

# Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2017

Agenda Item 3a

## MTC Resolution Nos. 3801, Revised and 4278, Revised

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**Subject:** A summary of public comments received and recommendation to program \$5 million annually in Regional Measure 2 (RM2) funds to two new projects, and associated revision to the FY2017-18 RM2 operating program.

**Background:** MTC staff is proposing to program available RM2 operating funding capacity to two new projects that are consistent with the intent of the RM2 legislation, beginning in FY 2017-18. The proposed operating assistance for the two projects totals \$5 million, annually. Further discussion of the projects is below.

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

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

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

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

Forecasted costs to operate the new terminal, expected to open by early 2018, indicate funding shortfalls in the first four years of operation that average approximately \$6.5 million per year. After that time, the retail spaces in the terminal are expected to be built out and fully utilized, generating additional lease revenue which can contribute to the center's operating budget. Before that, however, the Transbay Joint Powers Authority (TJPA) is asking that transit operators using the center provide additional funding to cover the shortfalls. The proposed RM2 operating support would directly offset some of the increased fees to cover the deficit to be paid by transit operators. In particular, the RM2 operating support would benefit AC Transit, which, as the largest tenant of the terminal, is being asked to cover 65 percent of the increased cost. Staff further proposes that after FY2021-22 the RM2 operating support be conditioned on MTC staff's evaluation of on-going support need. Should alternative operating revenue for the terminal come on line or costs reduce, MTC staff may recommend that this additional increment of RM2 operating support be reduced or eliminated.

The total annual funding requirement for the existing and proposed new RM2 operating projects are not expected to exceed the 38 percent limit of RM2 toll revenue generations that may be set aside for operating projects. In years when toll revenue generations have fallen below the threshold needed to fund all projects in the operating program to their full extent, MTC practice has

been to apply a proportionate funding reduction to all projects in the program. Going forward, staff proposes that if the need arises to constrain the operating program to available revenue, the proportional approach be continued.

**Public Comments**

At the June 14, 2017 Programming and Allocations Committee, MTC held a public hearing to receive oral comments regarding the proposed RM2 amendments. The public comments period was open through June 28<sup>th</sup>. A summary of the letters and testimony received, as well as staff responses, are included in Attachment A.

Most of the comments were supportive of the proposed program amendment. However, the Water Emergency Transportation Authority (WETA) was not supportive without a clear indication of how MTC would address potential ferry operating budget shortfalls expected in future years. MTC staff is seeking additional detail on operating budget projections from WETA staff, and will continue to work with them on options to address operating funding needs, potentially including additional bridge toll funds in the future from Regional Measure 3.

A summary of the projects and recommended actions proposed this month is shown below.

Project Number	Project Title	Proposed Annual RM2 Funding	Proposed Action
12	Clipper	\$2,000,000	Add new Project; Program \$2 million
13	Transbay Transit Center	\$3,000,000	Add new Project; Program \$3 million
<b>Total</b>		<b>\$5,000,000</b>	

**Issues:** Programming the additional RM2 funds for FY2017-18 (MTC Resolution No. 4278, Revised) is contingent upon the Commission approving the program amendments (MTC Resolution No. 3801, Revised).

**Recommendation:** Refer MTC Resolution Nos. 3801, Revised, and 4278 Revised to the Commission for approval.

**Attachments:** Attachment A – Letters and Testimony Received, and MTC staff responses  
Attachment B – MTC Resolution No. 3801, Revised  
Attachment C – MTC Resolution No. 4278, Revised

**Summary of Public Comments and Correspondence Received Related to RM2 Amendment/Public Hearing**

**Letters, E-mails, Faxes Received During Public Comment Period (also attached)**

No.	From	Subject/Key Positions	Date	Response
1	Mark Zabaneh, Transbay Joint Powers Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center	16-Jun-17	Support noted
2	Chris Andrichak, AC Transit	Support the proposed amendment to provide additional funding to the Transbay Transit Center	23-Jun-17	Support noted
3	Edward Reiskin, San Francisco Municipal Transit Agency	Support the proposed amendment to provide additional funding to the Transbay Transit Center	26-Jun-17	Support noted
4	Tilly Chang, San Francisco County Transportation Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center, and to revisit funding needs after FY2020-21.	26-Jun-17	Support noted
5	Nina Rannells, Water Emergency Transportation Authority (WETA)	WETA's position is that ferry service is not receiving its full allocation of Regional Measure 2 funding because an escalation factor was not applied to the annual allocation amount. WETA not supportive of the proposed amendment without a clear indication of how MTC will address the operating shortfall that WETA is forecasting in the coming years.	28-Jun-17	MTC will work with WETA to determine the extent of their operating budget needs in the near term and will examine the capacity remaining within the RM2 program to include an escalation factor to WETA's annual funding allocation. Escalation was not applied previously because WETA has so far not utilized its entire allocation of funds.

