

Metropolitan Transportation Commission Programming and Allocations Committee

March 5, 2014

Agenda Item 3a

Request for Regional Measure 2 Public Hearing Authorization

Subject: Request to hold a public hearing and start a 30 day comment period for proposed amendments affecting multiple projects in Regional Measure 2 (RM2)

Summary: **Regional Measure 2 Strategic Delivery Plan**
The RM2 program reaches its 10th anniversary in March 2014. Over \$1.2 billion in RM2 capital funds of the \$1.5 billion available have been allocated. In April 2013, this Committee directed staff to develop a delivery strategy for the approximately \$225 million in unallocated RM2 project funds. Of the \$225 million, some projects are still not fully funded and do not have a good prospect of being fully funded in the foreseeable future. Other projects are experiencing implementation challenges due to lack of consensus on scope or complications in obtaining environmental approval.

In February, staff presented information and received feedback on the 19 projects included in the delivery strategy. The initial recommendations included delivering existing RM2 projects, and reassigning RM2 funds from projects that don't have a viable strategy to eligible corridor projects that are ready-to-go. In addition, staff recommended directing approximately \$11 million in RM2 project savings to strengthen and reinforce funding plans for several corridor projects. Actions involving modifications to RM2 project descriptions or transfers between projects would require a public hearing process. The overall recommendations are summarized below:

Recommendation Category	Current Unallocated (\$ millions)
Retain RM2 project – funding and scope	113.2
Redirect funds to another project or make significant scope change	111.6
Redirect cost savings to other projects in corridors	11.5
TOTAL	236.3

Below is a proposed schedule for implementing the delivery strategy:

- February 2014 Committee Meeting (complete): Staff presents update and initial recommendations for Committee input
- March 2014 Committee Meeting: Committee authorizes RM2 Public Hearing and sets 30-day public comment period
- April 2014 Committee Meeting: RM2 Public Hearing

- May 2014 Committee Meeting: Staff report on public comment and referral of RM2 Strategic Delivery Plan to Commission
- May 2014 Commission Meeting: Adoption of RM2 Strategic Delivery Plan and allocations for ready-to-go projects

RM2 Public Hearing Request for Scope or Funding Changes

Several of the RM2 strategic delivery plan recommendations would make changes to the description or funding of projects. Therefore, staff is requesting that the Committee approve the release of a notice to hold a public hearing and start a 30-day comment period. Pursuant to California Streets and Highway Code Section 30914(f), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM2. Based on the information submitted by project sponsors, and the staff recommendations presented last month, staff is proposing to hold a hearing that would involve 16 RM2 projects and a shift of \$88.3 million between RM2 projects. If approved, a public hearing to receive public testimony on these proposed program changes would be held during MTC's Programming and Allocations Committee meeting on April 9, 2014. The public comment period would extend from March 19 to April 23. As noted above, staff would return to the Commission in May with a summary of comments received and with recommendations for adoption.

A summary of the projects and recommended actions for which a hearing would be required (scope change, funding change) is included as Attachment A. More detailed information on each project is included in Attachment B. The draft hearing notice is provided as Attachment C.

Issues:

At the time this report is written, some projects will require additional follow up before the strategic delivery plan and the associated RM2 amendments are approved in May. Staff will return with additional information on these projects at upcoming Committee meetings.

AC Transit Bus Rapid Transit: The funding plan for this project relies on a combination of federal, state and local funds. The federal Small Starts funds must still be approved in a Small Starts Grant Agreement, expected later in 2014. The state funds may still have timing issues, and in some cases the Alameda CTC will need to make a commitment of a future repayment of funds to other projects.

Fairfield/Vacaville Train Station: The funding plan for this project will need either additional funding, or cash flow assistance, or both. The city of Fairfield and the Solano Transportation Authority are expecting to know

later this month whether they will receive additional Proposition 1B Trade Corridor funds for the project, which would shore up the funding plan.

WETA Berkeley/Albany Service: WETA is finalizing the environmental document for a potential Berkeley site, starting environmental work for a potential Richmond site, and is also working with Contra Costa County on a study of potential ferry locations. By April 2015, WETA will need to identify the location of their next East Bay ferry service.

SMART: For the \$20 million recommended for the SMART project (from the Greenbrae Interchange project), staff will continue to work with SMART and other local agencies within Marin County to identify the scope for the near term SMART improvements that will help advance the rail extension to Larkspur.

