

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 04/27/05-C 07/27/05-C  
11/02/05-DA 01/25/06-DA  
05/24/06-DA 09/26/07-C  
03/26/08-C 12/17/08-C

ABSTRACT

MTC Resolution No. 3649, Revised

This resolution approves the allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements project sponsored and implemented by the Transportation Authority of Marin.

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 Transportation Authority of Marin's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 27, 2005 to allocate funds for the Sir Francis Drake Boulevard Widening project.

This resolution was amended on July 27, 2005 to allocate funds for the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was amended on November 2, 2005 to allocate \$270,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to unexpected sharp rises in the price of asphalt. Some funds are being redirected from the planned project #11.4 (Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue.

## ABSTRACT

MTC Resolution No. 3649, Revised

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A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was revised on May 24, 2006 through Delegated Authority to allocate \$1 million to the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was revised on September 26, 2007 through Commission Action to allocate \$2 million in RM2 funds for the environmental phase of the Central Marin Ferry Connection project.

This resolution was revised on March 26, 2008 through Commission Action to allocation \$1 million in RM2 funds for the construction phase of the Cal Park Hill Tunnel Rehabilitation, Phase A project.

This resolution was revised on December 17, 2008 through Commission Action to allocate \$4.4 million in RM2 funds for the environmental and preliminary engineering phases of Project 11.1, US-101 Greenbrae Improvements.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007 and March 5, 2008.

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

Re: Approval of Allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3649

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 RM2 funding (MTC Resolution No. 3636); and

WHEREAS, the Transportation Authority of Marin serves as the Marin County Congestion Management Agency and is an eligible project sponsor; and

WHEREAS, the Transportation Authority of Marin has submitted a request for the allocation of RM 2 funds for the U.S. 101 Greenbrae Interchange Improvements project; and

WHEREAS, U.S. 101 Greenbrae Interchange Improvements is identified as capital project number 11 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Transportation Authority of Marin 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 Transportation Authority of Marin 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 Transportation Authority of Marin’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 Transportation Authority of Marin’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 Transportation Authority of Marin 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

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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: US-101 Greenbrae / Twin Cities Corridor Improvements  
Sponsor: Transportation Authority of Marin  
Project Number: 11.1

<b>Allocation No. 11.1-1</b>						
Activities to be funded with Allocation #1:						
To complete the environmental document and begin preliminary engineering work.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05364901	22-Sep-04	\$ 1,513,000	ENV	FY 2004-05	\$ 1,513,000	
06364902	22-Sep-04	\$ 2,020,000	ENV	FY 2005-06	\$ 3,533,000	

<b>Allocation No. 11.1-2</b>						
Activities to be funded with Allocation #2:						
This allocation will fund the Project Approval/Environmental Document phase. Activities include a two tiered environmental document to programmatically clear the entire project and a project specific environmental document to clear the first phase of the corridor project, as well as associated studies.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09364910	17-Dec-08	\$ 4,400,000	ENV	FY 2008-09	\$ 7,933,000	

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

Project Title: US-101 Greenbrae / Twin Cities Corridor Improvements  
Sponsor: Transportation Authority of Marin  
Project Number: 11.1

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

1. 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.

## RM 2 Project Number 11.1

### US-101 Greenbrae / Twin Cities Corridor Improvements

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) Transportation Authority of Marin
Legislated Project Description 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 constructing a new full service diamond interchange at Wornum Drive south of the Greenbrae Interchange, extending a multiuse pathway from the new interchange at 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		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$65,000 <b>11.1 US-101 Greenbrae / Twin Cities Corridor Improvements (\$48,723)</b> 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$10,360)	Total Estimated Project Cost for 11.1 (in \$1,000) \$160,333	
Project 11.1 Additional Project Description and Purpose The project will address the operational efficiency of the highway and local road system in order to improve safety for motorist, bicycles and pedestrians. The project will analyze the Highway 101 Corridor from south of Tamalpais Drive to north of Sir Francis Drake Boulevard. The project will be implemented in partnership with Caltrans.		
Funding Description Committed Funds: The RM 2 funds fully fund the first phase of the corridor improvements. Uncommitted Funds: Funding for future phases of the ultimate corridor improvements is not yet fully funded. Potential funding may come from future federal and state fund sources. Operating Capacity: Caltrans will maintain and operate the facility as part of the State Highway System.		

#### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	09/2005	11/2011	\$7,933
2	Plans, Specifications and Estimates	06/2010	12/2011	\$12,400
3	Right-of-Way Acquisition	11/2011	12/2013	\$5,000
4	Construction	03/2012	03/2014	\$135,000
<b>Total:</b>				<b>\$160,333</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	US-101 Greenbrae / Twin Cities Corridor Improvements	<b>Project No.</b>	11.1
<b>Lead Sponsor</b>	Transportation Authority of Marin	<b>Last Updated</b>	12/17/2008

Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	Future	Total
<b>Committed</b>										
RM2	Env (Alt Analysis)	3,533								3,533
RM2	Env/PE				4,400					4,400
RM2	PS&E					8,400				8,400
RM2	ROW							5,000		5,000
RM2	Construction, Ph. 1							27,390		27,390
										0
										0
<b>Total:</b>		3,533	0	0	4,400	8,400	0	32,390	0	48,723
<b>Uncommitted</b>										
Future Federal/State	Construction, Ph. 1							62,610		62,610
Future Federal/State	PS&E, Phase 2								4,000	4,000
Future Federal/State	Const., Phase 2								45,000	45,000
<b>Total:</b>		0	0	0	0	0	0	62,610	49,000	111,610
<b>Total Project Committed and Uncommitted</b>										
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
<b>Total:</b>		3,533	0	0	4,400	8,400	0	95,000	49,000	160,333

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: US-101 Greenbrae / Twin Cities Corridor Improvements  
 Sponsor: Transportation Authority of Marin  
 RM2 Project Number: 11.1

As Adopted December 17, 2008

RM2 Project # 11.1	PRIOR	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Future	TOTAL
<b>RM2 Funds Total</b>	<b>3,533,000</b>	<b>4,400,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,933,000</b>
<b>Environmental (ENV)</b>	<b>3,533,000</b>	<b>4,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,933,000</b>
RM 2	3,533,000	4,400,000					7,933,000
							0
							0
							0
<b>Final Design (PS&amp;E)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
							0
<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
							0
<b>Construction</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
							0
<b>TOTAL FUNDING</b>							
Environmental	3,533,000	4,400,000	0	0	0	0	<b>7,933,000</b>
Final Design (PS&E)	0	0	0	0	0	0	<b>0</b>
Right of Way	0	0	0	0	0	0	<b>0</b>
Construction	0	0	0	0	0	0	<b>0</b>
<b>PROJECT TOTAL</b>	<b>3,533,000</b>	<b>4,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,933,000</b>

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 12/17/08-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

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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.

