

# Metropolitan Transportation Commission Programming and Allocations Committee

December 12, 2012

Item Number 3a

## MTC Resolution No. 4035, Revised

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**Subject:**                   **Cycle 2 OneBayArea Grant Program — Proposed Deadline Extension for Alameda County Complete Streets and Project Selection Programming**

**Background:**           In May 2012, the Commission adopted the Cycle 2 OneBayArea Grant (OBAG) Program for four federal fiscal years (FYs 2012-13 through 2015-16). The program establishes commitments and policies for investing roughly \$800 million in federal funds.

### **Complete Streets Requirement**

The OBAG Program requires a number of performance and accountability policies to be met before jurisdictions may receive OBAG funds for projects. These include the adoption of a complete streets resolution (or general plan that meets the California Complete Streets Act of 2008) and a housing element that has been certified by the California Housing and Community Development Department. Both of these have deadlines of January 31, 2013, only the latter having an appeal process through the Joint MTC Planning / ABAG Administrative Committee to grant an additional year.

The Alameda County Transportation Commission (ACTC) has requested an extension of the complete streets resolution deadline to June 30, 2013 (see attachment to this memorandum) to align under ACTC's countywide requirements that also requires jurisdictions to adopt complete streets policies. Further, ACTC has indicated that their submission of projects for programming will follow the same compliance date for complete streets. As the intent and format of the complete streets policies to be adopted by each jurisdiction under ACTC requirements meet OBAG policies, staff recommends granting an exception for ACTA and other counties until June 30, 2013 provided that no programming by MTC is requested until the jurisdictions are in compliance. This change is reflected on page 12 of Attachment A to Resolution 4035.

### **Regional Transit Performance Initiative (TPI)**

SFMTA is requesting shifting some TPI programmed amounts between the N-Judah and Mission Mobility Maximization projects as a result of receiving FTA Bus Livability grant funds. Shifting TPI funds from the Mission Mobility project to the N-Judah project allows SFMTA to program Lifeline Transportation Program funds to Mission Mobility, funds that were released from another project (8X Mobility) with the receipt of FTA Bus Livability funds. The total amount of TPI funds across

the projects will remain unchanged. The programming changes are summarized in the table below.

**Background (cont.):**

Project	TPI Original	TPI Revised (after receipt of FTA Bus Livability Grant)
N-Judah	\$3,750,574	\$5,383,860
Mission Mobility	\$7,016,395	\$5,383,109
Total	\$10,766,969	\$10,766,969

The TPI program funds low-cost capital projects that improve operations and customer experience in the region's urban trunk network. As part of the One Bay Area Grant program, \$82 million is available to fund service improvements. Additional discussion of this programming proposal can be found in item 2e on today's agenda.

**Project Selection Programming**

The county congestion management agencies (CMAs) have initiated the project selection process for County OBAG funding which involves a competitive project solicitation, evaluation, and selection process administered by the CMAs. As projects are selected, MTC staff determines eligibility and includes the projects in the OBAG program, processes TIP revisions to include the projects in the federal TIP, and provides periodic follow-up reports to the Commission. This month, funding for several projects is being added to the OBAG program, as included in Attachment B:

- In Solano County: Various Streets Overlay Program in Solano County, the Vallejo Downtown Streetscape Project in Vallejo, and additional funding for CMA planning activities
- In Santa Clara County: San Tomas Expressway Box Culvert Rehabilitation Project
- In San Francisco: Additional funding for CMA planning Activities
- Sonoma County Transportation Authority (SCTA) is requesting programming to the Sonoma-Marin Area Regional Transit (SMART) for additional SMART vehicles to be purchased through an option expiring at the end of December 2012. These additional vehicles will ensure that the frequency of service is maintained on the current initial operating segment from Downtown San Rafael to North Santa Rosa. SMART is confirming eligibility of the vehicle purchase for federal

funding. Should there be eligibility issues, staff will work with SMART and SCTA on funding exchange options.

Currently, OBAG eligibility is limited to the following project categories: streets and road rehabilitation, bike and pedestrian, Transportation for Livable Communities, planning, and Priority Conservation Areas. Staff is recommending that SCTA be given an exception to fund rail cars that support the SMART system, as an integral part of the county's transit and Priority Development Area strategy.

**Issues:** The approval of the Sonoma County programming for SMART rail cars is conditioned on approval by the Sonoma County Transportation Authority, scheduled for December 10, 2012.

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

**Attachments:** Letter from Alameda County Transportation Commission (ACTC) dated 10/12/12  
MTC Resolution No. 4035, Revised, Page 12 of Attachment A, and Attachments B-1 and B-2



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Arthur L. Dao

October 12, 2012

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eight Street  
Oakland, CA 94612

**SUBJECT: One Bay Area Grant – Request for Administrative Approval of  
Deadline Extension for Adoption of Complete Streets Policy**

Dear Mr. Heminger:

The Alameda County Transportation Commission (Alameda CTC) has been working on the development and implementation of Complete Streets policies over the past few years. We have done extensive work with our local jurisdictions to educate, coordinate and provide them with resources to develop complete streets policies and to move complete streets into implementation. This letter is to request that MTC administratively approve a deadline extension for the adoption of the Complete Streets Policy for Alameda County jurisdictions. To fulfill the One Bay Area Grant Program requirements, Alameda CTC is committed to ensuring that all jurisdictions complete the adoption of their complete streets policies prior to our selection and submission of Alameda County projects to be funded in this OBAG cycle.