Caltrain Electrification: Staff recommends that the \$20 million for the Caltrain Electrification project (from the Dumbarton Rail project) be matched by the Joint Powers Authority partners through new funding for the project (\$20 million total local match). A commitment to that match is still forthcoming.

Dumbarton Express Bus Service: Staff will continue to work with the affected transit operators to determine the correct entity to receive the RM2 funds and to manage the procurement of the proposed replacement vehicles.

Recommendation: Authorize staff to release the public hearing notice and begin the 30 day comment period.

Attachments:

- 1) Attachment A – Summary of Proposed RM2 Changes
- 2) Attachment B – Project Details
- 3) Draft Hearing Notice, including MTC Resolution 3801, Revised

SUMMARY OF PROPOSED RM2 ACTIONS REQUIRING PUBLIC HEARING

Project Number	Project Title/ Subproject / Multi-part Funding Action	Current Total RM2 Funding	Proposed Funding Change	Proposed Total RM2 Funding	Action Taking Place	Funding Action	From/To (project number)
1	BART/MUNI Connection at Embarcadero and Civic Center Stations	3,000,000	-	3,000,000	Modify Scope		
4	East to West Bay Commuter Rail Service over Dumbarton Rail Bridge	44,000,000	(34,843,000)	9,157,000	Reassign project funds		
	Transfer to Caltrain Electrification		(20,000,000)			Transfer	to Caltrain Electrification (40)
	Transfer to Dumbarton Express Bus (project 29)		(14,843,000)			Transfer	to Dumbarton Express Bus (29)
	Removal of prior condition		-		Removal of \$91 million Alameda County repayment condition from project 31		
5	Vallejo Station	28,000,000	(2,000,000)	26,000,000	Reassign project funds	Transfer	to Vallejo Curtola (17)
6	Solano County Express Bus Intermodal Facilities	20,000,000	(7,748,578)	12,251,422	Reassign project funds; reassign project savings		
6.3	Fairfield Transit Center		(5,485,000)			Transfer	to Fairfield/Vacaville Train Station (14)
6.4	Vacaville Intermodal		(2,263,578)			Savings	to Fairfield/Vacaville Train Station (14)
9	Richmond Parkway Transit Center	16,000,000	(12,150,000)	3,850,000	Reassign project funds; modify scope	Transfer	to AC Transit BRT (24)
10	Sonoma-Marin Area Rail Transit (SMART)	36,500,000	20,000,000	56,500,000	Receive transfer; modify scope	Receive	from Greenbrae (11)
11	Greenbrae Interchange/Larkspur Ferry Access Improvements	63,500,000	(20,000,000)	43,500,000	Reassign project funds; modify scope	Transfer	to SMART (10)
12	Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART	15,000,000	5,425,000	20,425,000	Receive transfer	Receive	from Caldecott Tunnel (36)
14	Capital Corridor Improvements in I-80/I-680 Corridor (Fairfield/Vacaville Train Station)	25,000,000	10,950,126	35,950,126	Receive transfers		
	Receive from Fairfield Transit Center (6.3)		5,485,000			Receive	from Fairfield Transit Center (6)
	Receive from Fairfield Transit Center (17.2)		2,250,000			Receive	from Fairfield Transit Center (17)
	Receive from From Vacaville Intermodal (6.4)		2,263,578			Receive	from Vacaville Intermodal (6)
	Receive from Vacaville Intermodal (17.3)		951,548			Receive	from Vacaville Intermodal (17)
17	Regional Express Bus North	20,000,000	(1,201,548)	18,798,452	Reassign project funds; receive transfer		
17.1	Vallejo Curtola		2,000,000			Receive	from Vallejo Station (5)
17.2	Fairfield Transit Center		(2,250,000)			Transfer	to Fairfield/Vacaville Train Station (14)
17.3	Vacaville Intermodal		(951,548)			Savings	to Fairfield/Vacaville Train Station (14)
24	AC Transit Enhanced Bus	65,000,000	12,760,172	77,760,172	Receive transfers		
	Receive from Express Bus South		610,172			Receive	from Express Bus South (29)
	Receive from Richmond Parkway Transit Center		12,150,000			Receive	from Richmond Parkway (9)
29	Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors	22,000,000	11,932,828	33,932,828	Receive transfer; redirect project savings		
	Transfer project savings to AC Transit		(610,172)			Savings	to AC Transit BRT (24)
	Transfer project savings to I-880 North Safety Improvements		(2,300,000)			Savings	to I-880 North Safety (30)
	Receive from Dumbarton Rail		14,843,000			Receive	from Dumbarton Rail (4)
30	I-880 North Safety Improvements	10,000,000	2,300,000	12,300,000	Receive transfer	Receive	from Express Bus South (29)
31	BART Warm Springs Extension	186,000,000	-	186,000,000	Remove repayment condition		
36	Caldecott Tunnel Improvements	50,500,000	(5,425,000)	45,075,000	Reassign project savings	Savings	to I-680 HOV (12)
40	Caltrain Electrification	-	20,000,000	20,000,000	Add new project; receive transfer	Receive	from Dumbarton Rail (4)
	Total	604,500,000	-	604,500,000			

