



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Commission

DATE: November 21, 2012

FR: Executive Director

W. I.

RE Next Steps for Priority Development Area (PDA) Planning

At your October 24th meeting, the Commission by a 9-5 vote approved changes to the regional Priority Development Area (PDA) planning program included in the overall OneBayArea Grant (OBAG) framework. As shown in Chart 1, this action shifts \$20 million in regional program funding to the county Congestion Management Agency (CMA) portion of the OBAG program. Since the Commission acted by means of an oral motion, the primary purpose of this memorandum is to confirm and clarify the specific changes to Resolution No. 4035 (attached) that are needed to implement this action. This memo also presents options to consider for expending the \$20 million remaining in the regional PDA planning program.

Commission Action

The following three items reflect staff's understanding of the action approved by the Commission in October:

1. Subvene \$20 million of the \$40 million regional PDA planning program to the county congestion management agencies (CMAs) for distribution to local jurisdictions for PDA land use planning and assistance.
2. The funds are to be allocated to each CMA over the four year OBAG period using the most current OBAG/RHNA formula with no county receiving less than \$750,000. The resulting funding distribution is shown in Chart 2.
3. The funds allocated to San Francisco are to be directed to the City Planning Department rather than the CMA.

Local PDA Planning/Implementation – \$20 million

To implement the Commission's action, staff recommends the following additional conditions for the redirected funding:

4. As required by current OBAG policies, CMAs must lead, develop and approve a PDA Investment and Growth Strategy by May 1, 2013. Staff recommends that the Commission require that CMA grants to local jurisdictions, and the expenditure of funds by the San Francisco Planning Department, be aligned with the priorities identified in the adopted Investment and Growth Strategy. Staff further recommends that the CMAs be

required to distribute these funds on a non-formula basis that targets assistance to PDAs that are high impact and capable of early implementation.

5. The \$20 million local PDA planning funds are distinct from the CMA planning funds already identified in Resolution No. 4035. These CMA planning funds include a base amount per county that can be increased at the discretion of the CMAs through the programming of county discretionary OBAG funding. Chart 3 lists the base amount of planning funds per county, as well as the amount of additional discretionary funds each CMA has proposed to program for planning activities, Chart 4 shows the robust growth in planning funding provided by MTC to the CMAs since 1998 and through the OBAG programming period ending in 2016. As the CMAs already have access to significant amounts of planning funds, and in order to preserve the greatest amount of PDA planning funding for “pass through” disbursement to local jurisdictions, staff recommends that the Commission limit CMA expenditures on administration of this new program to no more than 5% of each CMA’s share of the \$20 million.
6. For the \$20 million local PDA planning funds, staff proposes that jurisdictions may either directly access these funds through Caltrans Local Assistance similar to the other OBAG grants programmed to them by the CMAs, or the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA.

Regional PDA Planning/Implementation Program - \$20 million

Resolution No. 4035, as adopted, identifies the following three uses of the regional PDA Planning Fund:

ABAG Regional Planning Activities

Per the MTC/ABAG funding agreement framework approved by the Commission in September of this year, \$2 million of the regional PDA planning program is to be allocated to ABAG over the OBAG period to support their regional planning activities.

Transit-oriented Affordable Housing Fund (TOAH)

TOAH provides financing for the development of affordable housing and other vital community services near transit in PDAs throughout the region. In 2011, the Commission made a \$10 million commitment that was leveraged 4:1 by private investment to create a \$50 million fund. To date, the fund has closed five loans totaling \$20 million (645 units). An additional four loans totaling \$19 million (460 units) are expected to be approved within the next three months. The remaining funding pipeline includes an additional 13 projects (\$24 million; 900 units).

Per discussions with the TOAH fund manager, staff anticipates that an augmentation of this fund will leverage at least 3:1 in private capital to expand the fund going forward. In addition, because transportation funds cannot be used for housing investment, MTC will need to implement a funding exchange to deliver any further investment in TOAH.

Regional PDA Planning/Implementation Support

The regional program focused on PDA implementation would target investment in jurisdictions taking on the majority of Plan Bay Area housing and job growth. The program is to be administered jointly by MTC and ABAG, just as its predecessor Station Area Planning Program was. The regional investments in PDA planning and local jurisdiction planning capacity would complement county PDA Planning efforts and be informed by the CMA PDA Investment and Growth Strategy submittals in May 2013.

Staff has developed three options for the remaining \$20 million regional program. All three options include the \$2 million to be allocated to ABAG for their regional planning activities.

