

Metropolitan Transportation Commission Programming and Allocations Committee

November 9, 2016

Item Number 3a

Regional Measure 2 Program Public Hearing

Subject: Conduct a public hearing for a proposed amendment to the Regional Measure 2 (RM2) program that would program \$74 million in RM2 funds to three existing projects, and modify the scope on those three projects.

Background: In recent months, the Commission has proposed or committed approximately \$74 million in RM2 funds to projects or programs. The funds were available because, in order to manage the RM2 program, MTC had set aside a certain amount of the revenues to provide coverage for financing costs if needed; given that many of the projects have been delivered, and financing costs are relatively set, the balance was made available for programming.

Prior Commission actions regarding this \$74 million balance were:

- At its April 2016 meeting, the Commission approved regional endorsements of Bay Area projects for the Federal Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. MTC's endorsement included a commitment of \$40 million in RM2 funds to the I-80/680 Interchange Improvements project in Solano County, to be used as local match if federal funds were awarded. However, since the I-80/680 Interchange project did not receive FASTLANE monies and does not have a full funding plan, those funds are available for redirection.
- At its July 2016 meeting, MTC approved the One Bay Area Grant (OBAG) Cycle 2 framework, which included programming \$34 million in RM2 funds from this balance to the Bay Bridge Forward project (\$21 million) and to the Transit Capital program (\$13 million).

This month, staff is proposing to formalize the Commission's action regarding the \$34 million directed to the OBAG2 program by adding the funds/projects to Regional Measure 2. In addition, staff proposes to direct the \$40 million previously set aside for match for the Solano project, to an exchange that would provide funding to address the cost increase due to higher than expected bids on the Golden Gate Bridge Suicide Deterrent project, via an exchange with the transit program within OBAG.

Pursuant to California Streets and Highway Code Section 30914(f), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM2. Based on the information submitted by project sponsors, MTC is seeking public input on the proposed changes to three RM2 projects and programming of \$74 million to those three RM2 projects. Further discussion of the projects is below.

Project 18: Clipper

Staff proposes to program \$13 million to the Clipper project, and to modify scope to include deployment of new technology for Clipper (also known as “Clipper 2.0”). The Clipper program was to receive \$20 million from within the Transit Capital program in OBAG2; the proposed \$13 million of RM2 funds would replace an equal amount of STP/CMAQ funds for Clipper, leaving the total at \$20 million (comprised of \$13 million of RM2 and \$7 million of STP/CMAQ), and freeing up \$13 million of STP/CMAQ to be used for the transit capital or transit performance initiative programs within OBAG2. Clipper is proposed for the RM2 funds because it is an existing RM2 project, and because the program has very little other local funds available as match to federal funds.

Project 29: Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors

Consistent with Commission action regarding OBAG2 in July, staff proposes to program \$21 million to Project 29, and to modify scope to deploy various operational improvements and express lane access along the bridge corridors. This amount and scope was approved as part of the Bay Bridge Forward package of improvements, which will implement both capital and operational improvements on and near the Bay Bridge. The improvements will benefit both private vehicles as well as buses travelling between San Francisco and the East Bay.

Project 37: BART Transit Capital Rehabilitation (exchange for Golden Gate Bridge Suicide Deterrent)

Staff proposes to program \$40 million to Project 37, and to modify scope to allow for the purchase of additional BART cars. This amount will be exchanged in equal amount for OBAG Cycle 2 Surface Transportation Program (STP) funds in order to offset the cost increase on the Golden Gate Bridge Suicide Deterrent project. This amount will serve as MTC’s contribution to the cost increase.

In July 2014, MTC committed \$27 million in federal funds for the construction of the Golden Gate Bridge Suicide Deterrent project, fully funding the project based on engineer’s estimates at the time. This past summer, the Golden Gate Bridge, Highway, and Transportation District (GGBHTD) opened bids on the project, and the low bid came in about \$120 million over the engineer’s estimate when capital outlay support costs are also included. GGBHTD examined the bids and determined that re-bidding the project would not likely yield lower bids, and therefore approved a bid extension to January 2017. As a funding partner, along with the California Department of Transportation (Caltrans) and GGBHTD, staff recommends contributing \$40 million to offset the cost increase as MTC’s share. Table 1 breaks down the original and revised cost estimates for the project, illustrating the \$120 million difference.