Project Number	Project Name
1	BART/MUNI Connection at Embarcadero and Civic Center
RM2 Funding	Project Sponsor/Implementing Agency
\$3,000,000	BART
Original Project Description (CA Streets & Highways Code Section 30914 (c)(1))	
Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are TransLink® ready.	
Project Issue	
Original project infeasible within available funding; space constraints in platform areas and fare concerns also make project technically infeasible	
Proposed Changes to Funding/Scope	
Modify scope to read <i>“BART/MUNI access on Market Street Corridor. Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows.”</i> This would fund extension of new MUNI elevator at Powell Street station to the BART platform.	
No funding changes.	
RM2 Funding After Proposed Changes	
\$3,000,000	

Project Number	Project Name
4	East to West Bay Commuter Rail Service over the Dumbarton
RM2 Funding	Project Sponsor/Implementing Agency
\$44,000,000	San Mateo County Transportation Authority, Capitol Corridor, Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority
Original Project Description (CA Streets & Highways Code Section 30914 (c)(4))	
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.	
Project Issue	
<ul style="list-style-type: none"> • Project Policy Advisory Committee recommended not moving forward with project due to over \$300 million shortfall • Original RM2 funding was \$135 million. Currently \$34.8m remaining. \$9m spent on Environmental phase; \$91m reassigned to BART to Warm Springs in 2009, requiring future Alameda County repayment 	
Proposed Changes to Funding/Scope	
<ul style="list-style-type: none"> • Transfer \$34.8 million in remaining RM2 funds <ul style="list-style-type: none"> ○ \$14.8 million to Dumbarton Bus fleet ○ \$20 million to Caltrain Electrification (new RM2 project; local match required) • Consider \$91 million an investment in BART to Warm Springs (RM2 project #31) and remove required Alameda County repayment 	
RM2 Funding After Proposed Changes	
\$9,057,000 (already expended on environmental)	

Project Number	Project Name
5	Vallejo Station
RM2 Funding	Project Sponsor/Implementing Agency
\$28,000,000	City of Vallejo
Original Project Description (CA Streets & Highways Code Section 30914 (c)(5))	
Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal.	
Project Issue	
<p>Project is a Priority Development Area mixed-use project with two major transit elements:</p> <ol style="list-style-type: none"> 1) A bus transfer facility 2) An adjacent 1,200 space parking garage for ferry patrons. <p>Phase A of the parking structure has been delivered, and there is a lack of funding to complete the full phase B, which includes relocation of a US Post Office to construct the second phase of the parking structure, with opportunity for mixed-use development. \$10 million is currently unallocated.</p>	
Proposed Changes to Funding/Scope	
<p>Relocate the US Post Office and construct an interim surface parking lot (\$8 million estimated cost) with available funding.</p> <p>Transfer remaining \$2 million to project 6.1/17.1, the Vallejo Curtola Transit Center.</p>	
RM2 Funding After Proposed Changes	
\$26,000,000	

