

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2013

Item Number 3a

Resolution Nos. 3649, Revised, and 3721, Revised

Subject: Allocation of \$7.8 million in Regional Measure 2 (RM2) funds.

Background: **Central Marin Ferry Connection Multi-Use Pathway**
The Transportation Authority of Marin (TAM) requests allocation of \$5.9 million in RM2 funds for the construction phase of the Central Marin Ferry Connection Multi-Use Pathway project. The project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the newly constructed Cal Park Hill Multi-Use Path. The total cost of the project is \$15.3 million, of which \$8.9 million (58%) comes from RM2, and \$1.5 million (10%) comes from the One Bay Area Grant (OBAG) program.

The project has environmental clearance and has completed design. TAM expects to begin construction in September 2013 and complete construction in late 2014.

I-680 Southbound HOV Gap Closure and Express Lane Conversion
The Contra Costa Transportation Authority (CCTA) requests allocation of \$1.9 million in RM2 funds for the environmental document and preliminary engineering of the I-680 Southbound High-Occupancy Vehicle (HOV) Lane Gap Closure (between Treat and Rudgegar) and the conversion of I-680 HOV lanes to Express Lanes (from Marina Vista to Rudgegar) in Contra Costa County. CCTA is also requesting a scope change to the prior allocation for the I-680 HOV project to allow for work on the Express Lanes scope as well.

CCTA expects the environmental document for the HOV Lane Gap Closure project to be completed in early 2014. The environmental document for the Express Lane Conversion is expected to be completed in late 2014.

Issues: **1) Central Marin Ferry Connection:**
The RM2 funding for this project is part of the Greenbrae Interchange/ Larkspur Ferry Access Improvements project (Project #11). The project has about \$45 million remaining unallocated. As directed by the Commission in April 2013, TAM is developing a project delivery strategy for the overall project to be submitted in September 2013. While the Ferry Connection project has been developed separately from the US-101 Greenbrae Interchange project, allocating \$5.9 million at this time would reduce the amount remaining for the overall project. However, staff recommends allocation of these funds as the project is ready to proceed to construction and TAM has already identified these funds for the Ferry Connection project separate from the Greenbrae Interchange project.

2) I-680 in Contra Costa County:

The I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion project is currently underfunded. The total project cost is \$109 million, with a \$42 million shortfall, as shown below.

Project ▶ Fund Source ▼	HOV Gap Closure	Express Lanes Conversion	Total
RM2	\$8.5	\$5.5	\$14.0
Measure J	\$29.6	\$0	\$29.6
STIP (CC)	\$5.6	\$0	\$5.6
Express Lanes	\$0	\$17.7	\$17.7
Total Funding	\$43.7	\$23.2	\$66.9
Total Cost	\$85.9	\$23.2	\$109.1
<i>Shortfall</i>	<i>\$42.2</i>	<i>\$0</i>	<i>\$42.2</i>

Note: \$ millions

MTC's RM2 Policies and Procedures (MTC Resolution No. 3636, Revised) require that "the expenditure of RM2 funds for any phase of the project should lead to making available to the public a useable or operable segment in accordance with the legislative intent" (MTC Resolution No. 3636, Attachment A, page 7). While full funding has not yet been identified for the project, MTC staff recommends allocation of funding for the environmental phase only while the sponsor finalizes the project scope and full funding plan. This is consistent with previous Commission RM2 allocation actions on other projects.

CCTA must still submit a project delivery strategy for the overall I-680 project, as directed by the Commission in April 2013. This strategy is due in September 2013, and is a precondition to any allocation of funds past the environmental phase. CCTA expects to request final design funding in early 2014.

Recommendation: Refer Resolution Nos. 3649, Revised, and 3721, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 3649, Revised, and 3721, Revised.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
03/26/08-C 12/17/08-C
04/28/10-C 11/16/11-DA
06/27/12-DA 07/24/13-C

ABSTRACT

MTC Resolution No. 3649, Revised

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

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

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

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

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

ABSTRACT

MTC Resolution No. 3649, Revised

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This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue. A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

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

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

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

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

This resolution was revised on April 28, 2010 through Commission Action to allocate \$2.892 million in RM2 funds for the construction phase of Project 11.3, Cal Park Hill Tunnel Rehabilitation project.