This resolution was revised on December 17, 2008 to allocate \$15 million to CCTA to acquire additional right-of-way needed to provide for a wider median in State Route 4 from Loveridge Road to State Route 160 to accommodate possible future mass transit.

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, May 14, 2008 and December 10, 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

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Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on 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: 13.1,13.2,13.3 (See below for respective claimants)

<b>Allocation No. 13.1 - 1 (Org Key #840-8813-01)</b>						
<b>Claimant: BART</b>						
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

<b>Allocation No. 13.2 - 2 (Org Key #840-8813-02)</b>						
<b>Claimant: CCTA</b>						
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: 13.1,13.2,13.3 (See below for respective claimants)

<b>Allocation No. 13.1 - 3 (Org Key #840-8813-01)</b>						
<b>Claimant: BART</b>						
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

<b>Allocation No. 13.2 - 4 (Org Key #840-8813-02)</b>						
<b>Claimant: CCTA</b>						
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

<b>Allocation No. 13.1 - 5 (Org Key #840-8813-01)</b>						
<b>Claimant: BART</b>						
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: 13.1,13.2,13.3 (See below for respective claimants)

<b>Allocation No. 13.1 - 6 (Org Key #840-8813-01)</b>						
<b>Claimant: CCTA</b>						
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	

<b>Allocation No. 13.1 - 7 (Org Key #840-8813-01)</b>						
<b>Claimant: BART</b>						
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	

<b>Allocation No. 13.1 - 8 (Org Key #840-8813-02)</b>						
<b>Claimant: CCTA</b>						
Final Design activities to incorporate median structures that will accomodate 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	

<b>Allocation No. 13.3 - 9 (Org Key #840-8813-03)</b>						
<b>Claimant: CCTA</b>						
Additional right-of-way to be acquired to provide for a wider median in State Route 4 from Loveridge Road to State Route 160 to accommodate possible future mass transit. Right of Way acquisition and associated costs such as R.A.P. and utility relocation.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09368415	17-Dec-08	\$ 15,000,000	ROW	FY2008-09	\$ 40,850,000	

## **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.

9. The following condition applies to the 12/17/08 allocation:  
Reimbursement of \$15,000,000 to CCTA to acquire additional right-of-way is conditioned on BART and CCTA signing an agreement defining the assignment of RM2 funds from the eBART project allocation to the State Route 4 project to accommodate a potential future transit project.

## 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	\$26,400
2	Plans, Specifications and Estimates (to 30% only)	04/2005	03/2009	\$25,162
3	Right-of-Way	04/2005	06/2009	\$129,050
4	Construction (Design - Build)	07/2008	12/2013	\$322,796
<b>Total:</b>				<b>\$503,408</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts in Thousands)

<b>Project Title</b>		Rail Extension to East Contra Costa County					<b>Project No.</b>		13		
<b>Lead Sponsor</b>		BART and CCTA									
Fund Source		Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
<b>Committed</b>											
RM2		Environmental		18,191				1959			20,150
Measure C		Environmental			400						400
TCRP		Environmental					5,250				5,250
SAP		Environmental			500						500
T-Plus		Environmental			100						100
RM2		PS&E			2,500		4,600	200			7,300
Proposition 1B		PS&E					3,000	6,000			9,000
RM1		PS&E						8,862			8,862
RM2		ROW		559				15,000			15,559
Measure J		ROW								87,608	87,608
RM1		ROW						25,883			25,883
Measure J		Construction								87,500	87,500
RM2		Construction						52,991			52,991
AB1171		Construction								115,000	115,000
RM-1		Construction						17,305			17,305
Proposition 1B		CON							20,000	11,000	31,000
ECCFRA		Construction								6,000	6,000
STIP		Construction								13,000	13,000
<b>Total:</b>			0	18,750	3,500	0	12,850	126,241	20,000	320,108	503,408
<b>Uncommitted</b>											
<b>Total:</b>			0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>											
			<b>Prior</b>	<b>2004-05</b>	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>Future</b>	<b>Total</b>
<b>Total:</b>			0	18,750	3,500	0	12,850	126,241	20,000	320,108	503,408

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

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
<b>RM2 Funds Total</b>	-	300,000	8,450,000	10,500,000	6,600,000	15,000,000	40,850,000
<b>Environmental (ENV)</b>	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
<b>Final Design (PS&amp;E)</b>	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
<b>Right of Way</b>	0	0	500,000	600,000	0	15,000,000	16,100,000
RM 2			500,000	600,000		15,000,000	16,100,000
							0
							0
							0
<b>Construction</b>	0	0	0	0	0	0	0
							0
							0
							0
							0
<b>TOTAL FUNDING</b>							
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	15,000,000	16,100,000
Construction	0	0	0	0	0	0	0
<b>PROJECT TOTAL</b>	0	900,000	8,950,000	10,500,000	6,600,000	15,000,000	41,950,000

Date: July 27, 2005  
W.I.: 1224  
Referred by: PAC  
Revised: 12/17/08-C

ABSTRACT

Resolution No. 3708, Revised

This resolution adopts the Regional Measure 2 (RM2) Real-time Transit Information Grant program.

The following attachment is provided with this resolution:

Attachment A— RM2 Real-time Transit Information Program of Projects

Attachment B – RM2 Real-time Transit Grant Program Requirements

This resolution was revised on December 17, 2008 to: (a) Remove funding for large-format, multi-agency real-time transit information displays at MTC designated regional transit hubs from the Caltrain, Golden Gate Transit and LAVTA grants. These funds were redirected to BART and MTC who will implement these signage improvements as part of MTC's Hub Signage Program. (b) Revise the Golden Gate Transit grant to reflect actual real-time transit procurement results. (c) Update the funding requirements for RM2 Real Time Transit grant recipients.

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated July 13, 2005 and December 10, 2008.

Date: July 27, 2005  
W.I.: 1224  
Referred by: PAC

RE: Regional Measure 2 (RM2) Real-time Transit Information Grant Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3708

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 RM2 Real-time Transit Information Grant Program is identified as capital project number 19 under RM 2 and is a competitive grant program available to transit operators as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, MTC has developed a process and criteria to be used in the selection of the RM2 Real-time Transit Information grant recipients to be funded with Regional Measure 2 funds; and

WHEREAS, MTC used the process and criteria set forth in the February 18, 2005, RM2 Real-time Transit Information Grant Call for Projects to develop the grant recipient list and the associated funding amounts found in Attachment A; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the recommended grant recipients and the correlated funding amounts; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the Real-Time Transit Grant Program requirements; now therefore be it

RESOLVED, that MTC approves MTC staff's review of the RM2 Real-time Transit Information Grant applications; and be it further

RESOLVED, that MTC approves the list of grant recipients and their associated funding amounts as set forth in Attachment A; and, be it further

RESOLVED, that encumbrance of the Real-Time Transit grants require a subsequent action, whereby MTC allocates the RM2 funds specific to each grant recipient consistent 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 grant recipients shall comply with the requirements outlined in Attachment B pertaining to the RM2 Real-Time Transit Grant Program; and be it further

RESOLVED, that redistributing of any funds within the Real-Time Transit Grant Program as a result of grant recipient non-compliance with the requirements of the RM2 Real-Time Transit Grant Program or RM2 Policies and Procedures will be subject to MTC review and discretion.

