

Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2013

Item Number 3a

RM2 Public Hearing and Allocation Requests

Subject:

1. Conduct a public hearing for a proposed amendment to Regional Measure 2 (RM2) (Resolution No. 3801, Revised) that would redirect \$12.8 million in savings from the I-80 Eastbound High-Occupancy Vehicle (HOV) Lane project in Contra Costa County (RM2 project #8) to two new projects in the same bridge corridor: the Regional Express Lane Network (\$4.8 million), and the major Interchange Modifications project in the vicinity of I-80 and San Pablo Dam Road in Contra Costa County (\$8 million).
2. Proposed allocation of \$7.4 million in RM2 funds for the right of way phase of the I-80/San Pablo Dam Road project.

Background:

RM2 Hearing for Program Amendment: At its March 6, 2013 meeting, the Programming and Allocations Committee approved the release of a public hearing notice and the opening of the comment period to consider amending the RM2 program. The proposed amendment would redirect \$12.8 million in savings from the I-80 Eastbound HOV Lane project in Contra Costa County (RM2 Project #8) to two new projects in the same bridge corridor, listed below.

RM2 Project No.	County	Description	Proposed RM2 Amount
#38	Regional	Regional Express Lane Network	\$4.8 million
#39	Contra Costa	Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County	\$8.0 million
Total			\$12.8 million

The proposed new projects are described below.

- **RM2 Project #38: Regional Express Lane Network.** Priority will be given to operational, engineering, environmental or other studies, and preliminary engineering associated with converting the existing eastbound and westbound High-Occupancy Vehicle Lanes along the Interstate 80 bridge corridor in Alameda and Contra Costa counties to Express Lanes. MTC delegated its role as project sponsor of this project to the Bay Area Infrastructure Financing Authority (BAIFA) at its March 27, 2013 meeting, and approval to enter into a Cooperative Agreement with MTC to accept such delegation will be voted by BAIFA on April 24, 2013. The proposed amount of RM2 funding is \$4.8 million.
- **RM2 Project #39: Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County.** The project would reduce congestion and improve traffic safety in Contra Costa County along the I-80 bridge corridor in the vicinity of the San Pablo Dam Road Interchange. The Contra Costa Transportation Authority (CCTA) is the proposed project sponsor. CCTA plans to use the RM2 funds on right-of-

way and construction. Construction is expected to start in 2015. The proposed amount of RM2 funding is \$8 million.

The proposed amendment is being considered under the provisions of California Streets & Highways Code 30914(f). Both projects proposed to use the project savings from RM2 Project #8 are in the same corridor, and are eligible RM2 projects. Additional detail on the provisions of code being invoked and the action being taken are included in Attachment 1 (MTC Resolution No. 3801, Revised).

A public hearing will be conducted at today's meeting to take comments on the proposed amendment. A comment period opened on March 11, 2013 and will close on April 12, 2013. No comments have been received at the time of mailing. Any comments received will be provided at the Committee meeting. The full Commission is expected to consider the proposed program amendment at its April 24, 2013 meeting.

Allocation: If the program amendment is approved, staff recommends an allocation of \$7.4 million in RM2 funds for the right of way phase of the I-80/San Pablo Dam Road project. The proposed allocation is included as Attachment 2 (MTC Resolution No. 4094). All allocations for funding are subject to RM2 Policies and Procedures (MTC Resolution No. 3636, Revised).

Staff will return later this year to request an allocation for the environmental phase of the Regional Express Lane Network project along Interstate 80 in Alameda and Contra Costa Counties after BAIFA takes action to request the funds for this purpose.

Issues: None.

Recommendation: Refer Resolution No. 3801, Revised, and Resolution No. 4094 to the Commission for approval, pending completion of the public hearing and public comment process for the RM2 amendments.

