

# Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2013

Item Number 2g

## MTC Resolution 4035, Revised

---

**Subject:** Cycle 2/OneBayArea Grant Program - Project Selections and Programming Revisions

**Background:** The Cycle 2 Surface Transportation Program and Congestion Mitigation and Air Quality Improvement (STP/CMAQ) OneBayArea Grant (OBAG) Program adopted by the Commission in May 2012 establishes commitments and policies for investing roughly \$800 million in federal funds for regional programs and local programs through FY2016. For the latter, the county congestion management agencies (CMAs) administer the program and select projects within their respective counties, which involves a competitive project solicitation, evaluation, and selection process. As projects are selected, MTC staff confirms funding eligibility and includes the projects in the respective program, processes TIP revisions to include the projects in the federal TIP, and provides periodic follow-up reports to the Commission. In addition, staff reports changes to STP/CMAQ funding for the regional programs managed by MTC. This month, staff recommends the following revisions:

- Update Attachment B-1 to shift \$2 million from the Freeway Performance Initiative (FPI) corridor assessments to the Program for Arterial System Synchronization (PASS). The augmentation for PASS will help fund additional projects in response to the over-subscription of this program. Attachment B-1 is also being updated to split the Freeway Service Patrol (FSP)/incident management project into the incident management program and FSP/callbox program with no change in total funding, as well as to revise the Transit Performance Initiative (TPI) incentive program to redirect funds from Altamont Corridor Express (ACE) fare collection equipment to ACE positive train control.
- Update Attachment B-2 to add the selection of several projects as requested by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo County (CCAG), and the Solano Transportation Authority. The projects generally fund bike and pedestrian, and streets and roads improvements.
- Update Appendix A-2 to Attachment A to reflect the funding augmentation for CMA planning activities for San Mateo CCAG.

**Issues:** None.

**Recommendation:** Refer Resolution 4035, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4035, Revised, Attachments B-1 and B-2; and Appendix A-2 to Attachment A

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C  
12/19/12-C 01/23/13-C  
02/27/13-C 05/22/13-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 CMAAs 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 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 County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities.

As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

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; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; and to the Programming and Allocations Committee dated February 13, 2013 and May 8, 2013.

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

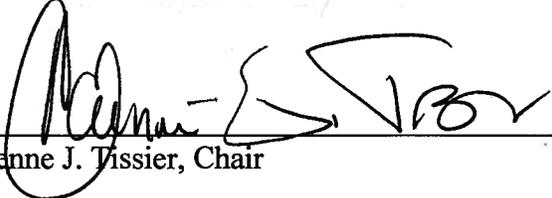
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

- ▶ RTP Consistency: Projects included in the Cycle 1 STP/CMAQ Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 1 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
  
- ▶ Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project programming in the TIP. Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.
  
- ▶ Regional Project Delivery Policy. Cycle 1 STP/CMAQ funding is available in the following three fiscal years: FY 2009-10, 2010-11, and 2011-12. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in concert with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds to be obligated no later than April 30, 2012, except the Lifeline Transportation Program (LTP), Doyle Drive Presidio Parkway, **the small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, projects subject to the dissolution of the redevelopment agencies, and Climate Initiative Innovative Grant projects.** Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP. The LTP funds advanced from Cycle 2 have an obligation deadline of ~~April 30, 2014~~ consistent with the LTP requirements.

All Cycle 1 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy, which enforces fund obligation deadlines, and project substitution for STP and CMAQ funds. All funds are subject to award, invoicing and project close out requirements. Project sponsors must sign project supplementary agreements and award construction contracts within six months of obligation; and subsequently request reimbursements every six-twelve months to

- **Project Delivery Deadlines:** CMAs must program their block grant funds over a two-year period with 50 percent programmed in FY 2010-11 and 50 percent in FY 2011-12. Expectation would be that LSR program would use capacity of the earlier year to provide more time for delivery challenges of RBP and TLC programs, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) including the Request For Authorization (RFA) submittal deadline of February 1 and the obligation deadline of April 30 of the year the funds are programmed in the TIP.