METROPOLITAN TRANSPORTATION COMMISSION

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Jon Rubin, Chair

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

Date: July 27, 2005  
W.I.: 1224  
Referred by: PAC  
Revised: 12/17/08-C

Attachment A  
MTC Resolution No. 3708  
Page 1 of 2

Recommended List of RM 2 Real-Time Transit Information Grant Program Fund Recipients

Agency	Recommended Funding	Project
AC Transit	\$927,000	<ul style="list-style-type: none"> <li>• Hastus scheduling system upgrade to provide higher quality real-time transit information, and an automatic feed into regional 511/transit databases</li> <li>• Real-time information at every stop for additional lines</li> <li>• Signs at up to two BART stations</li> </ul>
BART <sup>1</sup>	\$100,000	<ul style="list-style-type: none"> <li>• Four large-format, multi-agency real-time transit information displays at Dublin/Pleasanton, Millbrae and Richmond transit hubs</li> </ul>
Emery Go-Round	\$105,000	<ul style="list-style-type: none"> <li>• 2 Signs at MacArthur BART station</li> </ul>
Golden Gate Transit <sup>2</sup>	\$1,655,000	<ul style="list-style-type: none"> <li>• Radio system with basic AVL capability</li> <li>• 30 bus stops signs and 12 hub signs (including San Rafael and Ferry Terminal transit hubs)</li> <li>• Interface to destination signs</li> </ul>
LAVTA <sup>3</sup>	\$173,000	<ul style="list-style-type: none"> <li>• Data lines to bring BART schedule information into LAVTA base system</li> </ul>
MTC <sup>4</sup>	\$100,000	<ul style="list-style-type: none"> <li>• Four large-format, multi-agency real-time transit information displays at 4<sup>th</sup>/King, Diridon, Mountain View, and Palo Alto transit hubs</li> </ul>
Peninsula Corridor JPB <sup>5</sup>	\$2,569,000	<ul style="list-style-type: none"> <li>• Signs at 5 Caltrain stations (train and bus predictions), including 3 Baby Bullet stations</li> <li>• Signs for buses at the same 9 stations and at Daly City and Colma BART stations</li> <li>• AVL system on Caltrain, including a software update for real-time predictions at every stop</li> </ul>
SFMTA	\$11,283,000	<ul style="list-style-type: none"> <li>• 450 bus shelter signs; 86 mobile computers</li> <li>• NextBus on 495 motor coaches</li> <li>• Connection to 511 real-time transit database</li> <li>• Automatic upload of configuration data</li> <li>• GPS repeaters to enable immediate identification of defective trackers</li> <li>• Interface between NextBus and subway systems</li> <li>• Continuous monitoring of data quality</li> </ul>

Recommended List of RM 2 Real-Time Transit Information Grant Program Fund Recipients

Agency	Recommended Funding	Project
VTA	\$2,530,000	<ul style="list-style-type: none"> <li>• Completion of real-time system</li> <li>• Installation of 80 signs</li> </ul>
WestCAT	\$551,000	<ul style="list-style-type: none"> <li>• Implementation of technology to provide real-time at every stop and installation of 20 signs</li> </ul>
<b>Total Funds:</b>		<b>\$19,993,000</b>

1. BART Project added on 12/17/08 for \$100,000.
2. Golden Gate grant reduced on 12/17/08 by \$25,000.
3. LAVTA grant reduced on 12/17/08 by \$50,000.
4. MTC project added on 12/17/08 for \$100,000.
5. JPB grant reduced on 12/17/08 by \$125,000.

Date: July 27, 2005  
W.I.: 1224  
Referred by: PAC  
Revised: 12/17/08-C

Attachment B  
MTC Resolution No. 3708  
Page 1 of 2

## Requirements for RM 2 Real-Time Grant Program Fund Recipients

Transit operators awarded funds under the RM 2 Real-Time Grant Program must meet the following requirements, in addition to the Regional Measure 2 Policies and Procedures:

### 1. Usable Segments

Provide real-time information for usable segments the transit system. Usable segments are defined as routes that improve regional or intra-agency connectivity, routes that serve main arterials, express or limited-stop routes, or a subset of vehicle types within an agency (e.g. all light rail vehicles.)

### 2. Performance Standards

Provide performance standards for real-time data accuracy that have been or will be established with the real-time system vendor and are being monitored.

### 3. Automated Updates of Configuration Data

Provide an efficient, automated way to update real-time system configuration data when changes are made to the scheduling system.

### 4. Data Sharing

Provide required real-time information to a regional database for dissemination on 511 and 511.org and to other transit operators, if applicable, in an MTC-approved format. Required real-time information includes predicted arrival times for every stop, a date and time stamp for each prediction, and transit agency configuration data including routes, stop ids and direction.

### 5. Regional Real-time Transit TAC

Grant recipients will be expected to participate in a regional Technical Advisory Committee of transit operators implementing real-time transit information systems.

### 6. Support MTC's RTIS

Grant recipients must support the Regional Transit Information System (RTIS). MTC will confirm before funding allocation that the requesting agency is actively supporting and efficiently transferring information and data required to successfully and accurately offer to the public the data provided on [www.transit.511.org](http://www.transit.511.org) and the 511 TakeTransit<sup>SM</sup> Trip Planner.

7. Real-time Signage

Any large format real-time signage that will be placed in the general pedestrian area (i.e. not at a specific bus stop) of a significant multi-agency transfer hub (i.e. train/bus station, Transit Center) must adhere to the signage standards for equipment and content developed with input from the Real-time Transit Technical Advisory Committee.

8. On-going Operations and Maintenance Costs

The real-time system and the data communications connection to the MTC Data Storage system shall be supported by the project sponsor, at the sponsor's expense, for a minimum of 5 years from the date of final acceptance.

9. Final Acceptance Testing

Transit agencies will allow MTC's technical advisor to participate in their final acceptance testing at no cost to the project.

10. Expiration of Project Funds

All project work must be completed within three years of the allocation of funds to the grant recipient. If any funds remain after the three-year grant period, MTC will have the authority to either extend the grant period to complete the project or reallocate unspent funds to another project.

11. Cost Overruns

The grant recipient will be responsible for cost increases beyond the amount awarded in the initial grant.

12. Non-511 Phone Systems

MTC provides real-time transit arrival/departure predictions on its 511 phone system. Consequently, no RM2 grant funds can be used to build or expand a separate real-time transit information phone system.

13. Overhead Rate Restrictions

For the real time transit projects, an overhead rate (as defined in RM2 policies and procedures) is not an eligible expense and sponsors/implementing agencies will not be reimbursed for any overhead rate costs.

