

Date: March 23, 2005
W.I.: 1255
Referred by: PAC
Revised: 12/21/05-C 05/24/06-DA
06/27/07-DA 01/23/08-C
05/28/08-C

ABSTRACT

MTC Resolution No. 3684, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Rail Extension to East Contra Costa County project sponsored by the San Francisco Bay Area Rapid Transit District (BART) and Contra Costa Transportation Authority (CCTA) and implemented by BART.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of BART and CCTA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on December 21, 2005 to allocate \$2,500,000 to CCTA for design of the Loveridge flyover to accommodate a transit structure.

This resolution was revised on May 24, 2006 through Delegated Authority to transfer \$100,000 of CCTA's existing allocation to BART for its work related to the Loveridge flyover project. This does not result in a net change to the overall approved allocations to date for this project.

This resolution was revised on June 27, 2007 through Delegated Authority to rescind \$650,000 on the Loveridge flyover structure work and allocate \$650,000 to amend the 100% design specifications on the Loveridge Road Interchange to accommodate eBART in the median of the project. The reallocation was necessary due to a change of assumptions on the alignment of the eBART project. CCTA has terminated work on the flyover structure.

ABSTRACT

MTC Resolution No. 3684, Revised

Page 2

This resolution was revised on January 23, 2008 to allocate \$1.6 million to CCTA and BART for final design work to accommodate the future eBART project into the Highway 4 widening design.

This resolution was revised on May 28, 2008 to allocate \$3 million to CCTA and BART for the final design of the eBART structures in the SR-4 median.

Additional discussion of these allocations is contained in the Executive Director's memoranda to the MTC Programming and Allocations Committee dated March 2, 2005, December 14, 2005, January 9, 2008 and May 14, 2008.

Date: March 23, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Rail Extension to East Contra Costa County

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3684

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, Rail Extension to East Contra Costa County is identified as capital project number 13 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, BART and CCTA are co-sponsors of the Rail Extension to East Contra and BART is the implementing agency; and

WHEREAS, BART and CCTA have submitted a request for the allocation of RM 2 funds for the Rail Extension to East Contra Costs County project; and

WHEREAS, BART and CCTA has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the BART is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of BART and CCTA’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of BART's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on March 23, 2005.

**REGIONAL MEASURE 2 PROGRAM
Allocation of Funds**

Project Title: Rail Extension to East Contra Costa County
Sponsor: BART and CCTA
Implementing Agency: BART and CCTA
Project Number: 13.1 & 13.2 (See below for respective claimants)

Allocation No. 13.1 - 1 (Org Key #840-8813-01)						
Claimant:		BART				
Activities to be funded with this allocation						
The RM2 funded component delivers the following:						
1. The environmental document						
2. Preliminary engineering report						
3. Right-of-Way Acquisition Plan						
4. Locally adopted Ridership Development Plans (Proposed Stations sites are: Fairgrounds, Hillcrest, Oakley, Brentwood, and Byron).						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05368401	23-Mar-05	\$ 300,000	ENV	FY2004-05	\$	300,000
06368402	23-Mar-05	\$ 6,950,000	ENV	FY2005-06	\$	7,250,000
06368403	23-Mar-05	\$ 500,000	ROW-SUP	FY2005-06	\$	7,750,000
07368404	23-Mar-05	\$ 8,400,000	ENV	FY2006-07	\$	16,150,000
07368405	23-Mar-05	\$ 600,000	ROW-SUP	FY 2006-07	\$	16,750,000
08368406	23-Mar-05	\$ 2,000,000	ENV	FY 2007-08	\$	18,750,000

Allocation No. 13.2 - 2 (Org Key #840-8813-02)						
Claimant:		CCTA				
1) 65% Design for flyover to accommodate transit alternatives being considered as part of e-BART environmental process through the Loveridge Rd. interchange.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
06368407	21-Dec-05	\$ 1,000,000	Design	FY2005-06	\$	19,750,000
07368408	21-Dec-05	\$ 1,500,000	Design	FY2006-07	\$	21,250,000
07368408	24-May-06	\$ (100,000)	Design	FY2006-07	\$	21,150,000
07368408	27-Jun-07	\$ (650,000)	Design	FY2006-07	\$	20,500,000

**REGIONAL MEASURE 2 PROGRAM
Allocation of Funds**

Project Title: Rail Extension to East Contra Costa County
Sponsor: BART and CCTA
Implementing Agency: BART and CCTA
Project Number: 13.1 & 13.2 (See below for respective claimants)

Allocation No. 13.1 - 3 (Org Key #840-8813-01)						
Claimant: BART						
Activities to be funded with this allocation						
BART staff costs associated with contribution to the Loveridge Road Flyover project that is being implemented by CCTA. \$100,000 is being shifted from Allocation Instruction # 07368408 to this new allocation.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07368409	24-May-06	\$ 100,000	Design	FY2006-07	\$	20,600,000

Allocation No. 13.2 - 4 (Org Key #840-8813-02)						
Claimant: CCTA						
Revisions to the 100% design specifications on the Loveridge Road interchange project to accommodate the transit alternatives that are being considered as part of the eBART environmental process.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07368410	27-Jun-07	\$ 650,000	Design	FY2006-07	\$	21,250,000

Allocation No. 13.1 - 5 (Org Key #840-8813-01)						
Claimant: BART						
BART consultants will work with Caltrans to incorporate the design (above and below ground structures) of future mass transit in the SR4 median widening construction contract (design to 100%). Specific elements include two structures, drainage, and barrier/retaining walls.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08368411	23-Jan-08	\$ 800,000	Design	FY2007-08	\$	22,050,000