**Comments Made at Public Hearing -- Programming and Allocations Committee, June 14, 2017**

No.	From	Subject/Key Positions	Date	Response
1	Chris Andrichak, AC Transit	Support the proposed amendment to provide additional funding to the Transbay Transit Center project. Noted funding will help alleviate burden for AC Transit and other operators.	14-Jun-17	Support noted
2	Amber Crabbe, San Francisco County Transportation Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center project. Noted funding also provides support to transit operators that will utilize the facility	14-Jun-17	Support noted
3	Sara DeBord, Transbay Joint Powers Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center project. Provided additional background information on the project including potential for future revenue generation.	14-Jun-17	Support noted
4	Jason Fahnestock, Transbay Joint Powers Authority Citizens Advisory Committee	Support the proposed amendment to provide additional funding to the Transbay Transit Center project.	14-Jun-17	Support noted



TRANSBAY JOINT POWERS AUTHORITY

**Mark Zabaneh • Executive Director**

June 15, 2017

MTC Public Information Office  
375 Beale Street, Suite 800  
San Francisco, CA 94105

**Re: Proposed Additional RM2 operating funding for Project No. 13, Transbay Transit Center**

The TJPA would like to thank MTC staff for recommending additional RM2 funding for the operation of the Transbay Transit Center, and urge the Commission to approve this item.

The Transit Center currently receives RM2 operating funds, although the level of funding was based on the cost for Caltrans to operate the former Transbay Terminal. These funds will continue to be applied to operations of the new Transbay Transit Center, but they are not sufficient to operate the new facility, which was designed to accommodate the region's transit needs for the next 100 years and beyond, and is therefore a larger facility than the Temporary Terminal and the former Transbay Terminal.

Our agreement with a property manager to operate the Transit Center will generate substantial annual revenues from retail, events, advertising, naming rights, and sponsorships. Although these revenues, along with TJPA's commitment to control operating costs to the maximum extent possible, will significantly reduce the annual operating deficit, additional funds are needed to ensure costs are fully covered. Our asset management partner estimates that annual revenues from operation of the Center will not be stabilized until the third year of operations, and our fiscal year 2018 budget conservatively does not assume any retail revenue. However, TJPA is aiming to maximize revenue by having popup retail at opening, while the retail spaces are under development.

TJPA will also control and reduce costs by requiring the asset manager to competitively bid services, and with a fee structure that is largely incentive based, providing payments to the manager if the Center performs well financially. But, as noted in MTC staff's report for this proposal, operating deficits would fall to the transit operators to cover. By approving additional RM2 operating funds for the Transit Center, you will benefit all of the transit operators utilizing the Transit Center by providing funding certainty and lowering the contributions each is required to make to address funding shortfalls. We note that AC Transit, the City and County of San Francisco, and the San Francisco County Transportation Authority are fully in support of this additional funding. Thank you again for your support of this item.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Zabaneh", is written over the word "Sincerely,".

Mark Zabaneh  
Executive Director

cc: Anne Richman, MTC



Alameda-Contra Costa Transit District

Mike Hursh, General Manager

June 21, 2017

MTC Public Information Office  
375 Beale St, Suite 800  
San Francisco, CA 94105

**RE: Proposed Additional RM2 operating funding for Project 13, Transbay Transit Center**

AC Transit would like to thank the Commission and MTC staff for holding a public hearing to consider changes to RM2 operating funds programming. We want to express our full support for the proposed action to allocate an additional \$3 million per year to support operations of the new Transbay Transit Center.

AC Transit's transbay service plays a significant role in alleviating congestion on the Bay Bridge and overcrowding on BART. We are excited to begin service at the new Transit Center in early 2018. Our more than 14,000 daily riders will appreciate the new terminal for making their commute more safe, efficient, and convenient, and the direct connections to the bridge will take 140 peak-hour buses off the busy neighborhood streets.