Date: September 21, 2005  
W.I.: 1255  
Referred by: PAC  
Revised: 05/23/07-DA  
12/17/08-C

ABSTRACT

MTC Resolution No. 3716, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Solano County Express Bus Intermodal Facilities project sponsored by Solano Transportation Authority and implemented by City of Fairfield, City of Vallejo, and City of Benicia.

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 implanting agency's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on May 23, 2007 through Delegated Authority to allocate \$705,275 to the City of Vallejo for preliminary assessment of the Curtola/Lemon Park and Ride Lot and Transit Center off of I-80 at the east end of the Carquinez Bridge.

This resolution was revised on December 17, 2008 to allocate \$92,000 to the City of Benicia for the environmental review of two intermodal facilities to accommodate the new regional Route 78 and improve regional transit connections in Benicia.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 14, 2005 and December 10, 2008.

Date: September 21, 2005  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Solano Express Bus Project.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3716

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 County Express Bus Intermodal Facilities project is identified as capital project number 6 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Solano Transportation Authority is the project sponsor for the Solano County Express Bus Intermodal Facilities grant program and has approved the funding distribution of \$20 million in RM2 funding and implementing agencies for the eligible projects listed in Streets and Highway Code Section 30914(c)(6); and

WHEREAS, each implementing 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 each 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; 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 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 each implementing agencies' 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 each 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

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Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 21, 2005.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Benicia Intermodal Facilities  
 Project Sponsor: Solano Transportation Authority  
 Implem. Agency: City of Benicia  
 Project Number: 6.2

<b>Allocation No. 6.2 - 1</b>					
Activities to be funded with Allocation #1:					
Environmental Review for the Downtown Benicia Intermodal Facility & West Benicia Intermodal facility. Both facilities will include: <ul style="list-style-type: none"> <li>a) Streetscape design elements</li> <li>b) New bus shelters</li> <li>c) New pavement markings to designate parking areas, improved roadway alignment etc</li> <li>d) Local improvements to pedestrian &amp; bicycle safety &amp; connectivity for example: bulbouts, enhanced crosswalks, refuge medians, new bike lanes &amp; bike parking</li> <li>e) Kiosk to provide information regarding transit and community information.</li> </ul>					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
09371604	17-Dec-08	\$ 92,000	ENV	FY 2008-09	\$ 92,000

**REGIONAL MEASURE 2**  
**Project Specific Conditions**  
**Solano County Express Bus Intermodal Facilities**  
**RM 2 Project No. 6**

Project Title: Benicia Intermodal Facilities  
Sponsor: Solano Transportation Authority  
Project Number: 6.2

The following conditions apply to the 12/17/08 allocation

- 1 The allocation of RM2 funds for the subsequent design, right-of-way and construction phases of the above project is conditioned upon the City of Benicia buying the property currently owned by the Calvary Community Church for the construction of the West Benicia Intermodal Facility.
- 2 The Solano Transportation Authority Board approving a resolution concurring with the City of Benicia's allocation request.

## RM2 Project Number: 6.2 Benicia Intermodal Facilities

Lead Sponsor <b>STA</b>	Other Sponsors(s) <b>N/A</b>	Implementing Agency (if applicable) <b>City of Benicia</b>
Legislated Project Description 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. The project sponsor is Solano Transportation Authority.		
RM2 Legislated Funding (in \$1,000) <b>Solano Express Bus: \$3000</b>		Total Estimated Project Cost (in \$1,000) <b>\$3,000</b>
Project Purpose and Description This project includes environmental review, design, construction & project management of two intermodal facilities; the Downtown Benicia Intermodal Facility & the West Benicia Intermodal Facility. These intermodal facilities will facilitate access to the new regional Route 78 along the 780 corridor between the Vallejo Ferry terminal and the Pleasant Hill BART Station and improve regional transit connections in Benicia. Both projects include streetscape design elements. New bus shelters will be installed at the proposed bus stops with appropriate amenities. New pavement markings will designate parking areas, improved roadway alignment, new bicycle lanes and high visibility crosswalks.		
Funding Description Committed Funds (Phase 1): \$3 Million in RM2 funds Uncommitted Funds (Phase 2): N/A Operating Capacity: Upon project completion, the Benicia Department of Public Works will assume responsibility for operating and maintaining the facilities.		

### Overall Project Cost and Schedule

Element	Scope	Start	End	Cost (in \$1,000)
<b>1</b>	ENV	01/2009	02/2010	\$92
<b>2</b>	PS&E	04/2010	10/2011	\$224
<b>3</b>	Right-of-Way	07/2010	10/2011	\$170
<b>4</b>	Construction	12/2010	08/2011	\$2,514
<b>Total:</b>				<b>\$3,000</b>

Total Project Funding Plan: Committed and Uncommitted Sources  
 (Amounts Escalated in Thousands)

<b>Project Title</b>	Benicia Intermodal Facilities		<b>Proj No</b> 6.2						
<b>Impl Agency</b>	City of Benicia								
<b>Fund Source</b>	<b>Phase</b>	<b>Prior</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>Future</b>	<b>Total</b>
<b>Committed</b>									
RM2	ENV				92				92
RM2	PSE					110	114		224
RM2	R/W					170			170
RM2	CON						2,514		2,514
									0
<b>Total:</b>		0	0	0	92	280	2,628	0	3,000
<b>Uncommitted</b>									
<b>Total:</b>		0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>									
		<b>Prior</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>Future</b>	<b>Total</b>
<b>Total:</b>		0	0	0	92	280	2,628	0	3,000

**REGIONAL MEASURE 2 PROGRAM  
Project Cash Flow Plan**

December 17, 2008  
Attachment D  
MTC Resolution No. 3716  
Page 1 of 1

Project Title: Benicia Intermodal Facilities  
Implementing Agency: City of Benicia  
Project Number: 6.2

	FY 2008-09	FY 2009-10	FY 2010-11	Future	TOTAL
<b>RM2 Funds Total</b>	<b>92,000</b>	<b>-</b>	<b>-</b>		<b>92,000</b>
<b>Environmental (ENV)</b>	<b>92,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92,000</b>
RM2	92,000				92,000
					0
					0
<b>Final Design (PS&amp;E)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
					0
					0
					0
					0
<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
					0
					0
					0
					0
<b>Construction</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
					0
					0
					0
					0
<b>TOTAL FUNDING</b>					
Environmental	92,000	0	0	0	<b>92,000</b>
Final Design (PS&E)	0	0	0	0	<b>0</b>
Right of Way	0	0	0	0	<b>0</b>
Construction	0	0	0	0	<b>0</b>
<b>PROJECT TOTAL</b>	<b>92,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92,000</b>

Date: October 26, 2005  
W.I.: 1255  
Referred by: PAC  
Revised: 02/22/06-C  
06/25/08-C  
09/24/08-C  
12/17/08-C

ABSTRACT

MTC Resolution No. 3722, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Real-Time Transit Information Program administered by Metropolitan Transportation Commission (MTC) and sponsored/ implemented by the various Bay Area transit operators identified in Attachment A of Resolution No. 3708.

