs.

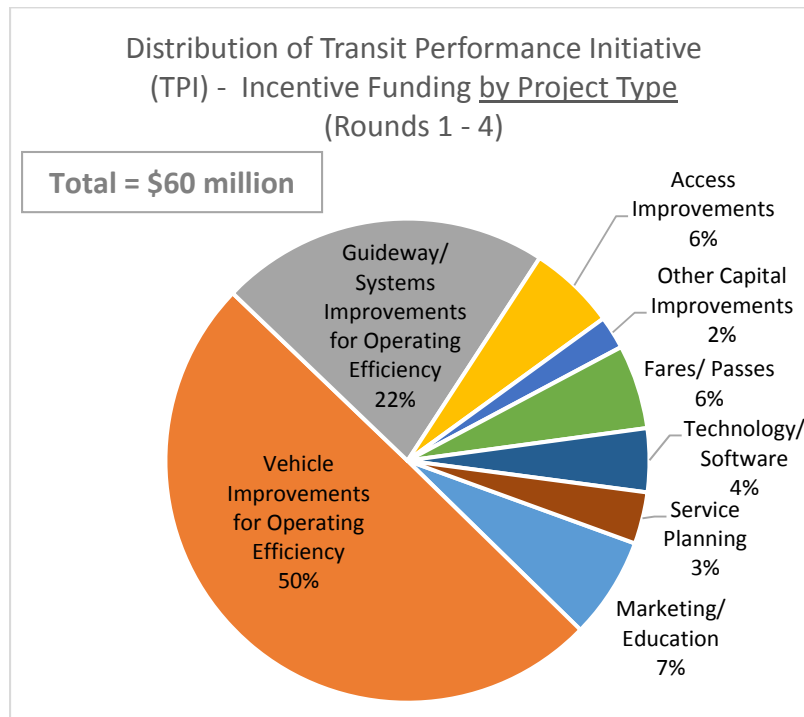
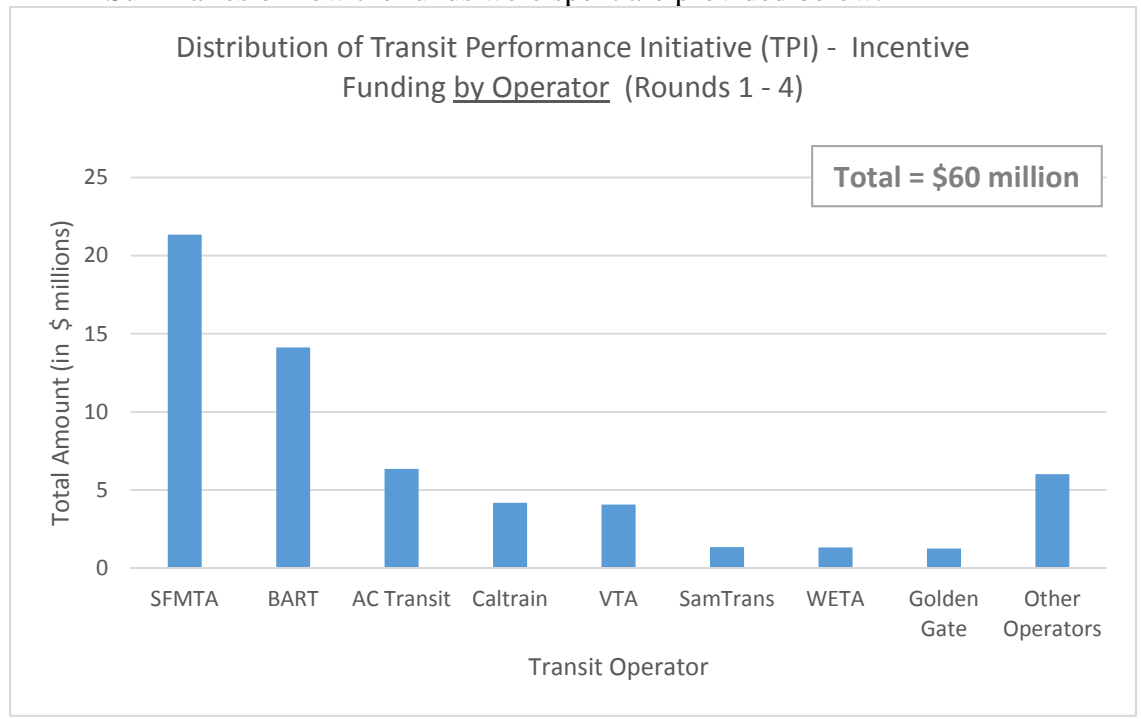
In March 2016, MTC issued a Call for Projects for Round 4. Since this is the 4th and last cycle of the TPI Incentive Program, operators will not be able to reserve these funds for a future programming round. Operators have been asked to submit applications for both their FY 2015-16 funding and any carryover from previous years. The submitted projects meet the program goals and requirements established in MTC Resolution 4072, Revised, and staff recommends programming \$23.5 million (comprised of \$15 million in FY 2015-16 funding and \$8.5 in carryover funding) to the projects listed in Attachment 2.