The new Transit Center is a significant regional asset and a great addition to the San Francisco cityscape. The regional significance and role of the transit center in the transbay commute makes it very appropriate for its operations to be supported by RM2 toll funding. Transbay staff have done their best to secure a property management team to get maximum return on the retail spaces, but the retail income will not be sufficient to cover all operating costs in the early years of the transit center's operations.

Transbay staff has estimated AC Transit's contribution at nearly \$5M in the coming fiscal year. This is a significant amount of funds that we did not anticipate paying when we partnered with the TJPA to deliver the project nearly 10 years ago. At that time, it was assumed that the operations of the rail component would significantly subsidize the terminal operations, leaving AC Transit with a much more manageable contribution. AC Transit believes we can all agree that our budget is better spent on maintaining or increasing Transbay bus service to help further congestion reduction efforts. The \$3M per year doesn't cover all the operating costs, but we are grateful that these funds are proposed to help reduce the burden on AC Transit and our fellow operators.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Hursh', is written over a horizontal line.

Michael Hursh  
General Manager





**SFMTA**  
Municipal  
Transportation  
Agency

Edwin M. Lee, *Mayor*

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Gwyneth Borden, *Director*

Lee Hsu, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

Art Torres, *Director*

Edward D. Reiskin, *Director of Transportation*

**June 26, 2017**

**MTC Public Information Office  
375 Beale Street, Suite 800  
San Francisco, CA 94105**

***Re: Support – Additional RM2 operating funding for Project No. 13, Transbay Transit Center***

**To Whom It May Concern:**

On behalf of the San Francisco Municipal Transportation Agency (SFMTA), I am writing to express support for the proposal to allocate an additional \$3 million annually in RM2 operating funds for the Transbay Transit Center through Fiscal Year 2020-2021.

The current allocation of RM2 funds received by the Transit Center has proved to be insufficient in fully covering the facility's operating costs. The allocation amount was based on the operating costs of the former Transbay Terminal, which was much smaller than the new facility. Therefore, additional funding is needed to cover the operating costs of the new, larger, and more complex Transit Center, which will accommodate the region's growing transit needs.

As with any new large retail space, the Transit Center anticipates operating at a deficit in the short-term, through Fiscal Year 2021-2022, until revenue begins to stabilize and cover all operating costs. The Transit Center will soon be managed by an asset manager, who will be tasked with generating operating revenue from a variety of sources including: retail, events, advertising, naming rights, and sponsorships.

While these efforts will help close the funding gap in the long-term, we need to ensure all operating costs are fully covered in the interim. If an operating deficit continues, regional transit operators that use the Transit Center will be required to fill the gap. If this occurs, it could negatively impact public transit, as funds could be diverted from providing transit service to funding the Transit Center's operating budget deficit. Therefore, it is critical to allocate additional RM2 funds to the Transbay Joint Powers Authority to prevent this from occurring.

For the reasons above, the SFMTA supports the requested additional allocation of RM2 operating funding for the Transbay Transit Center, and urges the Commission to approve this item.

**Sincerely,**

A handwritten signature in black ink, appearing to read "Ed Reiskin".

**Edward D. Reiskin  
Director of Transportation**

cc: SFMTA Board of Directors  
Mark Zabaneh, Executive Director, Transbay Joint Powers Authority

June 26, 2017

Steve Heminger  
Executive Director  
375 Beale Street, Suite 800  
San Francisco, CA. 94105

Re: Proposed RM2 operating funds for Project No. 13, Transbay Transit Center

The San Francisco County Transportation Authority (SFCTA) would like to thank MTC staff for recommending additional RM2 funding for the operation of the Transbay Transit Center and urge the Commission to approve this item.

The Transit Center currently receives RM2 operating funds at a level of funding that was based on the cost for Caltrans to operate the former Transbay Terminal. These funds will continue to be applied to operations of the new Transbay Transit Center, but they are not sufficient to operate the new larger facility, which was designed to accommodate the region's transit needs for the next 100 years and beyond.

The Transbay Joint Powers Authority has recently contracted with a property manager to operate the Transit Center. The property manager will generate substantial annual revenues from retail, events, advertising, naming rights, and sponsorships, which will significantly reduce the annual operating deficit. However, like any large facility coming online, it will take several years for the annual revenues from operation of the Transbay Transit Center to ramp up and stabilize. Thus, we are supportive of MTC staff's recommendation to revisit the level of operations support after Fiscal Year 2020/21, which is the anticipated stabilization year for revenue generation from the new facility. By providing additional RM2 revenues during this ramp up period, MTC would also be benefitting all the transit operators utilizing the Transit Center. The recommended RM2 funds would provide budgetary certainty and lower the contributions required of AC Transit, SFMTA and other transit providers to close the operating gap for the center.