Option 1: *\$2 million to ABAG, \$10 million to Regional PDA Planning/Implementation, \$8 million to TOAH*

An allocation of \$8 million to TOAH reflects the same percentage assigned to the TOAH Fund as initially adopted in Resolution 4035 (40%), and is a reasonable amount of funds that could be identified for exchange within the OBAG period. The balance of funds would be allocated to support PDA planning and implementation that would take into consideration the decisions of the CMAs on the allocation of the local PDA funding to their respective jurisdictions.

Option 2: *\$2 million to ABAG, \$18 million to Regional PDA Planning/Implementation*

This option would invest a larger amount of funding in jurisdictions taking on the majority of Plan Bay Area housing and job growth on the assumption that the local PDA planning funds would be distributed more widely among many local jurisdictions, both large and small. The regional investments would complement county PDA Planning efforts. Staff would return to the Commission in Spring 2013 with additional detail about these funding priorities following review of CMA PDA Investment and Growth Strategy submittals.

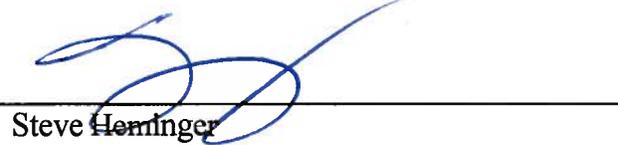
Option 3: *\$2 million to ABAG, \$18 million to TOAH*

This option would rely on the county-level PDA planning program to target assistance where it is needed, and would avoid any possible overlap or conflict between a county-level and regional PDA planning program. The \$18 million augmentation of the TOAH fund may be difficult to achieve given the requirement that funds need to be exchanged, but if successful, the increased investment could leverage at least 3:1 for a total \$72 million expansion of the fund going forward.

Recommendation

Staff seeks the Commission's concurrence with the recommendations on the PDA planning program to be administered by the CMAs outlined above and in the attached Resolution No. 4035,

Revised to implement the Commission's action last month. The three options for the \$20 million regional program funding are presented for information only. We will seek public comment and review by the Policy Advisory Council before returning to the Commission for action on the regional half of the program in January 2013.