**Overall Program Assessment:** The TSP was a two-year effort aimed at developing strategies for improving operators' financial position, improving service for customers, and attracting new riders to the transit systems. In May 2012, policies and recommendations from the TSP were presented and adopted by the Commission under MTC Resolution 4060. The TPI Incentive Program was one of the programs created by the recommendations of the TSP.

As the program comes to a close after four years, staff presents the following program observations:

- a) Annual funding amounts may have been too small and the distribution factor changes too small from year to year to provide a true incentive for increasing ridership and efficiency, especially for small operators. Many operators with small amounts reserved their funds until they had larger sum of money to program.
- b) Operators have used the funds in accordance with the intent of the program.
- c) Many operators chose to use the funds on capital improvement projects (80% of the program funds) instead of operational improvement projects.

Summaries of how the funds were spent are provided below.



**Issues:**

Approximately \$160,000 for Vacaville Transit will remain as unprogrammed funds in the TPI Incentive Program. At this time, Vacaville Transit could not identify a project to use the funds on. Staff recommends reserving these funds for Vacaville until December 2016. If Vacaville is unable to identify an eligible project by that time, staff proposes to work with Solano Transportation Authority to identify an

alternate project in the County that is consistent with the intent of the program.

**Recommendation:** Refer Resolution No. 4035, Revised, to the Commission for approval.

**Attachments:** Attachment 1 – Distribution of FY2015-16 TPI Funding  
Attachment 2 – Proposed Round 4 TPI Incentive Programming  
Resolution No. 4035, Revised

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## Attachment 1

### Distribution of FY 2015-16 Transit Performance Initiative (TPI) - Incentive Funding

#### I. Large Operator Distribution Summary

	FY 2015-16 Information		
	FY 2015-16 Distribution	Carryover from previous cycles	Total Available for Programming
<i>Annual Passenger Increase:</i>	20%		
<i>Annual Passengers per Hour Increase:</i>	10%		
<i>Annual Passengers:</i>	70%		
<b>Large Operator</b>			
AC Transit	\$1,206,524	\$0	\$1,206,524
BART	\$3,338,380	\$3,827,070	\$7,165,450
Caltrain	\$1,250,210	\$0	\$1,250,210
Golden Gate	\$333,460	\$0	\$333,460
SFMTA	\$5,337,402	(\$1)	\$5,337,401
SamTrans	\$352,381	\$1	\$352,382
VTA	\$931,643	\$1,836,912	\$2,768,555
<b>Subtotal</b>	<b>\$12,750,000</b>	<b>\$5,663,982</b>	<b>\$18,413,982</b>