**REGIONAL MEASURE 2 PROGRAM
Allocation of Funds**

Project Title: Rail Extension to East Contra Costa County
Sponsor: BART and CCTA
Implementing Agency: BART and CCTA
Project Number: 13.1 & 13.2 (See below for respective claimants)

Allocation No. 13.1 - 6 (Org Key #840-8813-01)						
Claimant: CCTA						
Revisions to the 100% design specifications of State Route 4 widening project between Loveridge Road and Somersville Road. Activities include (but not limited to):						
1) Median widening by about 20 additional feet						
2) Structure modifications to Century Boulevard Underpass, Utilities Undercrossing, Old Kirker Creek Reinforced Concrete Box, Los Medanos Wasteway Reinforced Concrete Box, and some retaining walls on the north side of the freeway.						
3) Utility relocation						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08368412	23-Jan-08	\$ 800,000	Design	FY2007-08	\$ 22,850,000	

Allocation No. 13.1 - 7 (Org Key #840-8813-01)						
Claimant: BART						
Review and Oversight concurrently with Caltrans of the final design activities to incorporate median structures that will accommodate the future proposed eBART project into the SR4 project from Somersville Rd to SR160.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08368413	28-May-08	\$ 1,500,000	Design	FY2007-08	\$ 24,350,000	

Allocation No. 13.1 - 8 (Org Key #840-8813-02)						
Claimant: CCTA						
Final Design activities to incorporate median structures that will accommodate the future proposed eBART Project into the SR4 Project from Somersville Road to SR160.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08368414	28-May-08	\$ 1,500,000	Design	FY2007-08	\$ 25,850,000	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Rail Extension to East Contra Costa County Project
Sponsor: BART and CCTA
Implementing Agency: BART
Project Number: 13

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

1. Approval of the allocation package by the BART and CCTA Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
2. MTC certification of BART and CCTA's evidence of allocation and commitment of complementary funds.
3. Receipt of these funds by the Bay Area Rapid Transit District is conditioned on working cooperatively with MTC to harmonize the District's System Expansion Policy with the Commission's Transit-Oriented Development policy for transit expansion projects funded under Resolution 3434, scheduled for adoption in June 2005. CCTA, BART and MTC will work cooperatively to ensure that both policies are addressed through a unified corridor planning process.
4. BART will work cooperatively with CCTA and MTC to prepare a detailed work plan budget and scope of work for the Ridership Development Plans/ Station Area Plans.
5. CCTA's \$450,000 in Measure C funds and \$100,000 in T-PLUS funds and MTC's \$500,000 in Station Area Planning funds are to be used towards the development of the Ridership Development Plans, to supplement RM2 funds for an estimated total Ridership Development Plan budget of approximately \$2.5 million.
6. Allocations for future phases are dependent upon the environmental analysis of the project. The total project cost as identified in the Initial Project Report is considered conceptual until the completion of the environmental document.
7. BART and CCTA may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.
8. The 5/28/08 allocation and reimbursement of \$1,500,000 to BART and \$1,500,000 to CCTA for the design phase of the SR4 median structures to accommodate transit are conditioned on final approval of the revalidated EIR.

RM2 Project Number: 13 Rail Extension to East Contra Costa County (eBART)

Lead Sponsor San Francisco Bay Area Rapid Transit District (BART) Contra Costa Transportation Authority (CCTA)	Other Sponsors(s) N/A	Implementing Agency (if applicable) BART
Legislated Project Description Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County.		
RM2 Legislated Funding (in \$1,000) \$96,000		Total Estimated Project Cost (in \$1,000) \$500,000 (2009 dollars)
Project Purpose and Description The purpose of the project is to bring commute relief to the eastern portion of Contra Costa County, a fast growing part of the Bay Area. The eBART project is a 23-mile rail extension that would utilize a non-BART technology, and link directly into the BART system. The eBART technology is proposed to be diesel-multiple unit trains. The environmental study will examine the route from the existing Pittsburg/Bay Point BART Station to Byron. Because of revenue constraints, the project is proposed for a phased implementation. The first phase would begin at the Pittsburg/Bay Point BART Station and continue eastward to Hillcrest in Antioch (9 miles, 2 new stations). Phase 2 would continue the route from Hillcrest to Oakley, Brentwood, and Byron (three new stations). The environmental analysis will look again at appropriate options for technology and alignment, and could result in a different locally preferred alternative.		
Funding Description Committed Funds: The project has a total of \$502.5 million in committed funds. Uncommitted Funds: Phase 1 is fully funded. Phase 2 is not funded at this time. Operating Capacity: Once in service, eBART would operate as a portion of the BART system, under the same operating source umbrella of fares, sales tax, and property tax. Projected operating costs are \$15.9 million in the first year of operation, with approximately \$12.3 million recovered from fares and parking charges, reflecting a 77 percent recovery rate.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	04/2005	01/2009	\$27,500
2	Plans, Specifications and Estimates (to 30% only)	04/2005	03/2009	\$40,000
3	Right-of-Way	04/2005	06/2009	\$121,250
4	Construction (Design - Build)	07/2008	12/2013	\$314,500
Total:				\$503,250

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts in Thousands)