We appreciate MTC's support for this critical regional transit project and look forward to celebrating its opening with you at the end of the year.

Sincerely,

  
Tilly Chang  
Executive Director

cc: Mark Zabaneh, TJPA



*Plan, Fund, Deliver*

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Tilly Chang  
EXECUTIVE DIRECTOR

June 28, 2017

SENT VIA EMAIL

Nick Josefowitz, Chair  
Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale Street, San Francisco, CA 94105

***Re: MTC's Proposal to Add New Projects to the Limited RM2 Operating Program***

Dear Chair Josefowitz and Commission Members:

Thank you for the opportunity to provide public comment on your proposal to permanently add two new projects to the RM2 Operating program originally authorized by the State Legislature and approved by the voters in 2004. The RM2 Operating program is of vital importance to the San Francisco Bay Area Water Emergency Transportation Authority (WETA), as it serves as the primary source of operating subsidy to support our regional public transit ferry services currently operating to the cities of Alameda, Oakland, San Francisco, South San Francisco and Vallejo and slated to extend to the City of Richmond in 2018. We oppose the proposed addition of new projects to the RM2 program without a concurrent commitment from MTC to first fund the full operating commitment originally included in RM2 for WETA's ferry services in the amount of \$20,324,700 annually.

WETA has worked diligently since the passage of Regional Measure 2 to plan construct and deliver a system of regional ferry services and core infrastructure projects to support our ability to deliver expanded regional ferry services to meet Bay Area transbay transit and emergency response transportation needs, as directed by the State Legislature. WETA infrastructure projects completed or currently under construction include new Maintenance and Operations facilities in Vallejo and Alameda, expanded ferry berthing capacity in downtown San Francisco and seven new fast ferries for use in existing and expanded service. We have approached development of this expanded ferry system infrastructure with caution, carefully balancing our development with the limited operating resources offered to our ferry system from local, regional and state resources.

WETA's ability to maintain and sustain operation of existing and planned services and assets relies upon receiving a full commitment of the \$20,324,700 operating funds (including inflationary provisions) included in the Regional Measure 2: \$1 Toll Increase Expenditure Plan - copy available on MTC's website at the following link: [http://mtc.ca.gov/sites/default/files/RM\\_2\\_Operations\\_ProjectList.pdf](http://mtc.ca.gov/sites/default/files/RM_2_Operations_ProjectList.pdf). While we have not yet needed a full allocation of these funds in any given year, they may be needed as early as 2018 when new vessels are placed into service, our new facilities are online and we begin operation of new Richmond ferry service.

WETA cannot support the MTC proposal to add two new projects to the RM2 Operating program without a clear indication from MTC as to how the operating shortfall that this will create for us will be



addressed. We appreciate your time and effort in working with us to discuss the options for fully funding our program along with the other regional needs that your proposal intends to address.

The WETA Board of Directors will take up this matter at their July 6, 2017, meeting. I would appreciate a reply as to how we may expect to move forward in conversation with MTC on this matter in time for this meeting.

Sincerely,

A handwritten signature in dark ink, reading "Nina Rannells". The signature is fluid and cursive, with the first name "Nina" and last name "Rannells" clearly distinguishable.

Nina Rannells  
Executive Director

Steve Heminger, MTC Executive Director  
Alix Bockelman  
WETA Board of Directors

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

ABSTRACT

MTC Resolution No. 3801, Revised

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

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

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

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

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

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

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

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

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

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

This resolution was revised on July 26, 2017 to add two new projects to the RM2 Operating program: Clipper Operations, funded at \$2 million annually, and Transbay Transit Center Operating Support, funded at \$3 million annually.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, July 13, 2011, September 14, 2011, January 11, 2012, April 10, 2013, March 5, 2014, April 9, 2014, May 14, 2014, November 9, 2016, and December 14, 2016, June 14, 2017, and July 12, 2017.