This resolution was revised on November 16, 2011 through Delegated Authority to allocate \$1 million in RM2 funds for the final design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on June 27, 2012 through Delegated Authority to allocate \$1 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.1, US-101 Greenbrae Improvements.

ABSTRACT

MTC Resolution No. 3649, Revised

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This resolution was revised on July 24, 2013 through Commission Action to allocate \$5.86 million in RM2 funds for the construction phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, and July 10, 2013.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and

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

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

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

WHEREAS, the Transportation Authority of Marin has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Transportation Authority of Marin is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Transportation Authority of Marin’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Transportation Authority of Marin’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

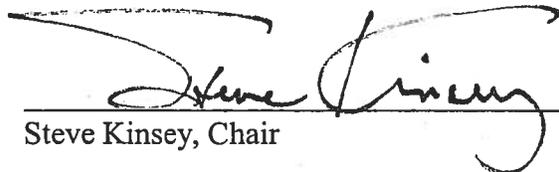
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Central Marin Ferry Connection Multi-Use Pathway
Sponsor: Transportation Authority of Marin
Project Number: 11.4

Allocation No. 11.4-1					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the Central Marin Ferry Connection project, Phase A. This includes linking existing multi-use pathways south of the Corte Madera Creek to the Cal Park Hill Multi-Use Pathway, providing improved access to the Larkspur Ferry Terminal. This phase will also study a crossing of the Corte Madera Creek by either a new bridge structure or widening the US-101 northbound off-ramp, and other access improvements. An environmental document will be prepared for Phase A.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08364908	26-Sep-07	\$ 2,000,000	ENV	FY 2007-08	\$ 2,000,000

Allocation No. 11.4-2					
Activities to be funded with Allocation #2:					
Allocation will fund the final design for the Central Marin Ferry Connection Multi-Use Pathway project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
12364912	16-Nov-11	\$ 1,000,000	PS&E	FY 2011-12	\$ 3,000,000

Allocation No. 11.4-3					
Activities to be funded with Allocation #3:					
Allocation will fund the construction of the Central Marin Ferry Connection Multi-Use Pathway project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
14364914	24-Jul-13	\$ 5,860,000	CON	FY 2013-14	\$ 8,860,000

RM2 Project Number: 11.4 Central Marin Ferry Connection Multi-Use Pathway

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) Marin County
Legislated Project Description 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		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$63,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$48,723) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$8,860)		Total Estimated Project Cost (in \$1,000) \$15,288
Project Purpose and Description This project provides an important multi-modal commute and recreational connection to the Larkspur Ferry. The project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the newly constructed Cal Park Hill Multi-Use Path. The project has been planned to be compatible with a future unfunded project that will cross the Corte Madera Creek ultimately connecting the CMFC Project with existing pathways located at the intersection of Old Redwood Highway and Wornum Drive, further closing the existing "gap" in the non-motorized transportation network.		
Funding Description Committed Funds: \$15.2 million is committed from RM2, Regional Bike/Ped Funding, TFCA (Air District), and Federal Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin and the City of Larkspur.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	12/2007	09/2010	\$2,000
2	Plans, Specifications and Estimates	12/2011	06/2013	\$2,563
3	Right-of-Way	N/A	N/A	\$0
4	Construction	09/2013	12/2014	\$10,725
Total:				\$15,288

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Central Marin Ferry Connection Multi-Use Pathway	Project No. 11.4								
Lead Sponsor	Transportation Authority of Marin									

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total
Committed										
RM2	ENV			2,000						2,000
CMAQ (RBP)	PSE					1,410				1,410
RM2	PSE						1,000			1,000
TFCA	PSE							153		153
TFCA	CON								165	165
RM2	CON								5,860	5,860
Non Motorized Pilot Prog	CON							3,200		3,200
CMAQ (RBP)	CON							1,500		1,500
Total:		0	0	2,000	0	1,410	1,000	4,853	6,025	15,288
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total
Total:		0	0	2,000	0	1,410	1,000	4,853	6,025	15,288