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 February 22, 2006 to allocate funds to the Peninsula Corridor Joint Powers Board for the Caltrain Real-Time Transit Information Project and to WestCAT for the Technology Implementation and Signage Project.

This resolution was revised on June 25, 2008 to rescind \$ 1,986,400 from the prior allocation and to reallocate these funds to different phases (new & old) of the project.

This resolution was revised on September 24, 2008 to extend the funds for the MUNI Automatic Vehicle Location project (19.2) - set to expire in October 2008 - by one year until October 2009.

This resolution was revised on December 17, 2008 to rescind \$125,000 from the Caltrain Real Time Transit Information project. This was part of a programming revision to remove funding for large-format, multi-agency real-time transit information displays at MTC designated regional transit hubs from the Caltrain, Golden Gate Transit and LAVTA grants. These funds were redirected to BART and MTC who will implement these signage improvements as part of MTC's Hub Signage Program instead. Also, conditions were revised for the Emeryville, AC

ABSTRACT

MTC Resolution No. 3722, Revised

Page 2

Transit, Western Contra Costa Transit Authority, and Caltrain projects to extend the funding time frame beyond the original three years.

Additional discussion of this allocation is contained in the memorandum to the MTC Programming and Allocations Committee dated October 12, 2005, and summary pages dated February 8, 2006, June 11, 2008, September 10, 2008 and December 10, 2008.

Date: October 26, 2005  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Real-Time Transit Information Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3722

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 Real-time Transit Information Program, administered by the Metropolitan Transportation Commission, is identified as capital project number 19 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 has approved a list of funding recipients (project sponsor), respective funding awards, and Real-Time Transit Information Program specific requirements as identified in MTC Resolution No. 3708; and

WHEREAS, each project sponsor 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 project sponsor 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 project sponsor; 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 project sponsor’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 MTC approves MTC staff's review of the requesting project sponsor'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 project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 26, 2005.

## REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Emery Go Round/MacArthur BART Real Time Information  
Sponsor: City of Emeryville  
Implementing Agency: Emery-Go-Round  
Project Number: 19.1

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

### 1. Usable Segments

Provide real-time information for usable segments of the transit system. Usable segments are defined as routes that improve regional or intra-agency connectivity, routes that serve main arterials, express or limited-stop routes, or a subset of vehicle types within an agency (e.g. all light rail vehicles.)

### 2. Performance Standards

Provide performance standards for real-time data accuracy that have been or will be established with the real-time system vendor and are being monitored. MTC reserves the right to require that agencies receiving RM2 funds meet minimum standards for accuracy.

### 3. Automated Updates of Configuration Data

Provide timely updates of real-time system configuration data when changes are made to the scheduling system.

### 4. Data Sharing

Provide required real-time information to a regional database for dissemination on 511, 511.org, and if applicable, to other transit operators, in an MTC-approved format at no cost, without restriction, and for the duration of the Project. Required real-time information includes predicted arrival times for every stop, a date and time stamp for each prediction, and transit agency configuration data including routes, stop ids and direction.

### 5. Regional Real-time Transit TAC

Grant recipients will be expected to participate in a regional Technical Advisory Committee of transit operators implementing real-time transit information systems.

### 6. Support MTC's RTIS

Grant recipients must support the Regional Transit Information System (RTIS). MTC will confirm before funding allocation that the requesting agency is actively supporting and efficiently transferring information and data required to successfully and accurately offer to the public the data provided on [www.transit.511.org](http://www.transit.511.org) and the 511 TakeTransitSM Trip Planner.

### 7. Real-time Signage

All regional real-time signage being placed at transit hubs must adhere to the signage standards developed by the RM2 Connectivity Study with assistance from the Real-time Transit Technical Advisory Committee. Emery Go-Round's obligation to comply with such standards after construction of their RM2 real-time project shall be negotiated with MTC, factoring in cost impacts to Emery Go-Round, after Emery Go-Round has prepared a migration plan.

#### 8. On-going Operations and Maintenance Costs

The real-time system and the data communications connection to the MTC Data Storage system shall be supported by the project sponsor, at the sponsor's expense, for a minimum of 5 years from the date of final acceptance.

#### 9. Final Acceptance Testing

Transit agencies will allow MTC's technical advisor to participate in their final acceptance testing at no cost to the project.

#### 10. Expiration of Project Funds

All project work must be completed within three years of the allocation of funds to the grant recipient. If any funds remain after the three-year grant period, MTC will have the authority to either extend the grant period to complete the project or reallocate unspent funds to another project.

#### 11. Cost Overruns

The grant recipient will be responsible for cost increases beyond the amount awarded in the initial grant.

#### 12. Non-511 Phone Systems

MTC plans to provide real-time transit arrival/departure predictions on its 511 phone system. Consequently, no RM2 grant funds can be used to build or expand a separate real-time transit information phone system.

#### 13. City Council Approval

This allocation is contingent upon the City of Emeryville's City Council approval of the allocation request and compliance with the RM2 program, which is anticipated on October 18, 2005.

#### 14. Overhead Rate Restrictions

For the real-time transit projects, an overhead rate (as defined in RM2 policies and procedures) is not an eligible expense and sponsors/implementing agencies will not be reimbursed for any overhead rate costs.

#### 15. Extension of Project Funds

Project funds set to expire in October 2008 due to condition #10 are hereby extended until December 2010 for project 19.1.

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

Project Title: Hastus Scheduling Software Upgrade and Real-time Signage  
Sponsor: AC Transit  
Project Number: 19.3

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

### 1. Usable Segments

Provide real-time information for usable segments of the transit system. Usable segments are defined as routes that improve regional or intra-agency connectivity, routes that serve main arterials, express or limited-stop routes, or a subset of vehicle types within an agency (e.g., all light rail vehicles).

### 2. Performance Standards

Provide performance standards for real-time data accuracy that have been or will be established with the real-time system vendor and are being monitored. MTC reserves the right to require that agencies receiving RM2 funds meet minimum standards for accuracy.

### 3. Automated Updates of Configuration Data

Provide an efficient, automated way to update real-time system configuration data when changes are made to the scheduling system.

### 4. Data Sharing

Provide required real-time information to a regional database for dissemination on 511 and 511.org and to other transit operators, if applicable, in a MTC-approved format to be jointly developed with AC Transit. The required real-time information will be shared with the regional database at no cost to MTC, without restriction, and for the duration of the Project. Required real-time information includes predicted arrival times for every stop, a date and time stamp for each prediction, and transit agency configuration data including routes, stop ids and direction.

### 5. Regional Real-time Transit TAC

Grant recipients will be expected to participate in a regional Technical Advisory Committee of transit operators implementing real-time transit information systems.