#### II. Small Operator Distribution Summary

	FY 2015-16 Information		
	FY 2015-16 Distribution	Carryover from previous cycles	Total Available for Programming
<i>Annual Passenger Increase:</i>	25%		
<i>Annual Passengers per Hour Increase:</i>	25%		
<i>Annual Passengers:</i>	50%		
<b>Small Operator</b>			
ACE	\$197,185	\$175,873	\$373,058
CCCTA	\$236,897	\$0	\$236,897
Fairfield + Suisun	\$129,798	\$242,418	\$372,216
LAVTA	\$107,253	\$316,545	\$423,798
NCTPA	\$96,058	\$0	\$96,058
Petaluma	\$90,789	\$1	\$90,790
Santa Rosa	\$156,390		\$156,390
SolTrans	\$139,598	\$259,625	\$399,223
Sonoma County	\$85,011	\$0	\$85,011
ECCTA	\$301,423	\$515,874	\$817,297
Union City	\$37,662	\$122,925	\$160,587
Vacaville	\$70,998	\$91,330	\$162,328
WCCTA	\$110,046	\$234,467	\$344,513
WETA	\$490,892	\$834,574	\$1,325,466
<b>Subtotal</b>	<b>\$2,250,000</b>	<b>\$2,793,632</b>	<b>\$5,043,632</b>
<b>Grand Total</b>	<b>\$15,000,000</b>	<b>\$8,457,614</b>	<b>\$23,457,614</b>

Total annual funding distribution \$15 million: 85% to Large Operators and 15% to Small Operators

Data Source: National Transit Database (NTD) - Passenger Trips and Revenue Hours. FY 2015-16 TPI is based on FY 2013-14 NTD data.

## Attachment 2 - Proposed TPI Incentive Programming: FY2015-16 Round 4 (Includes Reserve from Rounds 1, 2 and 3)

Sponsor	Project	Short Description	Amount
AC Transit	East Bay Bus Rapid Transit	Bus Rapid Transit line from 20th Street in Downtown Oakland to San Leandro BART station	\$ 1,206,524
ACE	Positive Train Control (PTC)	Advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways	\$ 373,058
BART	Concord Shop Wheel Truing Facility	Construct a wheel-truing machine at the Concord Yard. Limited axle availability has been a key factor in BART car availability.	\$ 7,165,450
Caltrain	Caltrain Control Point Installation	A new control point (rail crossover) in San Carlos along the Caltrain right of way	\$ 1,250,210
CCCTA	Remix Software Project (formerly TRANSITMIX)	Integrates Remix mapping software into County Connection's planning process	\$ 17,600
CCCTA	Access Improvements	Improve access to existing stops in the cities of Concord and Pleasant Hill	\$ 219,297
ECCTA	Non-ADA paratransit to fixed route incentive program	Marketing campaigns focusing on educating non-ADA paratransit riders of the viable alternatives to paratransit services.	\$ 817,297
Fairfield + Suisun	Expand bus service between Fairfield and Vacaville	A new transit route connecting the Fairfield Transportation Center to the new intermodal Vacaville-Fairfield Train Station in northeast Fairfield.	\$ 372,216
Golden Gate	Building Golden Gate Transit Ridership Campaign	Marketing campaigns focusing on promoting Golden Gate Transit and Ferry ridership	\$ 210,380
LAVTA	Wheels Individualized Marketing, Student Pass & New Service Promotion Program	Marketing campaigns focusing on promoting Wheels ridership	\$ 423,798
Marin Transit	Marin Transit Low Income Youth Pass Program FY16*	Youth Passes for students in income-qualified families	\$ 123,080
NCTPA	Napa Valley Transportation Authority Comprehensive Operational Analysis*	Complete a Comprehensive Operational Analysis to evaluate the success of recent route restructuring, ADA paratransit, and on-demand community shuttle services.	\$ 96,058
Petaluma	Petaluma Transit – Transit Signal Priority, Phase III	Upgrade existing or install new Transit Signal Priority hardware on all transit intersections within the City of Petaluma	\$ 90,790