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Central Marin Ferry Connection Multi-Use Pathway
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.4

RM2 Project #11.4	PRIOR	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13+	TOTAL
RM2 Funds Total	-	2,000,000	-	-	-	1,000,000	5,860,000	8,860,000
Environmental (ENV)	0	2,000,000	0	0	0	0	0	2,000,000
RM2		2,000,000						2,000,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,410,000	1,000,000	153,000	2,563,000
CMAQ (RBP)					1,410,000			1,410,000
RM2						1,000,000		1,000,000
TFCA							153,000	153,000
								0
Right of Way	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Construction	0	0	0	0	0	0	10,725,000	10,725,000
RM2							5,860,000	5,860,000
TFCA							165,000	165,000
Non-Motorized Pilot Program							3,200,000	3,200,000
CMAQ (RBP)							1,500,000	1,500,000
TOTAL FUNDING								
Environmental	0	2,000,000	0	0	0	0	0	2,000,000
Final Design (PS&E)	0	0	0	0	1,410,000	1,000,000	153,000	2,563,000
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	10,725,000	10,725,000
PROJECT TOTAL	0	2,000,000	0	0	1,410,000	1,000,000	10,878,000	15,288,000

Date: November 16, 2005
W.I.: 1255
Referred by: PAC
Revised: 04/27/11-C
07/24/13-C

ABSTRACT

MTC Resolution No. 3721, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-680 HOV Lane Connector/ Gap Closure Study sponsored by Central Contra Costa Transit Authority (CCCTA) and implemented (fiscally managed) by Contra Costa Transportation Authority (CCTA) and the I-680 HOV Lane Connector/ Gap Closure Project sponsored by the CCTA.

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 sponsors' Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised by Commission Action on April 27, 2011 to allocate \$4.8 million in RM2 funds for the environmental document and preliminary engineering phase of the I-680 Southbound HOV Lane Gap Closure Project from North Main to Livorna.

This resolution was revised by Commission Action on July 24, 2013 to allocate \$1.9 million in RM2 funds for the environmental document and preliminary engineering phase of the I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion project, and to expand the scope of Allocation #11-3721-03 (approved on April 27, 2011) to include I-680 Express Lane Conversion environmental document and preliminary engineering work as eligible for reimbursement.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated November 2, 2005, April 13, 2011, and July 10, 2013.

Date: November 16, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-680 HOV Lane Connector/
Gap Closure Study and Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3721

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, I-680 HOV Lane Connector/ Gap Closure Study and Project is identified as capital project number 12 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Central Contra Costa Transit Authority (CCCTA) is the project sponsor and Contra Costa Transportation Authority (CCTA) is the implementing agency for fiscal purpose of the I-680 HOV Lane Connector/ Gap Closure Study; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) is the project sponsor of the I-680 HOV Lane Connector/ Gap Closure Project; and

WHEREAS, each project sponsor or implementing agency will submit an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for each project allocation request; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor or implementing agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds for each project sponsor or implementing agency; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of each project sponsor’s or implementing agency’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in the attachments are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the requesting project sponsor's or implementing agency's IPR for this project as set forth in the Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in the Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

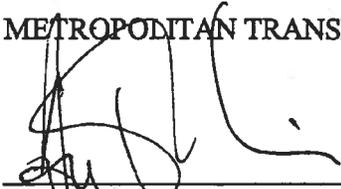
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

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

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor and/or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

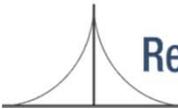
The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 16, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion
Sponsor: CCTA
Implementing Agency: CCTA
Project Number: 12.2

Allocation No. 1					
Activities to be funded with Allocation #1:					
This allocation will fund the environmental document and related studies and preliminary engineering for the I-680 Southbound HOV Lane Gap Closure project. <i>Note:</i> This allocation scope was amended on July 24, 2013 to include environmental document and related studies, and preliminary engineering for the I-680 Express Lane Conversion as eligible for reimbursement.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11372103	27-Apr-11	\$ 4,800,000	Environmental	FY 2010-11	\$ 4,800,000