Attachments:

1. Public Hearing Notice, including MTC Resolution No. 3801, Revised.
2. MTC Resolution No. 4094

**Metropolitan Transportation Commission
Notice of Public Hearing**

In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on seven of the state-owned bridges in the Bay Area, creating approximately \$115 million annually in new funding for a list of projects to reduce traffic congestion in the region. Pursuant to Section 30914(f) of the California Streets and Highways Code, the Metropolitan Transportation Commission (MTC) is to consult with the project sponsor and hold a public hearing in advance of consideration of any request to reassign Regional Measure 2 (RM2) funds to another project, if a project has cost savings after completion, taking into account construction costs and future settlement claims. MTC proposes to redirect savings in RM2 funds from the I-80 Eastbound High-Occupancy Vehicle (HOV) lane project in Contra Costa County to two new projects in the same bridge corridor: the Regional Express Lane Network project, and major interchange modifications in the vicinity of I-80 and San Pablo Dam Road in Contra Costa County. At its regularly scheduled April 10, 2013 meeting, MTC's Programming and Allocations Committee will hold a public hearing and review the public comments received on the proposed RM2 funding changes listed below (and further described in proposed MTC Resolution No. 3801, Revised) and will refer recommendations to the MTC Commission for final action. The MTC Commission will consider the proposed RM2 fund programming changes at the Commission's April 24, 2013 meeting.

Bay Area residents are invited to comment on the following funding changes in RM2.

RM2 Project #8: I-80 Eastbound HOV Lane Project in Contra Costa County

Proposed Action: Reassign \$12,825,455.43 in RM2 funds from this project to the proposed projects #38 and #39 listed below.

RM2 Project #38: Regional Express Lane Network

Proposed Action: Add this new project and assign it \$4,825,455.43 in RM2 funds for Express Lanes development in the I-80 bridge corridor, from the I-80 Eastbound HOV project, as noted above.

RM2 Project #39: Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County

Proposed Action: Add this new project and assign it \$8,000,000 in RM2 funds for investments in the I-80 bridge corridor, from the I-80 Eastbound HOV project, as noted above.

The California Department of Transportation (Caltrans) completed RM2 Project #8 (I-80 EB HOV Lane project) in 2011 and closed out all remaining contracts in 2012. Of the \$50 million available to RM2 Project #8, Caltrans spent approximately \$37.2 million, realizing a savings of approximately \$12.8 million available for re-programming. MTC, in consultation with Caltrans, proposes to program these savings to two new projects: RM2 Project #38 (Regional Express Lane Network) and RM2 Project #39 (Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County).

RM2 Project #38 would be for the development of the Regional Express Lane Network. For the purposes of this proposed \$4.8 million in funding, priority will be given to operational, engineering, environmental or other studies, and preliminary engineering associated with converting the existing eastbound and westbound High-Occupancy Vehicle Lanes on Interstate 80 in Alameda and Contra Costa counties to Express Lanes. The I-80 Express Lane is part of the Regional Express Lane Network ("Network") found eligible for development and operation by the California Transportation Commission in October 2011. MTC plans to delegate development and operation of the Network to the Bay Area Infrastructure Financing Authority (BAIFA).

RM2 Project #39 would reduce congestion and improve traffic safety in Contra Costa County along I-80 and at nearby connecting interchanges. Among the proposed improvements that the \$8 million in RM2 could fund are: replacing and widening the San Pablo Dam Road Overcrossing; relocating access to McBryde Avenue from westbound I-80; relocating access to westbound I-80 from El Portal Drive; extending the auxiliary lane along westbound I-80 between El Portal Drive on-ramp and San Pablo Dam Road off-ramp; realigning Amador Street to intersect with San Pablo Dam Road further east; and replacing the I-80/Riverside Avenue Pedestrian Overcrossing serving Riverside Elementary School and extending it across Amador Street.

A public hearing to receive public testimony on these proposed funding changes will be held during MTC's Programming and Allocations Committee meeting on:

Wednesday, April 10, 2013, at 9:40 a.m.

(or immediately following the Administration Committee meeting, whichever occurs later)

Joseph P. Bort MetroCenter Auditorium

101 Eighth Street, Oakland

(across from the Lake Merritt BART Station)

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607; faxed to MTC at 510-817-5848; or sent via e-mail to <info@mtc.ca.gov>. Written comments must be received by MTC no later than 4 p.m. on April 12, 2013. Oral comments will be received at the public hearing on April 10, 2013. The comment period will close at 4 p.m. on April 12, 2013.

Copies of proposed MTC Resolution 3801, Revised will be available for public review beginning on March 11, 2013 at the MTC-ABAG Library, located at 101 Eighth Street in Oakland, California. The proposed resolution also can be viewed on MTC's Web site at <<http://www.mtc.ca.gov>>, or you may request a copy from the MTC Library by e-mail at <library@mtc.ca.gov>, or by telephone at 510-817-5836. For more information, contact the MTC Public Information Office at 510-817-5757.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit www.mtc.ca.gov for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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

ABSTRACT

MTC Resolution No. 3801, Revised

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3801

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

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, July 13, 2011, September 14, 2011, January 11, 2012, and April 10, 2013.