### 6. Support MTC's RTIS

Grant recipients must support the Regional Transit Information System (RTIS). MTC will confirm before funding allocation that the requesting agency is actively supporting and efficiently transferring information and data required to successfully and accurately offer to the public the data provided on [www.transit.511.org](http://www.transit.511.org) and the 511 TakeTransitSM Trip Planner.

#### 7. Real-time Signage

All real-time signage paid by the RM2 Real-time Transit Grant Program must adhere to the signage standards developed by the RM2 Connectivity Study with assistance from the Real-time Transit Technical Advisory Committee. If transit agencies can prove financial hardship in changing the signage in their RM2 grant application to adhere to the new RM2 real-time signage standards, then the transit agencies may either request an exception to the standard or request additional funding to meet such standard. Signage implemented before the RM2 real-time signage standards are finalized are not necessarily expected to initially comply with the RM2 standard.

#### 8. On-going Operations and Maintenance Costs

The real-time system and the data communications connection to the MTC Data Storage system shall be supported by the project sponsor, at the sponsor's expense, for a minimum of 5 years from the date of final acceptance.

#### 9. Final Acceptance Testing

Transit agencies will allow MTC's technical advisor to participate in their final acceptance testing at no cost to the project.

#### 10. Expiration of Project Funds

All project funds must be expended within three years of the allocation of funds to the grant recipient. If any funds remain after the three-year grant period, MTC will have the authority to either extend the grant period to complete the project or reallocate unspent funds to another project.

#### 11. Cost Overruns

The grant recipient will be responsible for cost increases beyond the amount awarded in the initial grant.

#### 12. Non-511 Phone Systems

MTC plans to provide real-time transit arrival/departure predictions on its 511 phone system. Consequently, no RM2 grant funds can be used to build or expand a separate real-time transit information phone system.

#### 13. Overhead Rate Restrictions

For the real-time transit projects, an overhead rate (as defined in RM2 policies and procedures) is not an eligible expense and sponsors/implementing agencies will not be reimbursed for any overhead rate costs.

#### 14. Extension of Project Funds

Project funds set to expire in October 2008 due to condition #10 are hereby extended until October 2009 for project 19.3.

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

Project Title: Technology Implementation and Signage  
Sponsor: Western Contra Costa Transit Authority  
Project Number: 19.4

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

### 1. Usable Segments

Provide real-time information for usable segments of the transit system. Usable segments are defined as routes that improve regional or intra-agency connectivity, routes that serve main arterials, express or limited-stop routes, or a subset of vehicle types within an agency (e.g., all light rail vehicles).

### 2. Performance Standards

Provide performance standards for real-time data accuracy that have been or will be established with the real-time system vendor and are being monitored. MTC reserves the right to require that agencies receiving RM2 funds meet minimum standards for accuracy.

### 3. Automated Updates of Configuration Data

Provide an efficient, automated way to update real-time system configuration data when changes are made to the scheduling system.

### 4. Data Sharing

Provide required real-time information to a regional database for dissemination on 511 and 511.org and to other transit operators, if applicable, in an MTC-approved format at no cost, without restriction, and for the duration of the Project. Required real-time information includes but is not limited to predicted arrival times for every stop, a date and time stamp for each prediction, and transit agency configuration data including but not limited to routes, stop ids and direction.

### 5. Regional Real-time Transit TAC

Grant recipients will be expected to participate in a regional Technical Advisory Committee of transit operators implementing real-time transit information systems.

### 6. Support MTC's RTIS

Grant recipients must support the Regional Transit Information System (RTIS). MTC will confirm before funding allocation that the requesting agency is actively supporting and efficiently transferring information and data required to successfully and accurately offer to the public the data provided on [www.transit.511.org](http://www.transit.511.org) and the 511 TakeTransitSM Trip Planner.

#### 7. Real-time Signage

All regional real-time signage being placed at transit hubs must adhere to the signage standards developed by the RM2 Connectivity Study with assistance from the Real-time Transit Technical Advisory Committee. WestCAT's obligation to comply with such standards after construction of their RM2 real-time project shall be negotiated with MTC, factoring in cost impacts to WestCAT, after WestCAT has prepared a migration plan.

#### 8. On-going Operations and Maintenance Costs

The real-time system and the data communications connection to the MTC Data Storage system shall be supported by the project sponsor, at the sponsor's expense, for a minimum of 5 years from the date of final acceptance.

#### 9. Final Acceptance Testing

Transit agencies will allow MTC's technical advisor to participate in their final acceptance testing at no cost to the project.

#### 10. Expiration of Project Funds

All project funds must be expended within three years of the allocation of funds to the grant recipient. If any funds remain after the three-year grant period, MTC will have the authority to either extend the grant period to complete the project or reallocate unspent funds to another project.

#### 11. Cost Overruns

The grant recipient will be responsible for cost increases beyond the amount awarded in the initial grant.

#### 12. Non-511 Phone Systems

MTC plans to provide real-time transit arrival/departure predictions on its 511 phone system. Consequently, no RM2 grant funds can be used to build or expand a separate real-time transit information phone system.

#### 13. Overhead Rate Restrictions

For the real-time transit projects, an overhead rate (as defined in RM2 policies and procedures) is not an eligible expense and sponsors/implementing agencies will not be reimbursed for any overhead rate costs.

#### 14. Extension of Project Funds

Project funds set to expire in February 2009 due to condition #10 are hereby extended until August 2009 for project 19.4.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Caltrain Real-Time Transit Information Project  
Sponsor: Peninsula Corridor Joint Powers Board  
Project Number: 19.5

<b>Allocation No. 1</b>						
Activities to be funded with Allocation #1:						
1. Expansion of Advanced Communication System (ACS). ACS will be installed on each train consist.						
2. Computer-aided dispatching (CAD) workstations to track and monitor the PADS information system will be acquired and installed at the Caltrain central control dispatch operations facility and the JPB administrative office.						
3. At least one kiosk displaying arrival/departure times for incoming Caltrain consists and connecting SamTrans routes and other applicable transit agency real-time information.						
4. Visual message signs on platforms of selected Caltrain stations.						
5. Preparation of a Systems Engineering Management Plan (SEMP)						
Caltrain Stations being improved are: San Francisco, Millbrae, San Mateo, Redwood City, Palo Alto, Mountain View, Sunnyvale, Santa Clara, and San Jose Diridon Stations.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
06372209	22-Feb-06	\$ 250,000	PSE	FY 2005-06	\$	250,000
07372210	22-Feb-06	\$ 139,000	PSE	FY 2006-07	\$	389,000
07372211	22-Feb-06	\$ 1,565,000	CON	FY 2006-07	\$	1,954,000
08372212	22-Feb-06	\$ 740,000	CON	FY 2007-08	\$	2,694,000
09372214	17-Dec-08	\$ (125,000)	CON	FY 2008-09	\$	2,569,000

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

Project Title: Caltrain Real-Time Transit Information Project  
Sponsor: Peninsula Corridor Joint Powers Board  
Project Number: 19.5

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

### 1. Usable Segments

Provide real-time information for usable segments of the transit system. Usable segments are defined as routes that improve regional or intra-agency connectivity, routes that serve main arterials, express or limited-stop routes, or a subset of vehicle types within an agency (e.g., all light rail vehicles).