Project Number	Project Name
6.1/17.1	Vallejo Curtola Transit Center
RM2 Funding	Project Sponsor/Implementing Agency
\$11,750,000 (#6.1: \$6,000,000) (#17.1: \$5,750,000)	SolTrans
Original Project Description (CA Streets & Highways Code Section 30914 (c)(6); §30914 (c)(17))	
<p><u>Project 6</u>: Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. (Total funding: \$20,000,000)</p> <p><u>Project 17</u>: 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. (Total funding: \$20,000,000)</p> <p><u>Project 6.1/17.1</u>: The existing 410-space Curtola/Lemon Park-and-Ride lot is located off of the Curtola Parkway, just west of the Lemon Street Intersection in Solano County. It is estimated that up to 100 vehicles are parked on the adjacent streets on a typically day, bringing the total parking usage to 600 approximately vehicles per day. The lot is served by SolTrans, providing frequent service during commute periods. The proposed improvements include: Phase 1, upgrading the lot to a Transit Center by improving connections between local and regional express buses, improving bus access and egress, upgrading roadway circulation in the immediate vicinity, and Phase 2, constructing a 3-4 level, 1200-space concrete parking structure on a portion of the existing park & ride lot, a net increase of 700 new parking spaces.</p>	
Project Issue	
Funding gap for completion of full project. Implementation is being phased.	
Proposed Changes to Funding/Scope	
<ul style="list-style-type: none"> • Receive transfer of \$2,000,000 in RM2 funds from Vallejo Station. • Receive transfer of \$1,061,000 in RM2 funds from Regional Express Bus North: MacDonald Ave Bus Stop Improvements. • Construct Phase 1A of Transit Center, including civic transit plaza for pedestrian and bus traffic; grading, repaving, and restriping of surface lot; median and utility improvements to Curtola Parkway; and on-site improvements to Carlson Street. 	
RM2 Funding After Proposed Changes	
Current phase:	
RM2 Project 6.1	\$6,000,000
RM2 Project 17.1	\$5,750,000
Proposed Transfers	\$3,061,000
Total	\$14,811,000

Project Number	Project Name
6.3/17.2	Fairfield Transit Center
RM2 Funding	Project Sponsor/Implementing Agency
\$7,750,000 (#6.3: \$5,500,000) (#17.2: \$2,250,000)	City of Fairfield
Original Project Description (CA Streets & Highways Code Section 30914 (c)(6); §30914 (c)(17))	
<p><u>Project 6</u>: Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. (Total funding: \$20,000,000)</p> <p><u>Project 17</u>: 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. (Total funding: \$20,000,000)</p> <p><u>Project 6.3/17.2</u>: Expansion of existing commuter parking structure. This project would add 600 spaces to the existing 400-space parking structure. This project would add capacity and allow bus service to be expanded. The expanded structure would incorporate additional bike lockers, ridesharing areas, real-time transit information, and shops.</p>	
Project Issue	
Insufficient funding available for completion of project.	
Proposed Changes to Funding/Scope	
Transfer remaining \$5,485,000 unallocated/unspent balance from 6.3 and \$2,250,000 from 17.2 to the Fairfield/Vacaville Train Station	
RM2 Funding After Proposed Changes	
RM2 funds remaining unallocated/unspent: \$0	

Project Number	Project Name
6.4/17.3	Vacaville Intermodal Station
RM2 Funding	Project Sponsor/Implementing Agency
\$7,250,000 (#6.4: \$5,500,000) (#17.3: \$1,750,000)	City of Vacaville
Original Project Description (CA Streets & Highways Code Section 30914 (c)(6); §30914 (c)(17))	
<p><u>Project 6</u>: Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. (Total funding: \$20,000,000)</p> <p><u>Project 17</u>: 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. (Total funding: \$20,000,000)</p> <p><u>Project 6.4/17.3</u>: Phase 1 of the Vacaville Intermodal Station will provide a bus transfer facility along the I-80 Corridor. Ten bus bays will be provided, as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project, which is currently unfunded, envisions a 400 space parking garage as well as retail/commercial space.</p>	
Project Issue	
<p>Phase 1 was completed with the following savings:</p> <ul style="list-style-type: none"> • Project 6.4: \$ 2,263,578 • Project 17.3: \$ 951,548 • Total: \$ 3,215,126 <p>Phase 2 continues to be unfunded.</p>	
Proposed Changes to Funding/Scope	
Transfer savings to Fairfield/Vacaville Train Station	
RM2 Funding After Proposed Changes	
RM2 funds remaining unallocated/unspent: \$0	