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

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3801

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, IT IS

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

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

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

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
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07/22/09-C
09/28/11-C
01/25/12-C
04/24/13-C

Attachment A
Resolution No. 3801
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Summary of Project/Program Changes

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$62 million (hearing date June 13, 2007)	Project is to be implemented with other funds not derived from tolls, including \$24 million from state bond financing and \$38 million from state-provided STIP funds	Contingent upon the California Transportation Commission approving an allocation of \$38 million in STIP funds to the project in FY 07-08
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$38 million (hearing date June 13, 2007)	Local funding needed for project due to nature of procurement method	Contingent upon the allocation of STIP funds to the BART Tube Seismic Strengthening project as described above
BART Transit Capital Rehabilitation (new Streets and Highways Code Section 30914(c) project)	BART	Provide \$24 million in funding as local matching funds for BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in fiscal years 2006-07 and 2007-08 (hearing date June 13, 2007)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets and Highways Code Section 30914(c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$91million (hearing date January 14, 2009)	a) Project not in a state of readiness to proceed b) Project is to be implemented with future Alameda County State Improvement Program (STIP) funds to be committed by the	None — Alameda County Congestion Management Agency committed \$91 million in future year STIP funds to the project in December 2008

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
			ACCMA in December 2008	
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$91 million (hearing date January 14, 2009)	Project is ready-to-go and \$91 million helps to close the funding shortfall	None — Alameda County Congestion Management Agency committed \$91 million in future year STIP funds to the Dumbarton Rail project in December 2008
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$10 million (hearing date January 14, 2009)	Project is to be implemented with other funds not derived from tolls, including \$10 million from state Interregional Improvement Program (IIP) funds	None - California Transportation Commission programmed IIP funds to this project in July 2008
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$10 million (hearing date January 14, 2009)	Local funding needed for project due to potential nature of procurement method	None
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Sponsor certified cost savings and use of alternate funding on project. Sponsor requested reassignment of savings to the Oakland Airport Connector project	None
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Funding needed to complete project funding plan	None

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Sonoma Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	Sonoma Marin Area Rail Transit District	Modify project description to include rail line from San Rafael to Santa Rosa, and increase funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Funding to be directed to San Rafael to Santa Rosa segment due to funding shortfall in overall project, and funding increased due to funds being reassigned from Greenbrae Interchange/Larkspur Ferry Access Improvements.	None
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Reduce funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Sponsor certifies use of alternate funding on project.	None
Dumbarton Rail Operations (Streets & Highways Code Section 30914 (d)(5))	NA	Modify description so funds may be used on bus operations in the Dumbarton Bridge corridor rather than rail (hearing date January 11, 2012).	The Dumbarton Rail project is experiencing financing obstacles making the completion of the project unrealistic at this time; bus operations are proposed to build ridership in the corridor in the short and long term.	None
I-80 Eastbound High-Occupancy Vehicle Lane in Contra Costa County (Streets and Highways Code Section 30914(c)(8))	California Department of Transportation	Reduce funding by \$12,825,455.43 (hearing date April 10, 2013)	Sponsor certified cost savings. Sponsor and partners requested reassignment of savings to Regional Express Lane Network and Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County.	None

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Lane Network (new Streets and Highways Code Section 30914(c) project)	MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action)	Add new project and provide \$4,825,455.43 in funding (hearing date April 10, 2013)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	None.
Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County (new Streets and Highways Code Section 30914(c) project)	Contra Costa Transportation Authority	Add new project and provide \$8 million in funding (hearing date April 10, 2013)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	RM2 funds must be used on a deliverable segment.