### 2. Performance Standards

Provide performance standards for real-time data accuracy that have been or will be established with the real-time system vendor and are being monitored. MTC reserves the right to require that agencies receiving RM2 funds meet minimum standards for accuracy.

### 3. Automated Updates of Configuration Data

Provide an efficient, automated way to update real-time system configuration data when changes are made to the scheduling system.

### 4. Data Sharing

Provide required real-time information to a regional database for dissemination on 511 and 511.org and to other transit operators, if applicable, in an MTC-approved format at no cost, without restriction, and for the duration of the Project. Required real-time information includes but is not limited to predicted arrival times for every stop, a date and time stamp for each prediction, and transit agency configuration data including but not limited to routes, stop ids and direction.

### 5. Regional Real-time Transit TAC

Grant recipients will be expected to participate in a regional Technical Advisory Committee of transit operators implementing real-time transit information systems.

### 6. Support MTC's RTIS

Grant recipients must support the Regional Transit Information System (RTIS). MTC will confirm before funding allocation that the requesting agency is actively supporting and efficiently transferring information and data required to successfully and accurately offer to the public the data provided on [www.transit.511.org](http://www.transit.511.org) and the 511 TakeTransitSM Trip Planner.

#### 7. Real-time Signage

All regional real-time signage being placed at transit hubs must adhere to the signage standards developed by the RM2 Connectivity Study with assistance from the Real-time Transit Technical Advisory Committee. The Peninsula Corridor JPB's obligation to comply with such standards after construction of their RM2 real-time project shall be negotiated with MTC, factoring in cost impacts to the JPB, after JPB has prepared a migration plan.

#### 8. On-going Operations and Maintenance Costs

The real-time system and the data communications connection to the MTC Data Storage system shall be supported by the project sponsor, at the sponsor's expense, for a minimum of 5 years from the date of final acceptance.

#### 9. Final Acceptance Testing

Transit agencies will allow MTC's technical advisor to participate in their final acceptance testing at no cost to the project.

#### 10. Expiration of Project Funds

All project funds must be expended within three years of the allocation of funds to the grant recipient. If any funds remain after the three-year grant period, MTC will have the authority to either extend the grant period to complete the project or reallocate unspent funds to another project.

#### 11. Cost Overruns

The grant recipient will be responsible for cost increases beyond the amount awarded in the initial grant.

#### 12. Non-511 Phone Systems

MTC plans to provide real-time transit arrival/departure predictions on its 511 phone system. Consequently, no RM2 grant funds can be used to build or expand a separate real-time transit information phone system.

#### 13. Overhead Rate Restrictions

For the real-time transit projects, an overhead rate (as defined in RM2 policies and procedures) is not an eligible expense and sponsors/implementing agencies will not be reimbursed for any overhead rate costs.

#### 14. Extension of Project Funds

Project funds set to expire in February 2009 due to condition #10 are hereby extended until December 2010 for project 19.5.

**RM2 Project Number: 19.5**

**Caltrain Real Time Transit Information Project**

Lead Sponsor MTC	Other Sponsors(s) Penninsula Corridor Joint Powers Board	Implementing Agency (if applicable) Penninsula Corridor Joint Powers Board
Legislated Project Description 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. The funds shall be administered by the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) \$2,694 [Component of \$20 million program]		Total Estimated Project Cost (in \$1,000) \$3,631
Project Purpose and Description The project will provide for the expansion of the existing SamTrans advanced communication system (ACS) to all Caltrain consists. The project will also expand the predictive arrival departure system (PADS) to provide real-time transit information to the public for all Caltrain train consists and connecting SamTrans buses at 9 major Caltrain stations and for connecting SamTrans buses at the Daly City and Colma BART stations. Each of the selected stations will have at least one kiosk with visual message signs at the platforms. Pole-mounted display signs will be located at each SamTrans bus bay. In addition arrival/departure predictions will be shared with MTC and the 511 Traveler Information System for all train and bus stops included in PADS.		
Funding Description Committed Funds: The project is fully funded. The majority of the funds come from RM2, with contributions from a federal earmark and JPB Agency funds. Uncommitted Funds: None. Operating Capacity: JPB's Operations Division will operate and maintain the system.		

Overall Project Cost and Schedule

Item	Description	Start Date	End Date	Cost
1	Final Environmental Document	N/A	N/A	\$0
2	Plans, Specifications and Estimates	03/2006	01/2007	\$525
3	Right-of-Way	N/A	N/A	\$0
4	Construction	10/2005	12/2006	\$2,981
<b>Total:</b>				<b>\$3,506</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Caltrain Real Time Transit Information Project						<b>Project No.</b> 19.5			
<b>Lead Sponsor</b>	Penninsula Corridor Joint Powers Board									

  

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
RM-2	PS&E			250	139					389
RM-2	Construction				1,565	615				2,180
Federal Earmark (2003 TCSP)	PS&E			66	39					105
Federal (2003 TCSP & STP)	Construction				417	199				616
JPB Member Agency Fund	PS&E			19	12					31
JPB Member Agency Fund	Construction				126	59				185
										0
<b>Total:</b>		0	0	335	2,298	873	0	0	0	3,506
										0
										0
<b>Total:</b>		0	0	0	0	0	0	0	0	0
		<b>Prior</b>	<b>2004-05</b>	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>Future</b>	<b>Total</b>
<b>Total:</b>		0	0	335	2,298	873	0	0	0	3,506

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Caltrain Real-Time Transit Information Project  
Sponsor: Peninsula Corridor Joint Powers Board  
Project Number: 19.5

	PRIOR	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	TOTAL
<b>RM2 Funds Total</b>	-	-	250,000	1,704,000	740,000	(125,000)	-	2,569,000
<b>Environmental (ENV)</b>	0	0	0	0	0	0	0	0
								0
								0
								0
								0
<b>Final Design (PS&amp;E)</b>	0	0	335,000	190,000	0	0	0	525,000
RM2			250,000	139,000				389,000
Federal Earmark*			66,000	39,000				105,000
JPB Member Agency Fund			19,000	12,000				31,000
								0
<b>Right of Way</b>	0	0	0	0	0	0	0	0
								0
								0
								0
								0
<b>Construction</b>	0	0	0	2,108,000	998,000	-125,000	0	2,981,000
RM2				1,565,000	740,000	-125,000		2,180,000
Federal Earmark*				417,000	199,000			616,000
JPB Member Agency Fund				126,000	59,000			185,000
								0
<b>TOTAL FUNDING</b>								
Environmental	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	335,000	190,000	0	0	0	525,000
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	2,108,000	998,000	-125,000	0	2,981,000
<b>PROJECT TOTAL</b>	0	0	335,000	2,298,000	998,000	-125,000	0	3,506,000