Sponsor	Project	Short Description	Amount
SamTrans	SamTrans Service Plan Implementation*	System-wide service improvements, including increased service frequency, improved on-time performance, and route changes.	\$ 352,382
Santa Rosa	Support of the Implementation Phase of the Reimagining CityBus Project	System-wide service improvements, including updated signage, marketing, and service changes.	\$ 156,390
SFMTA	Light Rail Vehicle Overhaul Program (Door and Component Rehabilitation)	Repair and maintenance of LRV fleet to improve availability and meet scheduled maintenance requirements	\$ 5,337,401
SolTrans	All -electric bus purchase	Replace a diesel bus with a 40-foot, low-floor, depot-charged, all-electric bus.	\$ 399,223
Sonoma County	Sonoma County Transit 40-foot CNG Bus Replacements	Replace two 2004 40' Compressed Natural Gas buses	\$ 85,011
Union City Transit	Single Point Login Terminal for Revenue Transit Vehicles to integrate with Clipper Card.	Consistent with the Clipper program. Equipment and Software purchase to integrate Clipper with AVL and other route information in a single point login terminal.	\$ 20,587
Union City Transit	South Alameda County Major Corridors Travel Time Improvement Project	Transit Signal Priority (TSP) would be installed along segments of Alvarado-Niles Road, Dyer Street, Alvarado Boulevard, and Union City Boulevard where AC Transit and Union City Transit overlap service.	\$ 140,000
Vacaville	TBD	TBD	\$ 162,328
VTA	Montague Expressway Pedestrian Bridge at Milpitas BART	Elevated pedestrian and bicycle bridge connecting the Milpitas BART station, VTA Light Rail station, and VTA bus transit center.	\$ 2,768,555
WCCTA	Real-Time Automatic Vehicle Locator (AVL) system	Purchase a Real-Time Automatic Vehicle Locator (AVL) system with Automated Passenger Counter (APC) element.	\$ 344,513
WETA	Central Bay Operations and Maintenance Facility	Construct a new building to house maintenance, administrative offices, and an Operations Control Center and Emergency Operations Center near Pier 3 in Alameda.	\$ 1,325,466
Grand Total			\$ 23,457,614

\* Programmed as Preventive Maintenance to meet fund source eligibility requirements. Other local funds will fund TPI project

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 04/27/16-C  
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### 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.

## ABSTRACT

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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.



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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.

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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

## ABSTRACT

MTC Resolution No. 4035, Revised

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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.

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

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

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

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

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MTC Resolution No. 4035, Revised

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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.

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, and May 11, 2016.

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

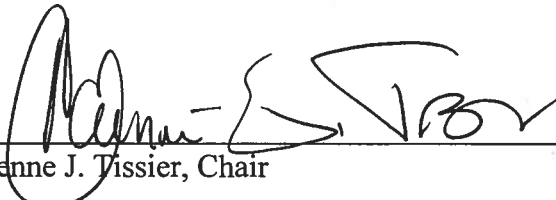
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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 May 2016