Project Title	Rail Extension to East Contra Costa County					Project No. 13				
Lead Sponsor	BART and CCTA									
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
Committed										
RM2	Environmental		18,750	2,500						21,250
Measure C	Environmental			400						400
TCRP	Environmental					5,250				5,250
SAP	Environmental			500						500
T-Plus	Environmental			100						100
RM2	PS&E					4,600	32,400			37,000
RM2	ROW						37,750			37,750
RM2	Construction									0
AB1171	ROW/Construction								115,000	115,000
RM-1	ROW/Construction								52,000	52,000
Measure J	Construction								175,000	175,000
Proposition 1B	PS&E/CON					3,000	10,000	10,000	17,000	40,000
ECCFRA	Construction								6,000	6,000
STIP	Construction								13,000	13,000
Total:		0	18,750	3,500	0	12,850	80,150	10,000	378,000	503,250
Uncommitted										
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
Total:		0	18,750	3,500	0	12,850	80,150	10,000	378,000	503,250

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

March 23, 2005
Attachment D
MTC Resolution No. 3684
Page 1 of 1
Revised: 12/21/05-C
01/23/08-C
05/28/08-C

Project Title: Rail Extension to East Contra Costa County
Sponsor: BART and CCTA
RM2 Project Number: 13

RM2 Project # 13	PRIOR	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	TOTAL
RM2 Funds Total	-	300,000	8,450,000	10,500,000	6,600,000	-	25,850,000
Environmental (ENV)	0	900,000	7,450,000	8,400,000	2,000,000	0	18,750,000
RM 2		300,000	6,950,000	8,400,000	2,000,000		17,650,000
Measure C		500,000					500,000
CCTA T-Plus Funds		100,000					100,000
MTC Station Area Plans			500,000				500,000
Final Design (PS&E)	0	0	1,000,000	1,500,000	4,600,000	0	7,100,000
RM2			1,000,000	1,500,000	4,600,000		7,100,000
							0
							0
							0
Right of Way	0	0	500,000	600,000	0	0	1,100,000
RM 2			500,000	600,000			1,100,000
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
							0
TOTAL FUNDING							
Environmental	0	900,000	7,450,000	8,400,000	2,000,000	0	18,750,000
Final Design (PS&E)	0	0	1,000,000	1,500,000	4,600,000	0	7,100,000
Right of Way	0	0	500,000	600,000	0	0	1,100,000
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	0	900,000	8,950,000	10,500,000	6,600,000	0	26,950,000

Date: February 23, 2005
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-C 11/02/05-DA
02/22/06-DA 09/27/06-DA
04/25/07-DA 09/28/07-DA
01/23/08-C 05/28/08-C

ABSTRACT

MTC Resolution No. 3682, Revised

This resolution approves the allocation of Regional Measure 2 funds for the TransLink® project sponsored by Metropolitan Transportation Commission (MTC) and the various Bay Area transit operators identified in Attachment A of this resolution, who are the implementing agencies. This resolution also transfers funds previously allocated under MTC Resolution No. 3657 to this resolution and supersedes MTC Resolution No. 3657.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheets
- Attachment B - Project Specific Conditions
- Attachment C - MTC staff's review of Initial Project Reports (IPRs)
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on March 23, 2005 to approve an allocation to MTC for TransLink® Support work. The attachments, A-3 through D-3 provide additional information on the allocation approval.

This resolution was revised on November 2, 2005 by Delegated Authority to approve a \$150,000 allocation to the Santa Clara Valley Transportation Authority for the VTA/Caltrain TransLink® Ticket Vending Machine Integration project. The attachments, A-4 through D-4 provide additional information on the allocation approval.

This resolution was revised on February 22, 2006 by Delegated Authority to approve \$20,000 to MTC for TransLink® program technical assistance for VTA's Ticket Vending Machine Integration Project.

This resolution was revised on September 27, 2006 by Delegated Authority to allocate \$726,000 to VTA for final design of the Consortium Information Management System.

ABSTRACT

MTC Resolution No. 3682, Revised

Page 2

This resolution was revised on April 25, 2007 by Delegated Authority to allocate \$15,000 to MTC for assessing regional integration requirements of Golden Gate Transit's TransLink® Ferry Fare Gates project.

This resolution was revised on September 28, 2007 by Delegated Authority to allocate \$290,000 to MTC for SFMTA TransLink® Faregate integration work and \$90,000 to SFMTA for TransLink® faregate integration support efforts.

This resolution was revised on January 23, 2008 to allocate \$1,718,000 (final design and construction phases) to VTA for the Ticket Vending Machine Integration Project.

This resolution was revised on May 28, 2008 to allocate \$1,474,000 (construction phase) to VTA for the Consortium Information Management System.

Additional discussion of this allocation is contained in the memorandum to the MTC Programming and Allocations Committee dated February 9, 2005, March 2, 2005, January 9, 2008 and May 14, 2008.

Date: February 23, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the TransLink® Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3682

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, TransLink®, sponsored by the Metropolitan Transportation Commission, is identified as capital project number 18 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Metropolitan Transportation Commission, through the TransLink® Management Group, has approved an unconstrained and unprioritized list of projects and corresponding implementing agencies eligible to receive funds under capital project number 18; and

WHEREAS, each implementing agency will submit an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for each project allocation request; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the implementing agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds for each implementing agency; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of each implementing agency’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in the attachments are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that the RM2 funds allocated to BART under MTC Resolution No. 3657, as part of capital project number 18 under RM2, are hereby transferred to this resolution and Resolution No. 3657 is hereby superseded by this resolution; and be it further

RESOLVED, that MTC approves MTC staff's review of the requesting implementing agency's IPR for this project as set forth in the Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in the Attachment A; and, be it further

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 23, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Consortium Information Management System (CIMS)
Sponsor: Metropolitan Transportation Commission
Implementing Agency: Santa Clara Valley Transportation Authority (VTA)
Project Number: 18.5