Steve Heminger

Attachments

MTC Resolution No. 4035, Revised: Attachments A, B-1, Appendix 5

Table 1, County PDA Planning Implementation

Table 2, T4 New Act – Cycle 2 OBAG, CMA Planning

Figure 1, Cycle 2 Regional/OBAG Programming

Figure 2, CMA STP Planning Funds, Annual Average by Federal Act/Funding Cycle

Cycle 2 Regional/OBAG Programming

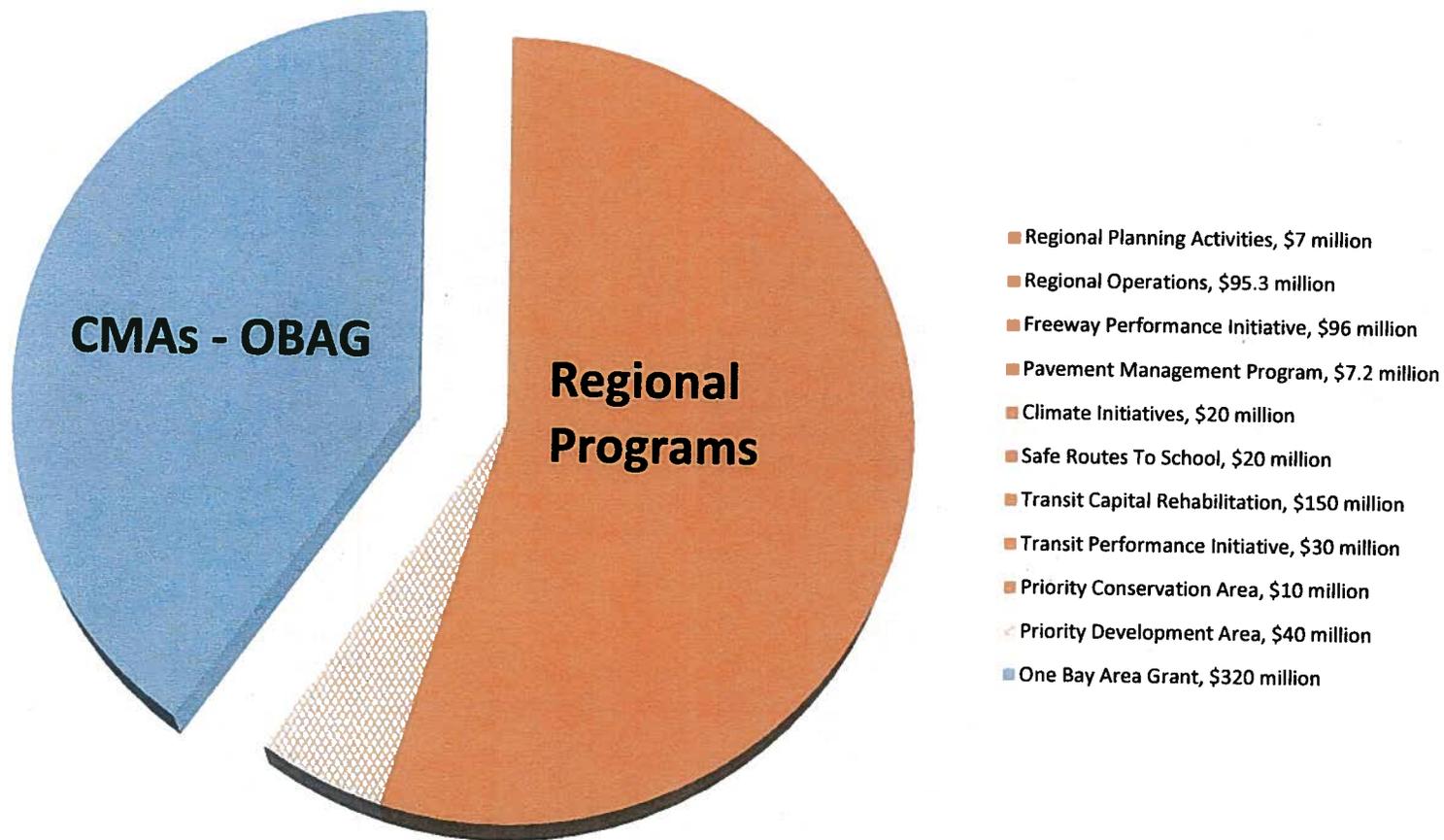


Chart 2

County PDA Implementation

County	Administering Agency	County PDA Implementation Distribution - with \$750,000 minimum guarantee -	
		OBAG Formula Share	OBAG Formula * Total
Alameda	ACTC	20.2%	\$3,905,000
Contra Costa	CCTA	14.2%	\$2,745,000
Marin	TAM	2.8%	\$750,000
Napa	NCTPA	1.7%	\$750,000
San Francisco **	SF Planning Dept	12.3%	\$2,380,000
San Mateo	SMCCAG	8.3%	\$1,608,000
Santa Clara	VTA	27.6%	\$5,349,000
Solano	STA	5.5%	\$1,066,000
Sonoma	SCTA	7.5%	\$1,447,000
County PDA Implementation Total		100.0%	\$20,000,000

J:\COMMITTEE\Commission\2012\11_November_2012\West Steps for PDA Planning memo + attachments\Tables 1 + 2_CMA Local PDA Planning and Implementation.xlsx\CMA PDA Implementation Chart 2

* County minimum of \$750,000 for Marin and Napa results in actual PDA share slightly different than OBAG Formula share

** Funding for San Francisco to be provided to San Francisco City/County Planning Department

**Map 21- Cycle 2 OBAG
CMA Planning
PENDING**

**3% annual escalation from base year of FY 2011-12
plus additional augmentation ***

County CMA Planning

County	OBAG Amount	OBAG CMA Planning			
		Programmed Base	Proposed Augmentation *	Total Planning	% Planning
Alameda	\$63,065,000	\$3,836,000	\$3,270,000	\$7,106,000	11.3%
Contra Costa	\$45,204,000	\$3,036,000	\$1,250,000	\$4,286,000	9.5%
Marin	\$10,028,000	\$2,673,000	\$1,022,000	\$3,695,000	36.8%
Napa	\$6,661,000	\$2,673,000	\$0	\$2,673,000	40.1%
San Francisco	\$38,584,000	\$2,795,000	\$773,000	\$3,568,000	9.2%
San Mateo	\$26,524,000	\$2,673,000	\$279,000	\$2,952,000	11.1%
Santa Clara	\$88,126,000	\$4,246,000	\$1,754,000	\$6,000,000	6.8%
Solano	\$18,769,000	\$2,673,000	\$333,000	\$3,006,000	16.0%
Sonoma	\$23,039,000	\$2,673,000	\$177,000	\$2,850,000	12.4%
Total:	\$320,000,000	\$27,278,000	\$8,858,000	\$36,136,000	11.3%