Project Number	Project Name
9	Richmond Parkway Transit Center
RM2 Funding	Project Sponsor/Implementing Agency
\$16,000,000	AC Transit, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, Department of Transportation
Current Project Description (CA Streets & Highways Code Section 30914 (c)(9))	
Construct parking structure and associated improvements to expand bus capacity.	
Project Issue	
Construction of parking structure not recommended due to high cost and insufficient demand.	
Proposed Changes to Funding/Scope	
<ul style="list-style-type: none"> • Complete \$3 million in Park & Ride surface improvements at current location. • Transfer \$12.15 million in unallocated project funds to AC Transit Enhanced Bus (project 24). • Change project 9 scope to read: “Construct improvements to expand parking capacity and/or amenities, or to improve access.” 	
RM2 Funding After Proposed Changes	
\$3,850,000	

Project Number	Project Name
10	Sonoma-Marín Area Rail Transit District (SMART)
RM2 Funding	Project Sponsor/Implementing Agency
\$36,500,000	SMART
Current Project Description (CA Streets & Highways Code Section 30914 (c)(10))	
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.	
Project Update	
Current scope under construction; full funding for Larkspur extension not identified.	
Proposed Changes to Funding/Scope	
<ul style="list-style-type: none"> • Receive transfer of \$20 million from Greenbrae Interchange/Larkspur Ferry Access Improvements (project 11) • Update scope as follows: “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; <i>construct Larkspur extension and related elements.</i>” 	
RM2 Funding After Proposed Changes	
\$56,500,000	

Project Number	Project Name
11	Greenbrae Interchange/Larkspur Ferry Access Improvements
RM2 Funding	Project Sponsor/Implementing Agency
\$63,500,000	Marin County Congestion Management Agency <i>Transportation Authority of Marin</i>
Original Project Description (CA Streets & Highways Code Section 30914 (c)(11))	
<p>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.</p>	
Project Issue	
<ul style="list-style-type: none"> • Some improvements under original legislation completed or underway: Cal Park Hill tunnel, bicycle/pedestrian access around ferry terminal, Sir Francis Drake boulevard • Local recommendations to not move forward with freeway interchange project • \$39.8 million unallocated 	
Proposed Changes to Funding/Scope	
<p>With remaining unallocated funds:</p> <ul style="list-style-type: none"> • Fund \$19.8 million in bicycle/pedestrian improvements in the project area, including the modified North South Greenway, and a pathway over Corte Madera creek • Shift \$20 million to Sonoma-Marín Area Rail Transit (SMART), to fund elements in preparation for the SMART Larkspur Extension, which may include: <ul style="list-style-type: none"> ○ Andersen Drive Rail Crossing ○ San Rafael Bettini Transit Center access improvements and potential future relocation ○ Multi-purpose bike/pedestrian pathway 	
RM2 Funding After Proposed Changes	
<p>\$43.5 million total (\$19.8 million unallocated; for future bicycle/pedestrian improvements)</p>	

Project Number	Project Name	
12	I-680 Southbound HOV Lane Gap Closure	
RM2 Funding	Project Sponsor/Implementing Agency	
\$15,000,000	Contra Costa Transportation Authority	
Original Project Description (CA Streets & Highways Code Section 30914 (c)(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.		
Project Issue		
Lack of full funding delayed project.		
Proposed Changes to Funding/Scope		
<ul style="list-style-type: none"> • Receive transfer of \$5.4 million in RM2 funds from Caldecott Tunnel project savings (RM2 project #36) • Funding partners have reached a tentative agreement on the funding plan, including Measure J (Caldecott Tunnel savings), STIP (Contra Costa share), and Express Lanes funding (BATA) 		
Overall Project Funding Plan		
Existing Funding Sources	Funding	(\$ millions)
Measure J	30.2	
RM2	4.8	
STIP	5.6	
Subtotal	40.6	
New Funding Sources / Value Engineering		
Value Engineering	20.0	
Caldecott Savings – RM2	5.4	
Caldecott Savings – Measure J	6.6	
Additional BATA	22.0	
Additional STIP	10.0	
Subtotal	64.0	
Total Current Project Cost Estimate	104.6	
<i>Note: Funding plan for HOV gap closure only. Additional RM2 funding from project 12 reserved for Express Lanes expansion.</i>		
RM2 Funding After Proposed Changes		
\$20,425,000		