\* Federal Earmarks include \$250,000 in a 2003 TCSP grant (CA-26-0026) and \$471,154 in a 2004 Section 115-STP funds (CA-15-x-002)

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

Re: Approval of Allocation of Regional Measure 2 funds for the I-80 HOV Lane Extension from Route 4 to Carquinez Bridge

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3730

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, Caltrans has submitted a request for the allocation of RM 2 funds for the I-80 HOV Lane Extension project in Contra Costa and Solano Counties; and

WHEREAS, I-80 HOV Lane Extension from Route 4 to Carquinez Bridge is identified as capital project number 8 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, Caltrans 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 Caltrans 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 Caltrans’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 Caltrans’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 Caltrans 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 are further conditioned upon the execution of a cooperative agreement between MTC and Caltrans under which Caltrans agrees to the applicable requirements specified in MTC Resolution No. 3636 as well as to the project specific conditions set out herein; and be it further.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Jon Rubin, Chair

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

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: I-80 HOV Lane Extension from Route 4 to Carquinez Bridge  
Sponsor: Caltrans  
Project Number: 8

<b>Allocation No. 1</b>						
Activities to be funded with Allocation #1:						
1. Update the Project Report for the eastbound HOV project. 2. Final Design specifications for the project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
06373001	25-Jan-06	\$ 300,000	ENV	2005-06	\$ 300,000	
06373002	25-Jan-06	\$ 890,000	PSE	2005-06	\$ 1,190,000	
06373003	25-Jan-06	\$ 310,000	ROW	2005-06	\$ 1,500,000	
07373004	25-Jan-06	\$ 2,220,000	PSE	2006-07	\$ 3,720,000	
08373005	25-Jan-06	\$ 1,540,000	PSE	2007-08	\$ 5,260,000	

<b>Allocation No. 2</b>						
Activities to be funded with Allocation #2:						
This allocation will fund final design cost overruns to bring the project to the ready-to-list milestone, and may include costs associated with contract advertisement.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09373006	17-Dec-08	\$ 950,000	PSE	2008-09	\$ 6,210,000	

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

Project Title: I-80 HOV Lane Extension from Route 4 to Carquinez Bridge  
Sponsor: Caltrans  
Project Number: 8

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

1. Expenditures against the RM2 allocation shall only be eligible following the execution of a cooperative funding agreement between MTC and Caltrans.
2. Caltrans may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
3. The cost estimates for the Construction phase are being reevaluated. The total project as identified in the IPR is considered conceptual until MTC allocates to the construction phase.
4. Upon Completion of the project report update, Caltrans shall provide MTC with its recommendation and supporting analysis for eastern terminus of the project. Two options are under evaluation - either the west approach or the toll plaza of the Carquinez Bridge.



# Regional Measure 2 Regional Traffic Relief Plan

**RM2 Project Number:**

## I-80 HOV Lane Extension from Route 4 to Carquinez Bridge

Lead Sponsor Caltrans	Other Sponsors(s) N/A	Implementing Agency (if applicable) Caltrans
Legislated Project Description Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension.		
RM2 Legislated Funding (in \$1,000) \$50,000	Total Estimated Project Cost (in \$1,000) \$50,000	
Project Purpose and Description Extend the high occupancy vehicle lane in the Eastbound direction on Interstate 80 between State Route 4 and the Carquinez Bridge. This stretch of roadway is a critical east-west connector between the San Francisco Bay Area, Sacramento, and the points east into and beyond the Sierras. With the anticipated growth in both the commuter and commercial traffic along this portion of the corridor, it is expected that without improvements, operational performance will continue to decline in the years to come. The purpose of this project is to: <ul style="list-style-type: none"> <li>· Close the gap in the existing HOV lanes on I-80 between SR-4 and the Carquinez Bridge and create a continuous HOV Lane system from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge.</li> <li>· Reduce travel delay</li> <li>· Enhance intermodal transportation along the I-80 corridor in the Bay Area.</li> </ul>		
Funding Description Committed Funds: Regional Measure 2 funding fully funds the project. Uncommitted Funds: None Operating Capacity: The HOV lanes will be operated and maintained by the California Department of Transportation as part of the normal maintenance and operations of the State Highway System (Interstate 80).		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	09/2005	12/2008	\$300
2	Plans, Specifications and Estimates	09/2005	03/2009	\$5,600
3	Right-of-Way	01/2006	03/2009	\$300
4	Construction	07/2009	07/2011	\$43,800
<b>Total:</b>				<b>\$50,000</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	<b>I-80 HOV Lane Extension from Route 4 to Carquinez Bridge</b>					<b>Project No. 8</b>				
<b>Lead Sponsor</b>	Caltrans									

  

Fund Source	Phase	Prior	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	Future	Total
<b>Committed</b>										
RM2	Environmental			300						300
RM2	PS&E			65	2,200	3,335				5,600
RM2	ROW				10	90				100
RM2	ROW - Sup				133	67				200
RM2	Construction -Cap					3,000	28,900	6,400		38,300
RM2	Construction -Sup					500	3,250	1,750		5,500
										0
<b>Total:</b>		0	0	365	2,343	6,992	32,150	8,150	0	50,000
<b>Uncommitted</b>										
										0
										0
<b>Total:</b>		0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2004-05</b>	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>Future</b>	<b>Total</b>
<b>Total:</b>		0	0	365	2,343	6,992	32,150	8,150	0	50,000

**REGIONAL MEASURE 2 PROGRAM**  
**Project Cash Flow Plan**

January 25, 2006  
Attachment D  
MTC Resolution No. 3730  
Org Key: 840-8808-01  
Page 5 of 5  
Revised: 12/17/08-C

Project Title: I-80 HOV Lane Extension from Route 4 to Carquinez Bridge  
Sponsor: Caltrans  
RM2 Project Number: 8

	PRIOR	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	TOTAL
<b>RM2 Funds Total</b>	-	-	-	508,000	2,357,000	3,335,000	6,200,000
<b>Environmental (ENV)</b>	0	0	0	300,000	0	0	300,000
RM2				300,000			300,000
							0
							0
							0
<b>Final Design (PS&amp;E)</b>	0	0	0	65,000	2,200,000	3,335,000	5,600,000
RM2			0	65,000	2,200,000	3,335,000	5,600,000
							0
							0
							0
<b>Right of Way</b>	0	0	0	143,000	157,000	0	300,000
RM2				143,000	157,000		300,000
							0
							0
							0
<b>Construction</b>	0	0	0	0	0	0	0
							0
							0
							0
							0
<b>TOTAL FUNDING</b>							
Environmental	0	0	0	300,000	0	0	300,000
Final Design (PS&E)	0	0	0	65,000	2,200,000	3,335,000	5,600,000
Right of Way	0	0	0	143,000	157,000	0	300,000
Construction	0	0	0	0	0	0	0
<b>PROJECT TOTAL</b>	0	0	0	508,000	2,357,000	3,335,000	6,200,000