Allocation No. 18.5-1						
Activities to be funded with Allocation #1:						
VTA will contract with a vendor on behalf of the Consortium to develop a design package for the CIMS. CIMS is to provide Consortium members with a system that will provide additional information for financial reconciliation and/or transportation planning using data that originates from the TransLink System. The design package will include: functional specifications, technical and detailed design, which will provide the ability to analyze, reconcile, validate, archive, facilitate and track work flow, integrate, and report on TransLink information.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07368209	27-Sep-06	\$ 726,000	PSE	FY 2006-07	\$ 726,000	

Allocation No. 18.5-2						
Activities to be funded with Allocation #2:						
Phase II of the CIMS project, which includes reconciliation, data validation, data analysis, development, testing, and implementing of the CIMS.						
Funding Information for Allocation #2:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07368215	28-May-08	\$ 1,474,000	CON	FY 2007-08	\$ 2,200,000	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Consortium Information Management System
Sponsor: Metropolitan Transportation Commission
Implementing Agency: Santa Clara Valley Transportation Authority (VTA)
Project Number: 18.5

The \$726,000 RM2 allocation and reimbursement of these funds for the design phase of the above project are conditioned upon the following :

1. VTA will work cooperatively with the TransLink® Consortium to develop the scope of the project as defined in the 'Procedures for Development and Implementation of the TransLink Consortium Information Management System' approved by the TransLink Consortium.
2. VTA cannot incur any RM2 reimbursable costs before the VTA Board approval of the allocation request.
3. After the completion of each deliverable, VTA must present the work to the TransLink® Consortium for review and approval before proceeding with eligible expenses on the subsequent deliverable.

The \$1,474,000 RM2 allocation and reimbursement of these funds for the construction phase of the above project are conditioned upon the following :

1. After the completion of each deliverable, VTA must present the work to the TransLink® Consortium for review and approval before proceeding with eligible expenses on the subsequent deliverable.

RM2 Project Number: 18.5 Consortium Information Management System

Lead Sponsor Metropolitan Transportation Commission	Other Sponsors(s) N/A	Implementing Agency (if applicable) Santa Clara Valley Transportation Authority (VTA)
Legislated Project Description Integrate the Bay Area's regional smart card fare payment system, TransLink®, with operator fare collection equipment and expand system to new transit services.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding for Project #18 - \$22,000 18.1 TransLink® - BART (\$9,680) 18.2 TransLink® - Golden Gate (\$2,000) 18.3 Translink® - MTC (\$3,000) 18.4 TransLink® - VTA (\$1,888) 18.5 TransLink® - CIMS (2,500) 18.5 TransLink® -MUNI (2,731)		Project # 18.5 - Total Estimated Project Cost (in \$1,000) 18.5 TransLink® - CIMS (\$2,200)
Project Purpose and Description The CIMS project is to provide Consortium members with a system that will provide additional information for financial reconciliation and/or transportation planning using data that originates from the TransLink System. CIMS will provide the ability to analyze, reconcile, validate, archive, integrate, and report on Translink information. VTA is taking the lead in developing the design specifications for the CIMS.		
Funding Description Committed Funds: This project is funded through RM2 and MTC's State Transit Assistance funds (capital). Uncommitted Funds: None. Operating Capacity: Operating costs include power, network bandwidth and technical support for approximately \$300,000/year. The Translink Finance Committee is addressing the specific costs concerning operating and maintenance of the CIMS. The costs will be distributed between members of the Translink Consortium, not including MTC. Annual costs in excess of \$300,000 require review by the Consortium Finance Committee.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	N/A	N/A	\$0
2	Plans, Specifications and Estimates	11/2006	03/2007	\$726
3	Right-of-Way	N/A	N/A	\$0
4	Construction	07/2007	07/2007	\$1,474
Total:				\$2,200

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Consortium Information Management System						Project No. 18.5			
Lead Sponsor	MTC									
Implementing Agency	VTA									

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
Committed										
										0
RM2	Design				726					726
RM2	Construction					1,474				1,474
STA - MTC Capital	Construction									0
										0
										0
										0
Total:		0	0	0	726	1,474	0	0	0	2,200
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
Total:		0	0	0	726	1,474	0	0	0	2,200

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Consortium Information Management System (CIMS)
Sponsor: Metropolitan Transportation Commission
Implementing Agency: Santa Clara Valley Transportation Authority (VTA)
RM2 Project Number: 18.5

	PRIOR	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	TOTAL
RM2 Funds Total	-	-	-	726,000	-	-	726,000
Environmental (ENV)	0	0	0	0	0	0	0
							0
							0
							0
							0
Final Design (PS&E)	0	0	0	726,000	0	0	726,000
RM2				726,000			726,000
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
							0
Construction	0	0	0	0	1,474,000	0	1,474,000
RM2					1,474,000		1,474,000
							0
							0
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	726,000	0	0	726,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	1,474,000	0	1,474,000
PROJECT TOTAL	0	0	0	726,000	1,474,000	0	2,200,000

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

ABSTRACT

MTC Resolution No. 3651, Revised

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

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of TJPA's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

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

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

This resolution was revised on May 24, 2006 to approve a \$2.735 million allocation to allow the TJPA to continue ongoing professional contracts and PMPC work for preliminary engineering work as well as to proceed with the BART connector study and Transbay travel model studies. Additional project specific conditions have been incorporated.