This request for the administrative extension is based upon the following reasons:

- Alameda CTC has entered into agreements, known as Master Program Funding Agreements (MPFA) with all jurisdictions that receive Measure B sales tax and Vehicle Registration Fee funds which require adoption of a complete streets policy;
- The Alameda CTC Master Program Funding Agreements (MPFAs), adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013;
- Five months after Alameda CTC's adoption of the MPFAs, the Metropolitan Transportation Commission, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy, by January 31, 2013, five months before the Alameda CTC requirement; and

Steve Heminger  
October 12, 2012  
Page 2

- Alameda CTC is in the process of developing additional resources for implementation of complete streets in our county, and as you know, we have a complete streets policy in our Transportation Expenditure Plan that is on the November ballot.

The Alameda CTC is committed to both policy adoption and effective implementation of Complete Streets throughout Alameda County. I respectfully request that you consider my request for an administrative extension. My staff has been in coordination with your staff and they have been supportive of this administrative extension proposal. We are committed to having our jurisdictions in compliance with both Alameda CTC and OBAG requirements prior to our selection and submission of projects for OBAG funding.

If you have any questions regarding this request, please feel free to contact me at 510-208-7400.

Sincerely,



ARTHUR L. DAO  
Executive Director

Cc: Tess Lengyel, ACTC Deputy Director of Policy, Public Affairs, and Legislation  
Beth Walukas, ACTA Deputy Director of Planning  
Matt Todd, ACTA Manager of Programming

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C  
11/28/12-C  
12/19/12-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension to Alameda County jurisdictions for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; and to the Programming and Allocations Committee dated December 12, 2012.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

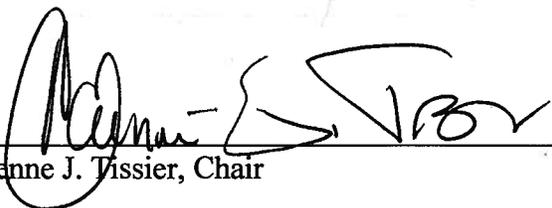
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

- PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. **A county can provide its jurisdictions an extension of the deadline to June 30, 2013 as long as no programming for projects are requested of MTC until jurisdictions are in compliance.** As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.
  - A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
  - For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
  - OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
  - For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However,

Attachment B-1

Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 November 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TA/TFCA	Total Cycle 2
<b>CYCLE 2 PROGRAMMING</b>			<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>					
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$6,687,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>					
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000
<b>SUBTOTAL</b>			<b>\$70,170,000</b>	<b>\$0</b>	<b>\$70,170,000</b>
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
<b>SUBTOTAL</b>			<b>\$25,130,000</b>	<b>\$0</b>	<b>\$25,130,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$95,300,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000
<b>SUBTOTAL</b>			<b>\$18,750,000</b>	<b>\$0</b>	<b>\$18,750,000</b>
<b>Ramp Metering and TOS Elements</b>					
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	Contra Costa	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Contra Costa	Caltrans	\$11,800,000	\$0	\$11,800,000
FPI - Various Corridors Caltrans PE and Right of Way	Region-Wide	Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	\$29,700,000	\$0	\$29,700,000
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Alameda	Caltrans	\$0	\$11,000,000	\$11,000,000
FPI - SOL I-80: I-505 to Yolo Co. Line.	Solano	Caltrans	\$0	\$23,000,000	\$23,000,000
<b>SUBTOTAL</b>			<b>\$43,250,000</b>	<b>\$34,000,000</b>	<b>\$77,250,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>			<b>TOTAL:</b>	<b>\$34,000,000</b>	<b>\$96,000,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>					
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$7,200,000</b>
<b>5. PRIORITY DEVELOPMENT ACTIVITIES (PDA) REVISED Per Below</b>					
<b>PDA Planning</b>					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$0	\$0	\$0
<b>SUBTOTAL</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit Oriented Affordable Housing (TOAH)</b>					
<i>Specific projects TBD by Commission</i>	Region-Wide	MTC	\$0	\$0	\$0
<b>SUBTOTAL</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>5. PRIORITY DEVELOPMENT ACTIVITIES (PDA) REVISED Per Below</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$0</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION</b>					
<b>Regional PDA Implementation and Transit Oriented Affordable Housing (TOAH)</b>					
<i>Specific Projects TBD by Commission</i>	TBD	TBD	\$20,000,000	\$0	\$20,000,000
<b>SUBTOTAL</b>			<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>County PDA Planning</b>					
PDA Planning - Alameda	Alameda	TBD	\$3,905,000	\$0	\$3,905,000
PDA Planning - Contra Costa	Contra Costa	TBD	\$2,745,000	\$0	\$2,745,000
PDA Planning - Marin	Marin	TBD	\$750,000	\$0	\$750,000
PDA Planning - Napa	Napa	TBD	\$750,000	\$0	\$750,000
PDA Planning - San Francisco	San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
PDA Planning - San Mateo	San Mateo	TBD	\$1,608,000	\$0	\$1,608,000
PDA Planning - Santa Clara	Santa Clara	TBD	\$5,349,000	\$0	\$5,349,000
PDA Planning - Solano	Solano	TBD	\$1,066,000	\$0	\$1,066,000
PDA Planning - Sonoma	Sonoma	TBD	\$1,447,000	\$0	\$1,447,000
<b>SUBTOTAL</b>			<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>			<b>TOTAL:</b>	<b>\$6,000,000</b>	<b>\$20,000,000</b>
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>					
<i>Specific projects TBD by CMAAs</i>					
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>8. TRANSIT CAPTIAL REHABILITATION PROGRAM</b>					