Table 1: Golden Gate Bridge Suicide Deterrent Estimates (rounded)

	Original Estimate	Current Bid Estimate	Difference
Construction Contract	\$62 M	\$142 M	+ \$80 M
Construction Contingency	\$10 M	\$29 M	+ \$19 M
Construction Engineering	\$12 M	\$33 M	+ \$21 M
Total	\$84 M	\$204 M	+ \$120 M

Based on maintaining the same proportionate shares as for the original project cost estimate, Golden Gate staff has agreed to provide their share of \$40 million and will be seeking board approval in December, and staff has been working with Caltrans to secure \$40 million from the local bridge program, with state programming action also anticipated in early December. Finalizing the RM2 program change/funding exchange and commitment of STP funds at the MTC Commission meeting in December would be contingent on the other partners committing to their shares as well. Any unspent funds at project close out will be shared proportionately among MTC, Caltrans, and GGBHTD.

MTC's \$40 million would be available to GGBHTD as federal funds, freed up through a concurrent action to amend OBAG 2 funds originally programmed to purchase additional BART cars. This draft action is included in Attachment C, as an amendment to MTC Resolution No. 4202, Revised, Attachment B-1. The proposed \$40 million in RM2 funds for Project 37 would make the BART car purchase project whole, after the redirection of federal funds to the Golden Gate Bridge Suicide Deterrent project.

A public hearing will be conducted at today's meeting to take comments on the proposed amendment. The comment period opened on November 4, 2016 and will close on December 12, 2016. Any additional comments received will be provided at the Committee meeting. Staff will return to the Commission in December with a summary of comments received and with recommendations for adoption.

Issues: None.

Recommendation: Receive public input.

Attachments: Attachment A – Public Hearing Notice, including Draft of MTC Resolution No. 3801, Revised
Attachment B – Draft of MTC Resolution No. 4202, Revised, Attachment B-1 (to reflect proposed OBAG2 changes noted above)

Metropolitan Transportation Commission Notice of Public Hearing

In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on seven of the state-owned bridges in the Bay Area, creating approximately \$115 million annually in new funding for a list of projects to reduce traffic congestion in the region. Pursuant to Section 30914(f) of the California Streets and Highways Code, the Metropolitan Transportation Commission (MTC) is to consult with the project sponsor and hold a public hearing in advance of consideration of action to program or reassign RM2 funds to a new or other project or modify the project's scope.

To manage the RM2 program, MTC set aside a certain amount of the revenues to provide coverage for financing costs if needed. Given that many of the projects have been delivered and financing costs are relatively set, it appears that some of this balance could now be available for programming. MTC proposes to program \$74.0 million in RM2 funds to three existing projects and modify the scope on those three projects. These proposed changes are for investments consistent with the intent of RM2.

At its regularly scheduled November 9, 2016 meeting, MTC's Programming and Allocations Committee will hold a public hearing on the proposed RM2 changes described in MTC Resolution No. 3801, Revised, and summarized below:

Project No. 17, Clipper (formerly known as Translink)

Current Total RM2 Funding: \$22.0 million

Proposed Total RM2 Funding: \$35.0 million

Proposed Funding Change: +\$13.0 million

Action: Modify scope to allow for deployment of new technologies; receive funds from RM2 coverage

Project No. 29, Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors

Current Total RM2 Funding: \$33.9 million

Proposed Total RM2 Funding: \$54.9 million

Proposed Funding Change: +\$21.0 million

Action: Modify scope to allow for operational improvements in the Bay Bridge corridor; receive funds from RM2 coverage

Project No. 37, BART Transit Capital Rehabilitation

Current Total RM2 Funding: \$24.0 million

Proposed Total RM2 Funding: \$64.0 million

Proposed Funding Change: +\$40.0 million

Action: Modify scope to allow for the purchase of BART cars; receive funds from RM2 coverage (for further exchange to partially offset the cost increase on Golden Gate Bridge Suicide Deterrent project)

The proposed changes to Projects 17 and 29 are intended to operationalize Commission actions from July 2016 for the One Bay Area Grant (OBAG2) and Bay Bridge Forward programs.