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

ABSTRACT

MTC Resolution No. 3651, Revised

Page 2

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

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

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

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

Additional discussion of this allocation is contained in the Executive Director's memoranda to the MTC Programming and Allocations Committee dated September 8, 2004, November 10, 2004 and October 12, 2005, and PAC Summary Page dated May 10, 2006, February 14, 2007, September 12, 2007, January 9, 2008, March 5, 2008 and May 14, 2008.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3651

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

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

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

WHEREAS, the TJPA has submitted an Initial Project Report, as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the TJPA is requesting RM2 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of TJPA's Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

RESOLVED, that MTC approves MTC staff's review of TJPA's Initial Project Report (IPR) for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

**REGIONAL MEASURE 2 PROGRAM
Allocation of Funds**

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

Allocation No. 22.1-1						
Activities to be funded with Allocation #1:						
The RM2 funded component delivers Phase 1 of the Preliminary Engineering, consisting of the following activities and deliverables:						
<ol style="list-style-type: none"> 1. Program Update Report; 2. Design Criteria and Quality Guidelines; 3. Risk Analysis including identification of significant project elements that contribute to cost risk; 4. Program Implementation Plan and Cash Flow including phasing alternatives that consider expected availability of funding; 5. Preliminary engineering (roughly 10%) on project elements needed to better define cost; 6. Revised Cost Estimate Report; 7. Value Engineering Report; and 8. Program Scope Report for the Transbay Terminal element; 9. Conceptual Engineering for the Caltrain Downtown Extension element; 10. Revised Program Budget, Schedule and Cash Flow; and 11. Project Management/Project Control necessary to complete the items above. 						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05365101	22-Sep-04	\$ 10,505,000	ENV	FY 2004-05	\$ 10,505,000	
06365102	22-Sep-04	\$ 4,990,000	ENV	FY 2005-06	\$ 15,495,000	

Allocation No. 22.1-2

Activities to be funded with Allocation #2:

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

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

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

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

Funding Information:

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

Allocation No. 22.1-3

Activities to be funded with Allocation #3:

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

The TJPA finds that no new facts have arisen since the original certification of the Transbay Terminal EIR/EIS that would change the analysis or conclusions. MTC is a responsible agency under CEQA, and accepts that the EIR for the Project is in compliance with the provisions of CEQA and its applicable regulations.

MTC will be receiving two documents prior to processing payment for the property:
1) Settlement agreement between TJPA and the property owner.
2) Quitclaim deed (to protect MTC and the City and the San Francisco County Transportation Authority if the project fails).

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
06365104	26-Oct-05	\$ 12,875,000	ROW	FY 2005-06	\$ 44,495,000

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

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

Allocation No. 22.1-6						
Activities to be funded with Allocation #6:						
a) Final Design for the Utility Relocation Services, Temporary Terminal, and Bus Storage facility						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365107	26-Sep-07	\$ 1,319,000	PS&E	FY 2007-08	\$ 53,279,000	

Allocation No. 22.1-7						
Activities to be funded with Allocation #7:						
a) Preliminary Design for the Utility Relocation Services (\$1.9 million)						
b) Program Management and Program Controls (\$2.654 million)						
c) Bundled Right-of-Way acquisitions on a subset of the following in downtown San Francisco until funds are expended: 272 Main, 200 Folsom, 90 Natoma, 564 Howard, 546 Howard, 57 Tehama, 60 Tehama, 81-83 Natoma, 77-79 Natoma, Natoma St., and 568-576 Howard. (\$23.745 million)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365108	23-Jan-08	\$ 2,654,000	ENV	FY 2007-08	\$ 55,933,000	
08365109	23-Jan-08	\$ 1,900,000	ENV	FY 2007-08	\$ 57,833,000	
08365110	23-Jan-08	\$ 23,745,000	ROW	FY 2007-08	\$ 81,578,000	

Allocation No. 22.1-8						
Activities to be funded with Allocation #8:						
a) Final Design for the Bus Storage Facility and Utility Relocation, Permits, Fees and Interagency Agreements through CY 2008 and Construction Management for the Temporary Terminal and Bus Storage Facility (\$11.4 million)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365111	26-Mar-08	\$ 11,400,000	PS&E	FY 2007-08	\$ 92,978,000	

Allocation No. 22.1-9						
Activities to be funded with Allocation #9:						
a) Preliminary Engineering of the Transbay Transit Center (\$ 21.8 million)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365112	28-May-08	\$ 21,800,000	ENV	FY 2007-08	\$ 114,778,000	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

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

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

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

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

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

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

Specific Language:

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

6. General Concept:

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

Specific Language:

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

7. General Concept:

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

Specific Language:

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

8. General Concept:

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

Specific Language:

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

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

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

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

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

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

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

On January 23, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-7.

13. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
14. MTC will execute Quit Claim Deeds for each property which is being purchased (fully or in part) with RM2 funds prior to transferring any funds to the TJPA for this purpose. The selection of parcels to be purchased with RM2 funds shall be clustered in location as much as possible.
15. MTC is allowing non-proportionate drawdowns from complementary fund sources for purposes of procuring right of way under this allocation, with the understanding that after all parcels have been acquired, RM2 funding will be approximately equal to complementary funding for right of way.

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

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

The following condition pertains specifically to allocation # 22.1-9.

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

Date: October 27, 2004
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-DA
10/24/07-DA
05/28/08-C

ABSTRACT

MTC Resolution No. 3658, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-880 North Safety Improvements project sponsored Alameda County Congestion Management Agency (ACCMA), the City of Oakland, and the California Department of Transportation (Caltrans) and implemented by the Alameda County Congestion Management Agency.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the ACCMA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised through Executive Director Delegated Authority on October 24, 2007 to allocate \$700,000 in RM2 funds for environmental and preliminary engineering activities on the I-880 North Safety Improvements, Phase 1.

This resolution was revised on May 28, 2008 to allocate \$2.3 million in RM2 funds for environmental and preliminary engineering activities, and to expand previous environmental allocations' scope to include the full I-880 North Safety Improvements project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004 and the Programming and Allocations Committee Summary Sheet dated May 14, 2008.