Attachment B-1

Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 November 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TA/TFCA	Total Cycle 2
<b>CYCLE 2 PROGRAMMING</b>			<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>
<i>Specific projects TBD by Transit Operators</i>			\$149,000,000	\$0	\$149,000,000
SolTrans - Preventive Maintenance	Solano	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>			<b>TOTAL: \$150,000,000</b>	<b>\$0</b>	<b>\$150,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>					
<b>TPI - Capital Program</b>					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>			<b>TOTAL: \$30,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>					
<i>Specific projects TBD by Commission</i>			\$10,000,000	\$0	\$10,000,000
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Cycle 2 Total</b>			<b>TOTAL: \$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>

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# Attachment B-2

MTC Resolution No. 4035, Attachment B-2  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 Revised: 12/19/12-C

## Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 December 2012

### OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$55,503,000	\$3,726,000	\$59,229,000
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$59,339,000</b>	<b>\$3,726,000</b>	<b>\$63,065,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,784,000	\$2,384,000	\$42,168,000
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$42,820,000</b>	<b>\$2,384,000</b>	<b>\$45,204,000</b>
<b>MARIN COUNTY</b>				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,648,000	\$707,000	\$7,355,000
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$9,321,000</b>	<b>\$707,000</b>	<b>\$10,028,000</b>
<b>NAPA COUNTY</b>				
<i>Specific projects TBD by Napa</i>	TBD	\$3,557,000	\$431,000	\$3,988,000
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,230,000</b>	<b>\$431,000</b>	<b>\$6,661,000</b>
<b>SAN FRANCISCO COUNTY</b>				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$33,106,000	\$1,910,000	\$35,016,000
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
<b>CMA Planning Activities Augmentation - San Francisco</b>	<b>SFCTA</b>	<b>\$773,000</b>	<b>\$0</b>	<b>\$773,000</b>
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$36,674,000</b>	<b>\$1,910,000</b>	<b>\$38,584,000</b>
<b>SAN MATEO COUNTY</b>				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,860,000	\$1,991,000	\$23,851,000
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$24,533,000</b>	<b>\$1,991,000</b>	<b>\$26,524,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$67,776,000	\$4,350,000	\$72,126,000
CMA Base Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	SCVTA	\$1,754,000	\$0	\$1,754,000
<b>San Tomas Expressway Box Culvert Rehabilitation</b>	<b>Santa Clara County</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$83,776,000</b>	<b>\$4,350,000</b>	<b>\$88,126,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$11,350,000	\$0	\$11,350,000
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
<b>CMA Planning Activities Augmentation - Solano</b>	<b>STA</b>	<b>\$333,000</b>	<b>\$0</b>	<b>\$333,000</b>
West B Street Bicycle/Pedestrian RxR Undercrossing	Dixon	\$1,394,000	\$1,141,000	\$2,535,000
<b>Various Streets and Roads Preservation</b>	<b>Solano County</b>	<b>\$1,094,000</b>	<b>\$0</b>	<b>\$1,094,000</b>
<b>Vallejo Downtown Streetscape - Phase 3</b>	<b>Vallejo</b>	<b>\$784,000</b>	<b>\$0</b>	<b>\$784,000</b>
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$17,628,000</b>	<b>\$1,141,000</b>	<b>\$18,769,000</b>
<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$12,370,000	\$1,396,000	\$13,766,000
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
<b>SMART Vehicle Purchase</b>	<b>SMART</b>	<b>\$6,600,000</b>	<b>\$0</b>	<b>\$6,600,000</b>
<b>SONOMA COUNTY</b>	<b>TOTAL:</b>	<b>\$21,643,000</b>	<b>\$1,396,000</b>	<b>\$23,039,000</b>
<b>Cycle 2 Total</b>	<b>TOTAL:</b>	<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>

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