Allocation No. 2					
Activities to be funded with Allocation #2:					
This allocation will fund the environmental document and related studies and preliminary engineering for the I-680 Southbound HOV Lane Gap Closure project and the I-680 Express Lane Conversion project.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
14372104	24-Jul-13	\$ 1,942,000	Environmental	FY 2013-14	\$ 6,742,000



RM2 Project Number: 12.2

I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion

Lead Sponsor Contra Costa Transportation Authority	Other Sponsors(s) N/A	Implementing Agency (if applicable) Contra Costa Transportation Authority
Legislated Project Description 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. Following adoption of the preferred alternative funds may be expended either to fund the preferred alternative or to extend the High-Occupancy Vehicle Lane as described.		
RM2 Legislated Funding (in \$1,000) \$14,000	Total Estimated Project Cost (in \$1,000) \$109,117	
Project Purpose and Description As a result of the study completed under RM2 Project 12.1, County Connection and CCTA have adopted the I-680 Southbound HOV Lane Gap Closure as the preferred alternative. The purpose of adding an HOV lane in this segment of I-680 is to connect the existing HOV lanes in the SB I-680 corridor (from Treat to Rudgear), and encourage carpool and express bus usage. The addition of an HOV lane would increase highway capacity, improve HOV traffic flow on the corridor in southbound direction, and reduce peak-hour traffic delays. In addition, the project proposes to convert existing HOV lanes from Marina Vista Ave. to Rudgear Rd. to Express Lanes, utilizing the available capacity for single occupancy vehicles paying a toll electronically.		
Funding Description Committed Funds: The project has RM2 and Measure J funds committed. Uncommitted Funds: Currently, there is a \$42.2 million shortfall in construction. Operating Capacity: Caltrans will be the owner/operator of the HOV facility.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Planning Study (Environmental)	04/2011	12/2014	\$7,137
2	Plans, Specifications and Estimates	01/2015	12/2015	\$6,656
3	Right-of-Way	01/2015	12/2015	\$2,040
4	Construction	12/2015	03/2017	\$93,284

Total: \$109,117

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion					Project No. 12.2				
Lead Sponsor	CCTA									
Fund Source	Phase	Prior	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	Future	Total
Committed										
RM2	ENV		4,800			1,942				6,742
Measure J	ENV				395					395
RM2	PS&E						6,656			6,656
RM2	ROW						602			602
Measure J	ROW						438			438
Measure J	CON							28,768		28,768
STIP (CC Share)	CON							5,600		5,600
Total:		0	4,800	0	395	1,942	7,696	34,368	0	49,201
Uncommitted										
Express Lanes Funding	ROW						1,000			1,000
Express Lanes Funding	CON							16,725		16,725
To Be Determined	CON							42,191		42,191
Total:		0	0	0	0	0	1,000	58,916	0	59,916
Total Project Committed and Uncommitted										
		Prior	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	Future	Total
Total:		0	4,800	0	395	1,942	8,696	93,284	0	109,117

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion
Sponsor: CCTA
Implementing Agency: CCTA
Project No.: 12.2

RM2 Project # 12.1	PRIOR	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	Future	TOTAL
RM2 Funds Total	-	4,800,000	-	-	1,942,000	-	-	6,742,000
Environmental (ENV)	0	4,800,000	0	395,000	1,942,000	0	0	7,137,000
RM2		4,800,000			1,942,000			6,742,000
Measure J				395,000				395,000
								0
								0
Final Design (PS&E)	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Right of Way	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Construction	0	0	0	0	0	0	0	0
								0
								0
								0
								0
TOTAL FUNDING								
Environmental	0	4,800,000	0	395,000	1,942,000	0	0	7,137,000
Final Design (PS&E)	0	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	4,800,000	0	395,000	1,942,000	0	0	7,137,000