Date: October 27, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-880 North Safety Improvements Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3658

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda County Congestion Management Agency has submitted a request for the allocation of RM 2 funds for the I-880 North Safety Improvements project; and

WHEREAS, I-880 North Safety Improvements is identified as capital project number 30 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the City of Oakland and Caltrans are the project co-sponsors and have designated the ACCMA as the lead project sponsor and implementing agency for the I-880 North Safety Improvement Project; and

WHEREAS, the Alameda County Congestion Management Agency has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Alameda County Congestion Management Agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Alameda County Congestion Management Agency’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Alameda County Congestion Management Agency’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland,

MTC Resolution No. 3658

Page 4

California, on October 27, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: I-880 North Safety Improvements
Sponsor: Alameda County Congestion Management Agency
Project Number: 30.1

Allocation No. 30.1						
Activities to be funded with Allocation #1:						
<p>The RM2 funded component delivers the Project Studies Report (PSR) and the Project Report (PR) including environmental studies and impact reports, resulting in the following deliverables:</p> <ol style="list-style-type: none"> 1. I-880 North Safety Improvements PSR 2. I-880 North Safety Improvements PR - Environmental Document. (The environmental document is expected to be a Mitigated Negative Declaration/Finding of No Significance). <p>Note: Project sponsor anticipates the development of a combined PSR/PR. The combined approach is the most cost-effective and timely option. The combined PSR/PR will streamline the environmental and project development for this project. An itemized breakdown of the \$1.1 million in funding for environmental work would list approximately \$450,000 for the PSR and \$650,000 for the PR.</p>						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05365801	27-Oct-04	\$ 300,000	ENV	FY 2004-05	\$	300,000
06365802	27-Oct-04	\$ 400,000	ENV	FY 2005-06	\$	700,000
07365803	27-Oct-04	\$ 400,000	ENV	FY 2006-07	\$	1,100,000

Allocation No. 30.1						
Activities to be funded with Allocation #2:						
<p>This allocation will fund the environmental and preliminary engineering phases for this project. Work includes all required environmental technical studies and preliminary engineering documents to support environmental approval of the project, as well as additional preliminary engineering documents such as geometric layouts and traffic analyses.</p>						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365804	24-Oct-07	\$ 700,000	ENV	FY 2007-08	\$	1,800,000

Allocation No. 30.1

Activities to be funded with Allocation #3:

This allocation will fund the environmental and preliminary engineering phases for this project. Work includes all required environmental technical studies and preliminary engineering documents to support environmental approval of the project, as well as additional preliminary engineering documents such as geometric layouts and traffic analyses.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08365805	28-May-08	\$ 2,300,000	ENV	FY 2007-08	\$ 4,100,000



Regional Measure 2 Regional Traffic Relief Plan

RM2 Project Number: 30.1 I-880 North Safety Improvements

Lead Sponsor Alameda County Congestion Management Agency	Other Sponsors(s) City of Oakland and Caltrans	Implementing Agency (if applicable) Alameda County Congestion Management Agency
Legislated Project Description Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue.		
RM2 Legislated Funding (in \$1,000) \$10,000	Total Estimated Project Cost (in \$1,000) \$97,000	
Project Purpose and Description The northbound I-880 off-ramp at 29th Avenue was not designed to handle the traffic levels and speeds that I-880 currently experiences. The on-ramp is short and does not meet current design standard, resulting in a queue spillback and causing sudden speed changes on the mainline, thereby creating slowdown and congestion on the mainline. The accident rate in this section of I-880 is twice the state average. The proposed project specifically addresses the existing geometry and nonstandard features that either directly attribute to or exacerbate the high rate of accidents in the area. The proposed project will relocate access points (ramps), increase the length of the northbound auxiliary lane, increase the deceleration length of off ramps, increase the acceleration length of on ramps, and increase the vertical clearance of the existing overcrossings in the area. The proposed improvements are anticipated to reduce congestion caused by short weaving sections, improve the movement of goods, and reduce the number of accidents within the project area.		
Funding Description Committed Funds: The project is fully funded through federal, state, and regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will maintain and operate the facility.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	7/1/2005	4/1/2010	\$4,100
2	Plans, Specifications and Estimates	4/1/2010	12/1/2011	\$7,600
3	Right-of-Way	4/1/2010	4/1/2012	\$5,200
4	Construction	8/1/2012	12/1/2014	\$80,100
Total:				\$97,000

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	I-880 North Safety Improvements					Project No.	30.1			
Lead Sponsor	Alameda County Congestion Management Agency					Last Updated	5/28/2008			

Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	Total
Committed										
RM2	Environmental	1,100		3,000						4,100
RM2	PS&E						2,600			2,600
STIP	PS&E					5,000				5,000
RM2	Right-of-Way					600	2,600			3,200
SAFETEA	Right-of-Way						2,000			2,000
RM2	Construction							100		100
TCIF	Construction								73,000	73,000
2008 STIP	Construction								7,000	7,000
Total:		1,100	0	3,000	0	5,600	7,200	100	80,000	97,000
Uncommitted										
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	Total
Total:		1,100	0	3,000	0	5,600	7,200	100	80,000	97,000

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: I-880 North Safety Improvements Project
 Sponsor: Alameda County Congestion Management Agency
 RM2 Project Number: 30.1