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01/25/12-C
04/24/13-C

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

Streets and Highways Code Sections 30914(c)

- (1) BART/MUNI Connection at Embarcadero and Civic Center Stations. Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are TransLink® ready. Three million dollars (\$3,000,000). The project sponsor is BART.
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009). Present Amount: Forty four million dollars (\$44,000,000).*

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo.
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority.
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct parking structure and associated improvements to expand bus capacity. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation.
- (10) Sonoma-Marin Area Rail Transit District (SMART) Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur. Thirty-five million dollars (\$35,000,000). Funding increased by \$1,500,000; present amount thirty-six million, five hundred thousand dollars (\$36,500,000). The project sponsor is SMART. (Project description changed and funding increased by \$1.5 million, hearing dates July 13, 2011 and September 14, 2011.)
- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and

Larkspur Ferry Terminal by 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. Sixty-five million dollars (\$65,000,000). *Funding reduced by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011.); present amount is sixty-three million, five hundred thousand dollars (\$63,500,000).* The project sponsor is Marin County Congestion Management Agency.

- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.
- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.
- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.

- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.
- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). The project sponsor is the Metropolitan Transportation Commission.
- (18) TransLink. Integrate the Bay Area's regional smart card technology, TransLink, with operator fare collection equipment and expand system to new transit services. Twenty-two million dollars (\$22,000,000). The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.
- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- 21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date*

June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009). Present Amount: Thirty-three million eight hundred one thousand dollars (\$33,801,000).

- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).* Present Amount: *One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).*
- (24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). Develop enhanced bus service on these corridors, including bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment shall improve the AC connection to BART on these corridors. Sixty-five million dollars (\$65,000,000). The project sponsor is AC Transit.
- (25) Commute Ferry Service for Alameda/Oakland/Harbor Bay. Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured

alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.

- (26) Commute Ferry Service for Berkeley/Albany. Purchase two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements. If the Water Transit Authority does not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that meets its requirements, the funds described in this paragraph and the operating funds described in paragraph (7) of subdivision (d) shall be transferred to another site in the East Bay. The City of Richmond shall be given first priority to receive this transfer of funds if it has met the planning milestones identified in its special study developed pursuant to paragraph (28).
- (27) Commute Ferry Service for South San Francisco. Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.
- (28) Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs. Provide two backup vessels for water transit services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.
- (29) Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock. Twenty-two million dollars (\$22,000,000). The project sponsors are AC Transit and Alameda County Congestion Management Agency.
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). The project sponsors are Alameda County Congestion Management Agency, City of Oakland, and the Department of Transportation.

- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars (\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009). Present Amount: One hundred eighty-six million dollars (\$186,000,000).*
- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.
- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). The project sponsors are Caltrain and BART.
- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion. Marketing program to promote tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000).
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). The project sponsor is the Contra Costa Transportation Authority.

- (37) *BART Transit Capital Rehabilitation. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08. Twenty-four million dollars (\$24,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)*
- (38) *Regional Express Lane Network. Provide funds to plan and construct express/toll lanes. Priority will be given to conversion of the High-Occupancy Vehicle (HOV) lanes on Interstate 80 in Alameda and Contra Costa Counties to express lanes. Four million, eight hundred twenty five thousand, four hundred fifty five dollars and forty three cents (\$4,825,455.43). The project sponsor is MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action). (New project added: hearing date April 10, 2013)*
- (39) *Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County. Provide funds to plan and construct interchange improvements in the vicinity of Interstate 80 and San Pablo Dam Road to reduce congestion and improve traffic safety. Eight million dollars (\$8,000,000). The project sponsor is the Contra Costa Transportation Authority. (New project added: hearing date April 10, 2013)*

Streets and Highways Code Sections 30914(d)

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

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

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).

- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) Dumbarton ~~Rail~~ Bus. Five million five hundred thousand dollars (\$5,500,000) *(Eligibility changed from Rail to Bus; hearing date January 11, 2012.)*
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).
- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.

Date: April 24, 2013
W.I.: 1255
Referred by: PAC

ABSTRACT

MTC Resolution No. 4094

This resolution approves the allocation of Regional Measure 2 funds for the Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road project, sponsored by the Contra Costa Transportation Authority (CCTA) and implemented by CCTA and the California Department of Transportation (Caltrans).

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 project sponsor's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$7.4 million in RM2 funds to the right-of-way phase of the Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road project.

Additional discussion of this allocation is contained in the summary sheet to the MTC Programming and Allocations Committee dated April 10, 2013.