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

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3801

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, IT IS

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Bill Doda, Chair

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



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

Attachment A  
Resolution No. 3801  
Page 1 of 9

### **Summary of Project/Program Changes**

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

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$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

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

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

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

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



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

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

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and Metropolitan Transportation Commission	Increase funding by \$21 million; modify scope to include operational improvements and express lane access along the various bridge corridors; add MTC as a sponsor. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.	None.
BART Transit Capital Rehabilitation (Streets & Highways Code Section 30914 (c)(37))	BART	Increase funding by \$40 million; modify scope to allow for purchase of BART cars. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to purchase BART cars.	None.
Clipper® (new Streets and Highways Code Section 30914 (d) project 12)	Metropolitan Transportation Commission	Add new project to the RM2 operating program and provide funding of \$2 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Clipper® program	None.
Transbay Transit Center (new Streets and Highways Code Section 30914 (d) project 13)	Transbay Joint Powers Authority	Add new project to the RM2 operating program and provide funding of \$3 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Transbay Transit Center	Annual funding level after FY2021-22 will be subject to MTC staff evaluation of operating support needed.

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

Attachment B  
Resolution No. 3801  
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**Regional Measure 2 Program: Project List as Amended  
(changes are noted in italics)**

**Streets and Highways Code Sections 30914(c)**

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

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct improvements to expand *parking capacity and/or amenities, or to improve access*. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (10) Sonoma-Marin Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; *construct Larkspur extension and related elements*. Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9,*

2014). *Present amount: Fifty-six million, five hundred thousand dollars (\$56,500,000).* The project sponsor is SMART. *(Project description changed: hearing dates July 13, 2011, September 14, 2011, and April 9, 2014.)*

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



Station. Twenty-five million dollars (\$25,000,000). *Funding increased by \$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126).* The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.

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

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

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

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

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

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

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

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

### **Streets and Highways Code Sections 30914(d)**

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

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

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

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

- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.
- (12) *Clipper Operations. Two million dollars (\$2,000,000) without escalation. (project added, hearing date June 14, 2017)*
- (13) *Transbay Transit Center Operations. Three million dollars (\$3,000,000) without escalation. (project added, hearing date June 14, 2017)*

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC  
Revised: 07/26/17-C

ABSTRACT

Resolution No. 4278, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2017-18.

This resolution was revised on July 26, 2017 to include programming for Clipper Operations and Transbay Transit Center as a result of the public hearing to add the two projects.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 14, 2017 and July 13, 2017.



Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2017-18 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4278

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

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

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

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

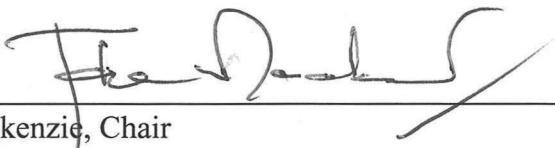
WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

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

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2017-18, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$100,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

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

**FY 2017-18 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (1,2)</b>	<b>Notes</b>
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,130,612	
		Golden Gate Transit	Route 40 Express Service Pilot	343,113	
		<b>Total</b>		<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
		<b>Total</b>		<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		SolTrans	Route 82 Pilot	30,000	
		Solano TA	TBD	61,734	
		<b>Total</b>		<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	819,550	
		WestCat	Bay Bridge Forward Service Start-up	100,000	
		LAVTA	Rapid	580,836	
		<b>Total</b>		<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,432,828	
		AC Transit	Route DB1	1,534,148	
		<b>Total</b>		<b>2,966,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	900,800	
		WETA	Alameda/Oakland	5,123,400	
		WETA	Vallejo	6,353,000	
		WETA	South San Francisco	2,922,800	
		WETA	Bay Bridge Forward Service Expansion	1,200,000	
		<b>Total</b>		<b>16,500,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	227,000	
		<b>Total</b>		<b>2,054,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/		
			Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
12	Clipper	MTC	Operations	2,000,000	
13	Transbay Transit Center	TJPA	Terminal Operations	3,000,000	
<b>Grand Total</b>				<b>48,745,338</b>	

**RM2 Marketing Assistance Program (4)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed (4)</b>	<b>Notes</b>
Clipper®	MTC	Public Information and Marketing	2,700,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Seamless Transit Map	MTC	Public Information	270,000	
Wayfinding	MTC	Public Information	40,000	
The Hub Regional Resource Center	MTC	Center Operations	100,000	
AC Transit Services	AC Transit	Public Information and Marketing	500,000	
New or Expanded Transit Services	TBD	Public Information and Marketing	50,000	
<b>Grand Total</b>			<b>3,860,000</b>	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2017-18 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).