As Adopted May 28, 2008

RM2 Project # 30.1	PRIOR	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	TOTAL
RM2 Funds Total	1,100,000	-	3,000,000	-	-	-	4,100,000
Environmental (ENV)	1,100,000	0	3,000,000	0	0	0	4,100,000
RM-2	1,100,000		3,000,000				4,100,000
							0
							0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
RM-2							0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
RM-2							0
							0
							0
							0
Construction	0	0	0	0	0	0	0
RM-2							0
STIP							0
							0
							0
TOTAL FUNDING							
Environmental	1,100,000	0	3,000,000	0	0	0	4,100,000
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	1,100,000	0	3,000,000	0	0	0	4,100,000

Date: January 25, 2006
W.I.: 1255
Referred by: PAC
Revised: 10/25/06-C
03/28/07-C
11/28/07-C
05/28/08-C

ABSTRACT

MTC Resolution No. 3739, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Solano County Corridor Improvements near Interstate 80/Interstate 680/SR 12 Interchange project sponsored and implemented by the Solano Transportation Authority.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of Solano Transportation Authority's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on October 25, 2006 to approve a supplemental allocation for environmental and preliminary engineering for subproject 2, I-80 HOV Lanes in Solano County, for \$1 million.

This resolution was revised on March 28, 2007 to approve an allocation of final design funds for subproject 2, I-80 HOV Lanes in Solano County, for \$4.5 million, and an allocation for construction of an advance bridge widening for the same project for \$2 million.

This resolution was revised on November 28, 2007 through Commission Action to approve an allocation of environmental and preliminary engineering funds for subproject 3, I-80/I-680/SR-12 Interchange, for \$13.5 million in RM2 funds.

This resolution was revised on May 28, 2008 through Commission Action to rescind \$5.2 million from the environmental allocation for subproject 3, I-80/I-680/SR-12 Interchange, originally allocated for \$13.5 million in RM2 funds, and reallocate the rescinded \$5.2 million for

ABSTRACT

MTC Resolution No. 3739, Revised

Page 2

subproject 4, I-80 Eastbound Cordelia Truck Scales Relocation. The revised environmental allocation amount for subproject 3 is \$8.3 million.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated January 11, 2006, October 4, 2006, March 7, 2007, November 14, 2007 and May 14, 2008.

Date: January 25, 2006
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Solano County Corridor Improvements near Interstate 80/Interstate 680/SR 12 Interchange project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3739

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Solano Transportation Authority has submitted a request for the allocation of RM 2 funds for the Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange project; and

WHEREAS, the Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange is identified as capital project number 7 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, Solano Transportation Authority has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Solano Transportation Authority is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of Solano Transportation Authority’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of Solano Transportation Authority's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on January 25, 2006.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: I-80/I-680/SR-12 Interchange
 Sponsor: Solano Transportation Authority
 Project Number: 7.3

Allocation No. 1						
Activities to be funded with Allocation #1:						
This allocation will fund the environmental and detailed preliminary engineering phases, and the preparation of an EIR/EIS. The document will evaluate the entire project (excluding the North Connector and I-80 HOV Lanes). Record of Decision will only be issued for a fundable phase.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year		Cumulative Total To Date
08373908	28-Nov-07	\$ 13,500,000	ENV	FY 2007-08	\$	13,500,000

Allocation No. 2						
Activities to be funded with Allocation #2:						
This allocation transfers \$5.2 million from Allocation #1 to Project 7.4 - Cordelia Truck Scales. The approved activities as described in Allocation #1 remains unchanged.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year		Cumulative Total To Date
08373908	28-May-08	\$ (5,200,000)	ENV	FY 2007-08	\$	8,300,000

RM2 Project Number: 7.3

I-80/I-680/SR 12 Interchange Improvements in Solano County

Lead Sponsor Solano Transportation Authority	Other Sponsors(s) N/A	Implementing Agency (if applicable) Solano Transportation Authority and Caltrans
Legislated Project Description Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in the corridor based on recommendations of a 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.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$100,000 7.1 North Connector (\$20,052) 7.2 I-80 HOV Lanes in Solano Co. (\$11,000) 7.3 I-80/I-680/SR-12 Interchange (\$68,948 [split between 7.3 and 7.4]) 7.4 I-80 Eastbound Cordelia Truck Scales Relocation (\$68,948 [split bt 7.3&7.4])		Total Estimated Project Cost (in \$1,000) Total Overall Cost: \$399,960 7.1 North Connector (\$56,664) 7.2 I-80/I-680/SR12 HOV Lanes (\$79,948) 7.3 I-80/I-680/SR-12 Interchange (\$162,248) 7.4 I-80 Eastbound Cordelia Truck Scales Relocation (\$100,900)
Project Purpose and Description The Solano Transportation Authority (STA) is proposing improvements to address traffic operations and congestion to the existing I-80/I-680/State Route (SR) 12 Interchange complex in Solano County. Alternatives being considered in the Environmental Impact Report (EIR) may include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, and constructing a direct connector roadway from I-680 to SR 12 East, southeast of the existing interchange. Alternatives will include options for reconfiguration of the existing truck scales within the project area to improve ingress and egress of the truck traffic.		
Funding Description Committed Funds: This project currently has TCRP, STIP, RM2, and future AB 1171 funds programmed. Uncommitted Funds: \$35m of construction is not yet funded. STA proposes future federal, state, and local funds. Operating Capacity: Caltrans will be responsible for owning and operating the mainline interchange improvements.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	06/2002	09/2009	\$17,100
2	Plans, Specifications and Estimates	10/2009	10/2010	\$12,000
3	Right-of-Way	10/2009	06/2011	\$20,000
4	Construction	07/2011	09/2013	\$113,148
Total:				\$162,248

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	I-80/I-680/SR-12 Interchange					Project No. 7.3				
Lead Sponsor	Solano Transportation Authority									

Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	Future	Total
Committed										
TCRP	ENV	8,400								8,400
STIP	ENV	400								400
RM2	ENV			8,300						8,300
RM2	PSE				12,000					12,000
RM2 or AB 1171	ROW				20,000					20,000
RM2 or AB 1171	CON							78,148		78,148
										0
										0
										0
Total:		8,800	0	8,300	0	32,000	0	78,148	0	127,248
Uncommitted										
Future Fed/St/Loc Funds	CON							35,000		35,000
Total:		0	0	0	0	0	0	35,000	0	35,000
Total Project Committed and Uncommitted										
		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	Future	Total
Total:		8,800	0	8,300	0	32,000	0	113,148	0	162,248

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

November 28, 2007
Attachment D-3
MTC Resolution No. 3739
Org Key: 840-8807-03
Page 1 of 1
Revised: 05/28/08-C

Project Title: Interstate 80/Interstate 680/Route 12 Interchange
Sponsor: Solano Transportation Authority
RM2 Project Number: 7.3

	PRIOR	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	TOTAL
RM2 Funds Total	-	-	8,300,000	-	-	-	8,300,000
Environmental (ENV)	8,800,000	0	8,300,000	0	0	0	17,100,000
TCRP	8,400,000						8,400,000
STIP	400,000						400,000
RM2			8,300,000				8,300,000
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
							0
TOTAL FUNDING							
Environmental	8,800,000	0	8,300,000	0	0	0	17,100,000
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	8,800,000	0	8,300,000	0	0	0	17,100,000

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: I-80 Eastbound Cordelia Truck Scales Relocation
 Sponsor: Solano Transportation Authority
 Project Number: 7.4

Allocation No. 1						
Activities to be funded with Allocation #1:						
This allocation will fund the environmental document and supporting studies and preliminary engineering to support the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08373909	28-May-08	\$ 5,200,000	ENV	FY 2007-08	\$ 5,200,000	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: I-80 Eastbound Cordelia Truck Scales Relocation
Sponsor: Solano Transportation Authority
Project Number: 7.4

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

1. STA may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.

RM2 Project Number: 7.4

I-80 Eastbound Cordelia Truck Scales Relocation

Lead Sponsor Solano Transportation Authority	Other Sponsors(s) N/A	Implementing Agency (if applicable) Solano Transportation Authority and Caltrans
Legislated Project Description Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in the corridor based on recommendations of a joint study conducted by the Department of Transportation and the Solano Transportation		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$100,000 7.1 North Connector (\$20,052) 7.2 I-80 HOV Lanes in Solano Co. (\$11,000) 7.3 I-80/I-680/SR-12 Interchange (\$68,948 [split between 7.3 and 7.4]) 7.4 I-80 Eastbound Cordelia Truck Scales Relocation (\$68,948 [split bt 7.3/7.4])		Total Estimated Project Cost (in \$1,000) Total Overall Cost: \$399,960 7.1 North Connector (\$56,664) 7.2 I-80/I-680/SR12 HOV Lanes (\$79,948) 7.3 I-80/I-680/SR-12 Interchange (\$162,248) 7.4 I-80 Eastbound Cordelia Truck Scales Relocation (\$100,900)
Project Purpose and Description The Cordelia Truck Scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 interchanges. In addition, the Cordelia Truck Scales were constructed in 1958 and are seriously undersized and overcapacitated. The purpose of the project is to construct new truck scales with the capacity to accomodate the anticipated 115% growth in truck traffic in the corridor by 2040; to provide traffic congestion relief in this section of I-80 by reducing truck/auto weaving and truck queuing; and improve reliability of the system with improved capacity and up-to-date equipment. The project would rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps. The facility will be designed to handle 2040 truck traffic volumes and will have a useful life of at least 25 years.		
Funding Description Committed Funds: This project currently has TCRP, TCIF/SHOPP, RM2, and future AB 1171 funds programmed. Uncommitted Funds: This project is fully funded. Operating Capacity: Caltrans will be responsible for owning and operating the mainline interchange improvements.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	06/2002	09/2009	\$5,800
2	Plans, Specifications and Estimates	10/2009	10/2010	\$17,700
3	Right-of-Way	10/2009	06/2011	\$3,000
4	Construction	07/2011	09/2013	\$74,400
Total:				\$100,900

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	I-80 Eastbound Cordelia Truck Scales Relocation					Project No. 7.4				
Lead Sponsor	Solano Transportation Authority									

Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	Future	Total
Committed										
TCRP	ENV			600						600
RM2	ENV			5,200						5,200
RM2 or AB 1171	PSE					17,700				17,700
RM2 or AB 1171	ROW					3,000				3,000
RM2 or AB 1171	CON							24,600		24,600
TCIF/SHOPP	CON							49,800		49,800
										0
										0
Total:		0	0	5,800	0	20,700	0	74,400	0	100,900
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	Future	Total
Total:		0	0	5,800	0	20,700	0	74,400	0	100,900

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

May 28, 2008
Attachment D-4
MTC Resolution No. 3739
Org Key: 840-8807-04
Page 1 of 1

Project Title: I-80 Eastbound Cordelia Truck Scales Relocation
Sponsor: Solano Transportation Authority
RM2 Project Number: 7.4

	PRIOR	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	TOTAL
RM2 Funds Total	-	-	5,200,000	-	-	-	5,200,000
Environmental (ENV)	0	0	5,800,000	0	0	0	5,800,000
TCRP			600,000				600,000
RM2			5,200,000				5,200,000
							0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
							0
TOTAL FUNDING							
Environmental	0	0	5,800,000	0	0	0	5,800,000
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	5,800,000	0	0	0	5,800,000