At the regularly scheduled December 14, 2016 Programming and Allocations Committee meeting, MTC staff will report on public comment received, and the committee will refer recommendations to the MTC Commission for final action. The MTC Commission will consider the proposed RM2 fund programming changes at the Commission's December 21, 2016 meeting.

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

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

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

Wednesday, November 9, 2016, at 9:40 a.m.

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

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

Written comments may be submitted to MTC's Public Information Office at 375 Beale Street, Suite 800, San Francisco, CA 94105, or sent via e-mail to info@mtc.ca.gov. Written comments must be received by MTC no later than 4:00 p.m. on December 12, 2016. Oral comments will be received at the public hearing on November 9, 2016. The comment period will close at 4:00 p.m. on December 12, 2016.

The proposed Resolution 3801, Revised, can be viewed on MTC's website at <http://www.mtc.ca.gov>, or you may request a copy from the MTC Public Information Office by e-mail to info@mtc.ca.gov, or by phone call to (415) 778-6757. Additionally, copies of the proposed resolution will be available for public review beginning on November 4, 2016 at MTC's offices at the Bay Area Metro Center, 7th Floor Receptionist, 375 Beale Street, San Francisco, California.

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

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

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

ABSTRACT

MTC Resolution No. 3801, Revised

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

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

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

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

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

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

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

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

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

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

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

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

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3801

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, IT IS

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

METROPOLITAN TRANSPORTATION COMMISSION


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

Bill Doda, Chair

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

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

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

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

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

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

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

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Solano County Express Bus Intermodal Facilities (Streets & Highways Code Section 30914 (c)(6))	Solano Transportation Authority	Reduce funding by \$7,748,578. (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles on subproject 6.3 (Fairfield Transit Center). Sponsor request to transfer \$5,485,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14). Sponsor certified \$2,263,578 in project savings from subproject 6.4 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).	None.
Richmond Parkway Transit Center (Streets & Highways Code Section 30914 (c)(9))	AC Transit	Reduce funding by \$12,150,000 (hearing date April 9, 2014)	Parking structure portion of project cannot be completed or operated due to funding obstacles. Sponsor requested reassignment of funds to AC Transit Enhanced Bus (project 24).	
Sonoma-Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	SMART	Modify description to allow funds to be eligible for construction of Larkspur extension and related elements. Increase funding by \$20,000,000. (hearing date April 9, 2014)	Receive transfer of funds from Greenbrae Interchange/ Larkspur Ferry Access Improvements (project 11).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Modify description to remove freeway interchange element. Reduce project funding by \$20 million. (hearing date April 9, 2014)	Elements of original project cannot be completed due to delivery obstacles. Transfer \$20 million to SMART (project 10).	None.
Direct High-Occupancy Vehicle Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (Streets & Highways Code Section 30914 (c)(12))	Contra Costa Transportation Authority	Increase funding by \$5,425,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Caldecott Tunnel Improvements (project 36) savings.	None.
Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor (Fairfield/Vacaville Train Station) (Streets & Highways Code Section 30914 (c)(14))	Solano Transportation Authority and Capitol Corridor Joint Powers Authority	Increase funding by \$10,950,126. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$3,201,548 from Regional Express Bus North (project 17) and \$7,748,578 from Solano County Express Bus Intermodal Facilities (project 6).	None.
Regional Express Bus North (Streets & Highways Code Section 30914 (c)(17))	Metropolitan Transportation Commission	Reduce funding by \$1,201,548. (hearing date April 9, 2014)	Funding needed to complete project funding plan for subproject 17.1 (Vallejo Curtola Transit Center). Transfer of \$2,000,000 from Vallejo Station (project 5) to Vallejo Curtola Transit Center to meet funding gap.	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
			<p>Subproject 17.2 (Fairfield Transit Center) cannot be completed due to delivery obstacles. Sponsor request to transfer \$2,250,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).</p> <p>Sponsor certified \$951,548 in project savings from subproject 17.3 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).</p>	
AC Transit Enhanced Bus (Streets & Highways Code Section 30914 (c)(24))	AC Transit	Increase funding by \$12,760,172. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$12,150,000 from Richmond Parkway Transit Center (project 9), and \$610,172 in project savings from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC	Increase funding by \$11,9323,828. (hearing date April 9, 2014)	Project savings: Transfer \$610,172 in project savings to AC Transit Enhanced Bus (project 24) and \$2,300,000 in project savings to I-880 North Safety Improvements (project 30). Additional funding: Receive transfer of \$14,843,000 from Dumbarton Rail (project 4) for Dumbarton Express Bus.	None.
I-880 North Safety Improvements (Streets & Highways Code Section 30914 (c)(30))	ACTC, City of Oakland, California Department of Transportation	Increase funding by \$2,300,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29) savings.	None.
Caldecott Tunnel Improvements (Streets & Highways Code Section 30914 (c)(36))	Contra Costa Transportation Authority	Reduce funding by \$5,425,000. (hearing date April 9, 2014)	Project savings. Transfer to Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (project 12).	None.
Caltrain Electrification (new Streets & Highways Code Section 30914 (c) project)	Caltrain	Add new project and provide \$20 million in funding (hearing date April 9, 2014)	Transfer of funds from Dumbarton Rail (project 4).	None.
Clipper (formerly known as TransLink) (Streets & Highways Code Section 30914 (c)(18))	Metropolitan Transportation Commission	Increase funding by \$13 million; modify scope to include deployment of new technology (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy new technology for Clipper.	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and Metropolitan Transportation Commission	Increase funding by \$21 million; modify scope to include operational improvements and express lane access along the various bridge corridors; add MTC as a sponsor. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.	None.
BART Transit Capital Rehabilitation (Streets & Highways Code Section 30914 (c)(37))	BART	Increase funding by \$40 million; modify scope to allow for purchase of BART cars. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to purchase BART cars.	None.