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 04/27/16-C 05/25/16-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>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,626,000	\$0	\$1,626,000
MTC Planning	MTC	\$3,468,000	\$0	\$3,468,000
<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	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$26,702,000</b>	<b>\$0</b>	<b>\$26,702,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$105,622,000</b>	<b>\$0</b>	<b>\$105,622,000</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	<b>\$13,314,000</b>	\$0	<b>\$13,314,000</b>
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>\$31,064,000</b>		<b>\$31,064,000</b>
<b>Ramp Metering and TOS Elements - MTC Program</b>				
<del>FPI - ALA I-580: SJ Co. Line to Vasco &amp; Foothill to Crow Canyon</del>	<del>Caltrans</del>	<del>\$5,150,000</del>	<del>\$0</del>	<del>\$5,150,000</del>
<del>FPI - ALA I-680: SCL Co. Line to CC Co. Line</del>	<del>Caltrans</del>	<del>\$3,192,000</del>	<del>\$14,430,000</del>	<del>\$17,622,000</del>
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	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	<b>\$730,000</b>	\$0	<b>\$730,000</b>
<b>FPI - SOL I-80 Ramp Meeting and Traffic Operations</b>	<b>Caltrans</b>	<b>\$170,000</b>	\$0	<b>\$170,000</b>
<del>FPI - Various Corridors - Caltrans Preliminary Engineering (PE)</del>	<del>Caltrans</del>	<del>\$7,290,000</del>	<del>\$19,570,000</del>	<del>\$26,770,000</del>
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	<b>\$3,200,000</b>	\$0	<b>\$3,200,000</b>
<del>FPI - MRN 101 - SF Co Line - Son Co Line</del>	<del>Caltrans</del>	<del>\$10,000,000</del>	<del>\$0</del>	<del>\$10,000,000</del>
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
<b>Unprogrammed Future RTIP</b>	<b>TBD</b>	<b>\$0</b>	<b>\$34,000,000</b>	<b>\$34,000,000</b>
<b>SUBTOTAL</b>		<b>\$14,244,000</b>	<b>\$34,000,000</b>	<b>\$48,244,000</b>
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)</b>	<b>Caltrans</b>	<b>\$270,000</b>	\$0	<b>\$270,000</b>
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)</b>	<b>Caltrans</b>	<b>\$3,417,000</b>	\$0	<b>\$3,417,000</b>
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)</b>	<b>Caltrans</b>	<b>\$4,700,000</b>	\$0	<b>\$4,700,000</b>
<b>FPI Caltrans - ALA I-580 - SJ Co. Line to I-238</b>	<b>Caltrans</b>	<b>\$4,808,000</b>	\$0	<b>\$4,808,000</b>
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101</b>	<b>Caltrans</b>	<b>\$6,805,000</b>	\$0	<b>\$6,805,000</b>
<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	<b>\$2,068,228</b>	\$0	<b>\$2,068,228</b>
<b>SUBTOTAL</b>		<b>\$2,068,228</b>	<b>\$0</b>	<b>\$2,068,228</b>
<b>Transit Oriented Affordable Housing (TOAH)</b>				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000



# 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 May 2016

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
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
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
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	\$3,382,103	\$0	\$3,382,103
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	<b>\$206,772</b>	<b>\$0</b>	<b>\$206,772</b>
<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: \$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

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Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward	\$338,000	\$0	\$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
To Be Determined \$6,000,000 Redirected to OBAG 2 PCA Program in Nov 2015	TBD Various	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>	<b>TOTAL:</b>	<b>\$8,312,000</b>	<b>\$6,000,000</b>	<b>\$14,312,000</b>

\* Selected and funded by the BAAQMD. Listed here for informational purposes only

<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMAs</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	<b>NCTPA NVTA</b>	\$105,000	\$0	\$105,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$360,000	\$0	\$360,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Program - Supplemental	STA	\$314,000	\$0	\$314,000
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
San Rafael Grand Ave Bike/Ped Imps	San Rafael	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	<b>NCTPA NVTA</b>	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>	<b>TOTAL:</b>	<b>\$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	<b>\$828,539</b>	\$0	<b>\$828,539</b>
<b>MS Sonoma Ferry Refurbishment</b>	<b>GGBHTD</b>	<b>\$1,171,461</b>	\$0	<b>\$1,171,461</b>
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

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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
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>