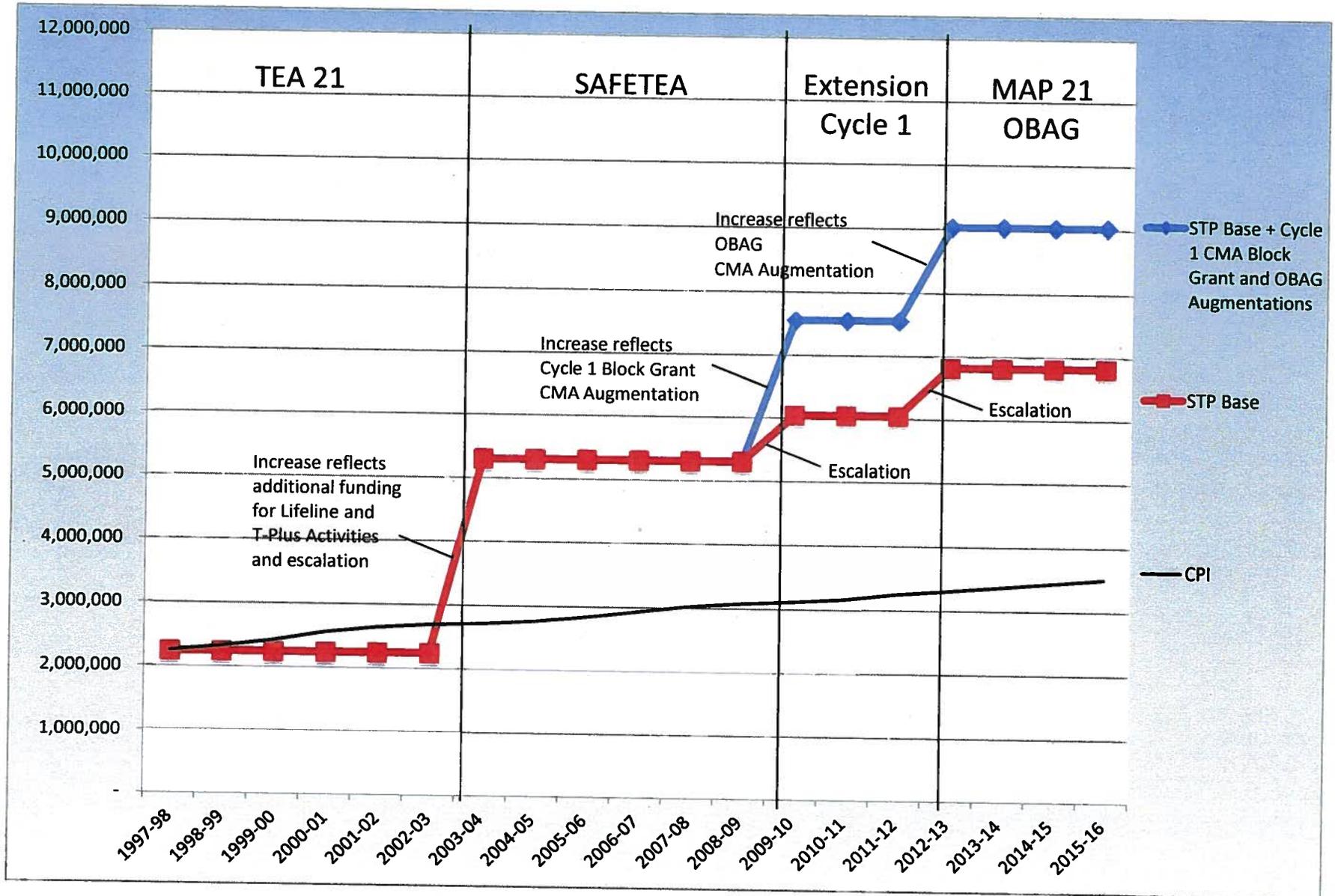
J:\COMMITTEE\Commission\2012\11_November_2012\Next Steps for PDA Planning memo + attachments\[Charts 2 + 3_CMA Local PDA Planning and Implementation .xlsx]CMA Planning Chart 3

Note: 'Total' = Base + Augmentation

(*) San Francisco and Santa Clara have taken Board actions. Augmentation amounts for remaining CMAs are proposals under consideration.