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

Attachment B
Resolution No. 3801
Page 1 of 10

Regional Measure 2 Program: Project List as Amended
(changes are noted in italics)

Streets and Highways Code Sections 30914(c)

- (1) *BART/MUNI access on Market Street Corridor. Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows. Three million dollars (\$3,000,000). The project sponsor is BART. (Project description modification hearing date: April 9, 2014.)*
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009); funding reduced by \$34,843,000 and prior condition removed (hearing date April 9, 2014). Present amount: nine million fifty-seven thousand dollars (\$9,057,000).*
- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight

million dollars (\$28,000,000). The project sponsor is the City of Vallejo. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*

- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct improvements to expand *parking capacity and/or amenities, or to improve access*. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (10) Sonoma-Marin Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; *construct Larkspur extension and related elements*. Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9, 2014). Present amount: Fifty-six million, five hundred thousand dollars*

(\$56,500,000). The project sponsor is SMART. (*Project description changed: hearing dates July 13, 2011, September 14, 2011, and April 9, 2014.*)

- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by *extending a multiuse pathway from the vicinity of Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal.* Sixty-five million dollars (\$65,000,000). *Funding reduced by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011.); funding reduced by \$20,000,000 (hearing date April 9, 2014). Present amount is forty-three million five hundred thousand dollars (\$43,500,000.)* The project sponsor is *Transportation Authority of Marin.*
- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). *Funding increased by \$5,425,000 (hearing date April 9, 2014). Present amount: twenty million, four hundred twenty-five thousand dollars (\$20,425,000).* The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.
- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). *Funding increased by*

\$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126). The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.

- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.
- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.
- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). *Funding reduced by \$1,201,548 (hearing date April 9, 2014). Present amount: Eighteen million, seven hundred ninety-eight thousand, four hundred fifty-two dollars (\$18,798,452).* The project sponsor is the Metropolitan Transportation Commission.
- (18) Clipper (formerly known as TransLink). Integrate the Bay Area's regional smart card technology, Clipper, with operator fare collection equipment, expand system to new transit services, and deploy new technology. Twenty-two million dollars (\$22,000,000). *Funding increased by \$13,000,000 (hearing date November 9, 2016). Present amount: Thirty-five million dollars (\$35,000,000).* The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.

- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- (21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).* Present Amount: *Thirty-three million eight hundred one thousand dollars (\$33,801,000).*
- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).* Present Amount: *One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).*

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

at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.

- (29) Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. Twenty-two million dollars (\$22,000,000). *Funding increased by \$11,932,828 (hearing date April 9, 2014), and increased by \$21,000,000 (hearing date November 9, 2016). Present amount: fifty-four million, nine hundred thirty-two thousand, eight hundred twenty-eight dollars (\$54,932,828). The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.*
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). *Funding increased by \$2,300,000 (hearing date April 9, 2014). Present amount: twelve million, three hundred thousand dollars (\$12,300,000).* The project sponsors are Alameda County Transportation Commission, City of Oakland, and the Department of Transportation.
- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars (\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009). Prior condition removed (hearing date April 9, 2014). Present Amount: One hundred eighty-six million dollars (\$186,000,000).*
- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.
- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). The project sponsors are Caltrain and BART.

- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion. Marketing program to promote tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000).
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). *Funding reduced by \$5,425,000 (hearing date April 9, 2014). Present amount: forty-five million, seventy-five thousand dollars (\$45,075,000).* The project sponsor is the Contra Costa Transportation Authority.
- (37) *BART Transit Capital Rehabilitation. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08, and to purchase replacement BART car vehicles. Twenty-four million dollars (\$24,000,000). Funding increased by \$40,000,000 (hearing date November 9, 2016). Present amount: sixty-four million dollars (\$64,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)*
- (38) *Regional Express Lane Network. Provide funds to plan and construct express/toll lanes. Priority will be given to conversion of the High-Occupancy Vehicle (HOV) lanes on Interstate 80 in Alameda and Contra Costa Counties to express lanes. Four million, eight hundred twenty five thousand, four hundred fifty five dollars and forty three cents (\$4,825,455.43). The project sponsor is MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action). (New project added: hearing date April 10, 2013)*
- (39) *Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County. Provide funds to plan and construct interchange improvements in the vicinity of Interstate 80 and San Pablo Dam Road to reduce congestion and*

improve traffic safety. Eight million dollars (\$8,000,000). The project sponsor is the Contra Costa Transportation Authority. (New project added: hearing date April 10, 2013)

(40) Caltrain Electrification. Provide funding for the electrification of Caltrain. Twenty million dollars (\$20,000,000). The project sponsor is Caltrain.

Streets and Highways Code Sections 30914(d)

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

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

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).
- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) Dumbarton *Bus*. Five million five hundred thousand dollars (\$5,500,000) *(Eligibility changed from Rail to Bus; hearing date January 11, 2012.)*
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to

landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).

- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
November 2016

Item 3a Attachment B
MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C
-PROPOSED -

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	\$9,555,000
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program	Regionwide	MTC	\$1,000,000
4. CLIMATE INITIATIVES		TOTAL:	\$23,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$39,000,000
Rideshare	Regionwide	MTC	\$10,000,000
Bay Bridge Forward	Regionwide	MTC	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$1,500,000
Casual Carpool in San Francisco and along I-80	SF/Alameda	MTC	\$1,000,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Unprogrammed Balance	TBD	TBD	\$2,500,000
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	\$43,500,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$179,000,000
6. TRANSIT CAPITAL PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$110,000,000
GGB Suicide Deterrent (BART Car Replacement/Expansion Exchange)	SF/Marin	GGBH&TD	\$40,000,000
Clipper	Regionwide	MTC	\$7,000,000
Unprogrammed Balance			\$32,283,000
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Program			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
Local Northbay PCA Program			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
8. LOCAL HOUSING PRODUCTION INCENTIVE		TOTAL:	\$30,000,000
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$476,488,000