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<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	<u>\$4,547,305</u>	\$0	<u>\$4,547,305</u>
<b>TPI - LAVTA - Wheels Marketing Initiatives</b>	<b>LAVTA</b>	<b>\$423,798</b>	<b>\$0</b>	<b>\$423,798</b>
TPI - ACE Positive Train Control	SJRR/ACE	<u>\$502,214</u>	\$0	<u>\$502,214</u>
<b>TPI - Union City - Single Point Login Terminals on Revenue Vehicles</b>	<b>Union City</b>	<b>\$20,587</b>	<b>\$0</b>	<b>\$20,587</b>
<b>TPI - Union City - South Alameda County Major Corridors Travel Time Imps</b>	<b>Union City</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$140,000</b>
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	<u>\$685,196</u>	\$0	<u>\$685,196</u>
<b>TPI - CCCTA - TRANSITMIX Remix Software Implementation</b>	<b>CCCTA</b>	<b>\$35,451</b>	<b>\$0</b>	<b>\$35,451</b>
<b>TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program</b>	<b>ECCTA</b>	<b>\$817,297</b>	<b>\$0</b>	<b>\$817,297</b>
<b>TPI - WCCTA - Purchase of Automatic Vehicle Locator System</b>	<b>WCCTA</b>	<b>\$344,513</b>	<b>\$0</b>	<b>\$344,513</b>
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	<u>\$387,440</u>	\$0	<u>\$387,440</u>
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	<u>\$239,808</u>	\$0	<u>\$239,808</u>
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
<b>TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29</b>	<b>NCTPA NVTA</b>	<b>\$91,757</b>	<b>\$0</b>	<b>\$91,757</b>
<b>TPI - NCTPA NVTA - Bus Mobility Device Retrofits</b>	<b>NCTPA NVTA</b>	<b>\$120,988</b>	<b>\$0</b>	<b>\$120,988</b>
<b>TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)</b>	<b>NVTA</b>	<b>\$96,058</b>	<b>\$0</b>	<b>\$96,058</b>
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
<b>TPI - BART - Concord Shop Wheel Truing</b>	<b>BART</b>	<b>\$7,165,450</b>	<b>\$0</b>	<b>\$7,165,450</b>
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
<b>TPI - WETA - Central Bay Operations and Maintenance</b>	<b>WETA</b>	<b>\$1,325,466</b>	<b>\$0</b>	<b>\$1,325,466</b>
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
<b>TPI - SFMTA Light Rail Vehicle Overhaul</b>	<b>SFMTA</b>	<b>\$5,337,401</b>	<b>\$0</b>	<b>\$5,337,401</b>
TPI - Caltrain - Control Point Installation	Caltrain	<u>\$4,091,162</u>	\$0	<u>\$4,091,162</u>
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	<u>\$1,344,917</u>	\$0	<u>\$1,344,917</u>
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
<b>TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART</b>	<b>VTA</b>	<b>\$2,768,555</b>	<b>\$0</b>	<b>\$2,768,555</b>
<b>TPI - Fairfield - Expand bus service between Fairfield and Vacaville</b>	<b>Fairfield</b>	<b>\$372,216</b>	<b>\$0</b>	<b>\$372,216</b>
<b>TPI - SolTrans - 40' Electric Bus Purchase &amp; Hybrid-Diesel Bus Replacement</b>	<b>SolTrans</b>	<b>\$399,223</b>	<b>\$0</b>	<b>\$399,223</b>
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
<b>TPI - Petaluma - Transit Signal Priority, Phase I, II &amp; III</b>	<b>Petaluma</b>	<b>\$378,692</b>	<b>\$0</b>	<b>\$378,692</b>
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
<b>TPI - Santa Rosa - Reimagining CityBus Implementation</b>	<b>Santa Rosa</b>	<b>\$156,390</b>	<b>\$0</b>	<b>\$156,390</b>
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	<u>\$199,667</u>	\$0	<u>\$199,667</u>
Specific TPI Incentive Program projects - TBD	TBD	<u>\$162,331</u>	\$0	<u>\$162,331</u>
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
<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
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
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	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
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

# 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 May 2016

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 04/27/16-C 05/25/16-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>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>

<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
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
<b>SUBTOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>

<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
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