## PROGRAM SCHEDULE

Cycle 1 spans apportionments over three fiscal years: FY 2009-10, FY 2010-11, and FY 2011-12. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2009-10 funds. This strategy, at the same time, provides several months during FY 2009-10 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second and third years of the Cycle 1 period.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the F 2010-11 and FY 2011-12 years. However; a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work with all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012, **except the projects subject to the dissolution of the redevelopment agencies, and Climate Initiative Innovative Grant Program and Lifeline Transportation Program**, which have an obligation deadline of ~~April 30, 2014~~, **February 1, 2015** and ~~the small/northbay operators transit payback program~~ **the small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment**, which has an obligation deadline of April 30, 2015 and the Doyle Drive Presidio Parkway which has an obligation deadline of April 30, 2016.

## PROJECT LIST

Attachment B of Resolution 3925 contains the list of projects to be programmed under the New Surface Transportation Authorization Act, STP/CMAQ Cycle 1 Program. MTC staff will update the attachment to reflect Commission actions to revise the TIP, which address the addition of projects to the TIP, or subsequent project revisions.

Attachment B-1

MTC Res. No. 4035, Attachment B-1  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C 12/19/12-C  
 01/23/13-C 02/27/13-C  
 05/22/13-C

Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 May 2013

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>CYCLE 2 REGIONAL PROGRAMS</b>			<b>\$424,347,000</b>	<b>\$40,000,000</b>	<b>\$464,347,000</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: \$6,687,000</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>
<del>FSP/Incident Management</del> <b>Incident Management Program</b>	Region-Wide	MTC/SAFE	\$10,840,000	\$0	\$10,840,000
<del>FSP/Incident Management</del> <b>FSP/Call Box Program</b>	Region-Wide	MTC/SAFE	\$14,290,000	\$0	\$14,290,000
<b>SUBTOTAL</b>			<b>\$14,290,000</b>	<b>\$0</b>	<b>\$14,290,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>			<b>TOTAL: \$84,460,000</b>	<b>\$0</b>	<b>\$84,460,000</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	<b>\$6,000,000</b>	\$0	<b>\$6,000,000</b>
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	<b>\$7,000,000</b>	\$0	<b>\$7,000,000</b>
<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: \$62,000,000</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: \$7,200,000</b>	<b>\$0</b>	<b>\$7,200,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>					
<b>Regional PDA Planning and Implementation</b>					
PDA Planning - ABAG	Region-Wide	ABAG	\$2,000,000	\$0	\$2,000,000
Regional PDA Planning	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Transit Oriented Affordable Housing (TOAH)	Various	TBD	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>			<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>Local PDA Planning</b>					
Local PDA Planning - Alameda	Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - Napa	Napa	NCTPA	\$750,000	\$0	\$750,000
Local PDA Planning - San Francisco	San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	San Mateo	SMCCAG	\$1,608,000	\$0	\$1,608,000
Local PDA Planning - Santa Clara	Santa Clara	VTA	\$5,349,000	\$0	\$5,349,000
Local PDA Planning - Solano	Solano	STA	\$1,066,000	\$0	\$1,066,000
Local PDA Planning - Sonoma	Sonoma	SCTA	\$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) PLANNING AND IMPLEMENTATION</b>			<b>TOTAL: \$40,000,000</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: \$14,000,000</b>	<b>\$6,000,000</b>	<b>\$20,000,000</b>
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>					
<i>Specific projects TBD by CMAAs</i>					
RSRTS - Alameda County Safe Routes to School Program	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
RSRTS - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
RSRTS - Marin	Marin	TAM	\$633,000	\$0	\$633,000
RSRTS - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
RSRTS - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
RSRTS - San Mateo County Safe Routes to School Program	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
RSRTS - Santa Clara	Santa Clara	VTA	\$5,386,000	\$0	\$5,386,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C 12/19/12-C  
 01/23/13-C 02/27/13-C  
 05/22/13-C

Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 May 2013

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>CYCLE 2 REGIONAL PROGRAMS</b>			<b>\$424,347,000</b>	<b>\$40,000,000</b>	<b>\$464,347,000</b>
RSRTS - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
RSRTS - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>			<b>TOTAL: \$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>					
<i>Specific Projects TBD by Commission</i>					
Clipper Fare Collection Equipment Replacement	Regional	MTC	\$9,994,633	\$0	\$9,994,633
SFMTA - New 60' Flyer Trolley Bus Replacement	San Francisco	SFMTA	\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	Santa Clara	VTA	\$3,349,722	\$0	\$3,349,722
Unanticipated Cost Reserve	TBD	TBD	\$2,000,000	\$0	\$2,000,000
Specific Transit Capital Rehabilitation Program projects - TBD	TBD	TBD	\$6,153,384	\$0	\$6,153,384
SUBTOTAL			\$37,000,000	\$0	\$37,000,000
<b>Transit Performance Initiative (TPI) Incentive Program</b>					
<i>Specific Projects TBD by Commission</i>					
TPI - AC Transit Spectrum Ridership Growth Project	Alameda	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Fare Collection Equipment <b>Positive Train Control</b>	Alameda	SJRRRC/ACE	\$22,575	\$0	\$22,575
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	Regional	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	San Francisco	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	San Francisco	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	San Francisco	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	Santa Clara	VTA	\$1,302,018	\$0	\$1,302,018
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	TBD	\$46,559,549	\$0	\$46,559,549
SUBTOTAL			\$60,000,000	\$0	\$60,000,000
<b>Transit Performance Initiative (TPI) Investment Program</b>					
<i>Specific Projects TBD by Commission</i>					
Specific Transit Performance Initiative Investment Program projects - TBD	TBD	TBD	\$52,000,000	\$0	\$52,000,000
SUBTOTAL			\$52,000,000	\$0	\$52,000,000
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>			<b>TOTAL: \$150,000,000</b>	<b>\$0</b>	<b>\$150,000,000</b>
* ACE - Fare Collection Equipment - Conditioned on MTC staff determination of project consistency with regional fare policy.					
<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	\$5,383,109	\$0	\$5,383,109
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$5,383,860	\$0	\$5,383,860
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
VTA - Light Rail Transit Signal Priority	Santa Clara	VTA	\$1,587,176	\$0	\$1,587,176
VTA - Stevens Creek - Limited 323 Transit Signal Priority	Santa Clara	VTA	\$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>					
<b>North Bay PCA Program</b>					
<i>Specific projects TBD by North Bay CMAs</i>					
SUBTOTAL			\$5,000,000	\$0	\$5,000,000
<b>Peninsula, Southern and Eastern Counties PCA Program</b>					
<i>Specific projects TBD by Commission</i>					
SUBTOTAL			\$5,000,000	\$0	\$5,000,000
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>CYCLE 2 REGIONAL PROGRAMS TOTAL</b>			<b>TOTAL: \$424,347,000</b>	<b>\$40,000,000</b>	<b>\$464,347,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\May PAC\{tmp-4035\_Attach\_B-1\_May.xlsx}\Attach B-1 05-22-13

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 12/19/12-C 01/23/13-C  
 05/22/13-C

## Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 May 2013

### OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TAP	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	\$50,233,000	\$3,726,000	\$53,959,000
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
<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	\$38,207,000	\$2,384,000	\$40,591,000
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,164,000	\$0	\$1,164,000
<b>Dornan Drive/Garrard Blvd Tunnel Rehabilitation*</b>	<b>Richmond</b>	<b>\$413,000</b>	<b>\$0</b>	<b>\$413,000</b>
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$42,820,000</b>	<b>\$2,384,000</b>	<b>\$45,204,000</b>
* Conditioned upon CCTA Board Action				
<b>MARIN COUNTY</b>				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$4,730,000	\$707,000	\$5,437,000
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
Central Marin Ferry Bike/Ped Connection	Marin County	\$1,500,000	\$0	\$1,500,000
<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 - NCTPA</i>	TBD	\$794,000	\$0	\$794,000
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
<b>Eucalyptus Drive Complete Streets</b>	<b>American Canyon</b>	<b>\$723,000</b>	<b>\$431,000</b>	<b>\$1,154,000</b>
<b>Napa City North/South Bike Connection</b>	<b>Napa City</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$300,000</b>
<b>California Avenue Roundabout</b>	<b>Napa City</b>	<b>\$1,740,000</b>	<b>\$0</b>	<b>\$1,740,000</b>
<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
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
<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	\$15,306,000	\$1,991,000	\$17,297,000
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
<b>CMA Planning Activities Augmentation - San Mateo</b>	<b>SMCCAG</b>	<b>\$672,000</b>	<b>\$0</b>	<b>\$672,000</b>
<b>US 101 / Broadway Interchange Bike/Ped Imps</b>	<b>Caltrans</b>	<b>\$3,613,000</b>	<b>\$0</b>	<b>\$3,613,000</b>
<b>Atherton/Fair Oaks/Middlefield Preservation</b>	<b>Atherton</b>	<b>\$285,000</b>	<b>\$0</b>	<b>\$285,000</b>
<b>San Pedro Creek Bridge Replacement Bike/Ped Imps</b>	<b>Pacifica</b>	<b>\$1,141,000</b>	<b>\$0</b>	<b>\$1,141,000</b>
<b>Pacifica Linda Mar Blvd Preservation</b>	<b>Pacifica</b>	<b>\$431,000</b>	<b>\$0</b>	<b>\$431,000</b>
<b>Crestview Drive Pavement Rehabilitation</b>	<b>San Carlos</b>	<b>\$412,000</b>	<b>\$0</b>	<b>\$412,000</b>
<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
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$10,000,000	\$0	\$10,000,000
<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	\$10,119,000	\$0	\$10,119,000
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
West B Street Bicycle/Pedestrian RxR Undercrossing	Dixon	\$1,394,000	\$1,141,000	\$2,535,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,094,000	\$0	\$1,094,000

**Attachment B-2**

MTC Resolution No. 4035, Attachment B-2  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 12/19/12-C 01/23/13-C  
 05/22/13-C

**Cycle 2  
 OBAG Project List  
 FY 2012-13 through FY 2015-16  
 May 2013**

**OBAG Program Project List**

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TAP	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>Vacaville - Various Streets and Roads Preservation</b>	<b>Vacaville</b>	<b>\$1,231,000</b>	\$0	<b>\$1,231,000</b>
Vallejo Downtown Streetscape - Phase 3	Vallejo	\$784,000	\$0	\$784,000
<b>SOLANO COUNTY 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 - SCTA</i>	TBD	\$12,370,000	\$1,396,000	\$13,766,000
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SMART Vehicle Purchase	SMART	\$6,600,000	\$0	\$6,600,000
<b>SONOMA COUNTY TOTAL:</b>		<b>\$21,643,000</b>	<b>\$1,396,000</b>	<b>\$23,039,000</b>
<b>Cycle 2 Total</b>		<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\May PAC\[tmp-4035\_Attach\_B-2\_May.xlsx]T4 Cycle 2 Attach B-2 05-22-13

## Appendix A-2

### Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2013

#### OBAG - County CMA Planning

County	Agency	Cycle 2 OBAG County CMA Planning - Base				SubTotal	CMA-OBAG Augmentation	Total
		2012-13	2013-14	2014-15	2015-16			
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$7,106,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,164,000	\$4,200,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$3,091,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$3,568,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$672,000	\$3,345,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$6,000,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$3,006,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000
<b>County CMAs Total:</b>		<b>\$6,512,000</b>	<b>\$6,714,000</b>	<b>\$6,919,000</b>	<b>\$7,133,000</b>	<b>\$27,278,000</b>	<b>\$8,384,000</b>	<b>\$35,662,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035\_OBAG\tmp-4035\_Appendices to Att-A.xlsx]A-2 Cycle 2 Planning

#### Regional Agency Planning

Regional Agency	Cycle 2 Regional Agency Planning - Base				SubTotal	Augmentation	Total	
	2012-13	2013-14	2014-15	2015-16				
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	
BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000	\$0	\$1,341,000	
MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	
<b>Regional Agencies Total:</b>		<b>\$1,596,000</b>	<b>\$1,646,000</b>	<b>\$1,696,000</b>	<b>\$1,749,000</b>	<b>\$6,687,000</b>	<b>\$0</b>	<b>\$6,687,000</b>

**\$42,349,000**