Date: April 24, 2013
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4094

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 Contra Costa Transportation Authority (“project sponsor”) has submitted a request for the allocation of RM 2 funds for the Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road project in Contra Costa County; and

WHEREAS, the Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road project, is identified as capital project number 39 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the project sponsor has submitted 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; 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 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 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 the project sponsor’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 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

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on April 24, 2013.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Rd
 Sponsor: Contra Costa Transportation Authority
 Project Number: 39.1

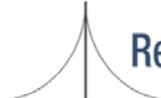
Allocation No. 1						
Activities to be funded with Allocation #1:						
This allocation will fund the right-of-way phase for the Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year		Cumulative Total To Date
13409401	24-Apr-13	\$ 7,417,000	ROW	FY 2012-13	\$	7,417,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Rd
Sponsor: Contra Costa Transportation Authority
Project Number: 39.1

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

1. None.



Regional Measure 2 Regional Traffic Relief Plan

RM2 Project Number: 39.1

Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Rd

Lead Sponsor Contra Costa Transportation Authority	Other Sponsors(s) None	Implementing Agency (if applicable) Contra Costa Transportation Authority and the California Department of Transportation
Legislated Project Description The project is located within the City of San Pablo and unincorporated Contra Costa County and borders the City of Richmond. Proposed improvements are intended to reduce congestion and improve traffic safety along I-80 and at the three interchanges: San Pablo Dam Road (SPDR), El Portal Drive, and McBryde Avenue.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$8,000	Total Estimated Project Cost (in \$1,000) Total Overall Cost: \$33,032	
Project Purpose and Description The existing I 80/SPDR Interchange lacks sufficient capacity to accommodate existing and projected traffic volumes. Inefficient traffic flows at the I-80/SPDR Interchange ramps result in long queues entering and exiting the I 80 mainline. The purpose of the project includes (1) Reducing weaving conflicts between vehicles entering and exiting the freeway at the I 80/SPDR Interchange; (2) Providing efficient and safe bicycle and pedestrian access across I 80; (3) Reducing traffic congestion at the I-80/SPDR interchange; and (4) Improving existing nonstandard features.		
Funding Description Committed Funds: Phase 1 is fully funded through RM2, STIP, and sales tax/local funds. Uncommitted Funds: Phase 2 is not fully funded, and is not shown under Project 39.1. Operating Capacity: Caltrans will own and operate the state highway improvements.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	09/2006	05/2010	\$2,363
2	Plans, Specifications and Estimates	05/2011	12/2013	\$6,691
3	Right-of-Way	12/2012	12/2014	\$8,143
4	Construction	12/2014	09/2016	\$15,835
Total:				\$33,032

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Major Interchange Improvements in the Vicinity of I-80 and San P		Project No. 39.1							
Lead Sponsor	Contra Costa Transportation Authority									

Fund Source	Phase	Prior	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Committed										
Measure J	ENV/PE	2,363								2,363
Local	PS&E		600	2,400						3,000
Measure J	PS&E	150	1,932	1,609						3,691
Measure J	ROW	726								726
RM2	ROW			7,417						7,417
STIP (RIP)	CON					15,000				15,000
Measure J	CON					252				252
RM2	CON					583				583
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
Total:		3,239	2,532	11,426	0	15,835	0	0	0	33,032
Uncommitted										
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Total:		3,239	2,532	11,426	0	15,835	0	0	0	33,032

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

April 24, 2013
Attachment D-1
MTC Resolution No. 4094
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Project Title: Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Rd
Sponsor: Contra Costa Transportation Authority
RM2 Project Number: 39.1

	PRIOR	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16+	TOTAL
RM2 Funds Total		-	7,417,000	-	-	-	7,417,000
Environmental (ENV)	2,363,000	0	0	0	0	0	2,363,000
Measure J	2,363,000						2,363,000
							0
							0
							0
Final Design (PS&E)	150,000	2,532,000	4,009,000	0	0	0	6,691,000
Local Funds		600,000	2,400,000				3,000,000
Measure J	150,000	1,932,000	1,609,000				3,691,000
							0
							0
Right of Way	726,000	0	7,417,000	0	0	0	8,143,000
Measure J	726,000						726,000
RM2			7,417,000				7,417,000
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
							0
TOTAL FUNDING							
Environmental	2,363,000	0	0	0	0	0	2,363,000
Final Design (PS&E)	150,000	2,532,000	4,009,000	0	0	0	6,691,000
Right of Way	726,000	0	7,417,000	0	0	0	8,143,000
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	3,239,000	2,532,000	11,426,000	0	0	0	17,197,000