CMA STP Planning Funds Annual Average by Federal Act / Funding Cycle

Chart 4



Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-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.**

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

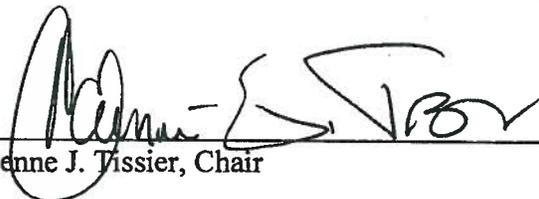
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

5. Priority Development Area (PDA) Activities-Implementation

Funding in this regional program implements the following: ~~three regional programs:~~

Regional PDA Implementation:

ABAG Funding: Funds directed to ABAG for implementation of PDAs.

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Affordable Housing (TOAH) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

Local Planning & Implementation: Funds are made available to support local jurisdictions in their planning and implementation of PDAs in each of the nine counties, developed through the county PDA Investment & Growth Strategy in consultation with ABAG and MTC. Funding is distributed to the county CMAs (with funds for San Francisco distributed to the City/County of San Francisco planning department) using the OBAG distribution formula with no county receiving less than \$750,000 as shown in Appendix 5. Local jurisdictions will either directly access these funds through Caltrans Local Assistance similar to other OBAG grants provided to them by the CMAs or the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA. CMA grants to local jurisdictions and the expenditure of funds by the San Francisco Planning Department are to be aligned with the recommendations and priorities identified in their adopted PDA Growth and Investment Strategy. The CMAs are limited to using no more than 5% of the funds for program administration.

Appendix A-5

Cycle 2 County PDA Implementation FY 2012-13 through FY 2015-16 October 2012

County PDA Implementation

County	Administering Agency	OBAG Formula	PDA Planning Share *	County PDA Implementation Total
Alameda	ACTC	20.2%	19.5%	\$3,905,000
Contra Costa	CCTA	14.2%	13.7%	\$2,745,000
Marin	TAM	2.8%	3.8%	\$750,000
Napa	NCTPA	1.7%	3.8%	\$750,000
San Francisco **	City/County of SF	12.3%	11.9%	\$2,380,000
San Mateo	SMCCAG	8.3%	8.0%	\$1,608,000
Santa Clara	VTA	27.6%	26.7%	\$5,349,000
Solano	STA	5.5%	5.3%	\$1,066,000
Sonoma	SCTA	7.5%	7.2%	\$1,447,000
County PDA Implementation Total:		100.0%	100.0%	\$20,000,000

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\Cycle 2 STP-CMAQ-TE Fund Source Distribution.xls\CMA Planning

* County minimum of \$750,000 for Marin and Napa results in actual PDA Implementation share different than OBAG formula share

** Funding for San Francisco to be provided to San Francisco City/County planning department

Attachment B-1

MTC Res. No. 4035, Attachment B-1
 Adopted: 05/17/12-C
 Revised: 10/24/12-C

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

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTP/TA/TFCA	Total Cycle 2
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
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
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
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
SUBTOTAL			\$70,170,000	\$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
SUBTOTAL			\$25,130,000	\$0	\$25,130,000
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
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
SUBTOTAL			\$18,750,000	\$0	\$18,750,000
Ramp Metering and TOS Elements					
FPI - CC SR4 & SR242: Loweridge to Alhambra & I-680 to SR 4 Ph. 1	Contra Costa	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loweridge 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
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
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
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA) REVISED Per Below					
PDA Planning					
Specific projects TBD by Commission	TBD	TBD	\$0	\$0	\$0
SUBTOTAL			\$0	\$0	\$0
Transit Oriented Affordable Housing (TOAH)					
Specific projects TBD by Commission	Region-Wide	MTC	\$0	\$0	\$0
SUBTOTAL			\$0	\$0	\$0
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA) REVISED Per Below			TOTAL: \$0	\$0	\$0
5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION					
Regional PDA Implementation and Transit Oriented Affordable Housing (TOAH)					
Specific Projects TBD by Commission	TBD	TBD	\$20,000,000	\$0	\$20,000,000
SUBTOTAL			\$20,000,000	\$0	\$20,000,000
County PDA Planning					
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
SUBTOTAL			\$20,000,000	\$0	\$20,000,000
5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
<i>Specific projects TBD by CMAQ</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
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM					
<i>Specific projects TBD by Transit Operators</i>					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM			TOTAL: \$150,000,000	\$0	\$150,000,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1
 Adopted: 05/17/12-C
 Revised: 10/24/12-C

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

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TA/TFCA	Total Cycle 2
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
TPI - Capital Program					
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
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
<i>Specific projects TBD by Commission</i>					
			TBD	TBD	
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

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