Project Number	Project Name																			
14.2	Fairfield/Vacaville Intermodal Train Station																			
RM2 Funding	Project Sponsor/Implementing Agency																			
\$25,000,000 (full project 14)	Capitol Corridor Joint Powers Authority; Solano Transportation Authority																			
Original Project Description (CA Streets & Highways Code Section 30914 (c)(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.																				
Project Issue																				
Funding gap for full project.																				
Proposed Changes to Funding/Scope																				
<ul style="list-style-type: none"> • Receive \$7,735,000 from Fairfield Transit Center (RM2 projects 6.3/17.2) • Receive \$3,215,126 from Vacaville Intermodal Facility savings (RM2 projects 6.4/17.3) 																				
Overall Project Funding Plan																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Source</th> <th style="text-align: right;">Funding (\$ millions)</th> </tr> </thead> <tbody> <tr> <td>Federal (FTA 5309, 5307, 115)</td> <td style="text-align: right;">2.9</td> </tr> <tr> <td>Local (TDA, development fees, AB 1600 Streets, Water Fund, FSSD, etc.)</td> <td style="text-align: right;">14.3</td> </tr> <tr> <td>Bridge Tolls (AB1171)</td> <td style="text-align: right;">9.0</td> </tr> <tr> <td>Bridge Tolls (RM2 existing)</td> <td style="text-align: right;">22.3</td> </tr> <tr> <td>Bridge Tolls (RM2 proposed transfer)</td> <td style="text-align: right;">10.9</td> </tr> <tr> <td>CTC (STIP and FHWA)</td> <td style="text-align: right;">4.4</td> </tr> <tr> <td>(Usable segment shortfall)*</td> <td style="text-align: right;">9.1</td> </tr> <tr> <td>Usable segment cost</td> <td style="text-align: right;">72.7</td> </tr> </tbody> </table>			Source	Funding (\$ millions)	Federal (FTA 5309, 5307, 115)	2.9	Local (TDA, development fees, AB 1600 Streets, Water Fund, FSSD, etc.)	14.3	Bridge Tolls (AB1171)	9.0	Bridge Tolls (RM2 existing)	22.3	Bridge Tolls (RM2 proposed transfer)	10.9	CTC (STIP and FHWA)	4.4	(Usable segment shortfall)*	9.1	Usable segment cost	72.7
Source	Funding (\$ millions)																			
Federal (FTA 5309, 5307, 115)	2.9																			
Local (TDA, development fees, AB 1600 Streets, Water Fund, FSSD, etc.)	14.3																			
Bridge Tolls (AB1171)	9.0																			
Bridge Tolls (RM2 existing)	22.3																			
Bridge Tolls (RM2 proposed transfer)	10.9																			
CTC (STIP and FHWA)	4.4																			
(Usable segment shortfall)*	9.1																			
Usable segment cost	72.7																			
*Options for filling shortfall include TCIF and state infrastructure bank																				
RM2 Funding After Proposed Changes																				
\$35,950,126																				

Project Number	Project Name	
24.5	AC Transit Enhanced Bus – Bus Rapid Transit	
RM2 Funding	Project Sponsor/Implementing Agency	
\$65,000,000 (full project 24)	AC Transit	
Original Project Description (CA Streets & Highways Code Section 30914 (c)(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.		
Project Issue		
Funding gap for Bus Rapid Transit project.		
Proposed Changes to Funding/Scope		
<ul style="list-style-type: none"> • Scope has been defined as Downtown Oakland to San Leandro • Receive \$12.15 million from Richmond Parkway Transit Center project • Receive \$0.6 million in cost savings from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors project (Express Bus South) • Proposed RM2 overall funding: \$77.75 million 		
Overall Project Funding Plan		
Fund Source	Budget (\$ millions)	Proposed (\$ millions)
FTA Small Starts	75.0	75.0
FTA Bus	3.1	3.1
Measure B	9.4	9.4
RM2 Original Funding	44.9	44.9
STIP	41.4	14.7
RM2 Proposed Augmentation*	-	12.8
TPI Incentive (FY14-FY16) / AB664 Loan*	-	13.9
Other	4.3	4.3
Total	178.1	178.1
* Requires repayment of \$21.1M in Alameda County RTIP, or other. If RTIP, MTC may program funds directly from Alameda County share.		
RM2 Funding After Proposed Changes		
\$77,749,009 (full project 24)		

Project Number	Project Name
29	Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (Express Bus South)
RM2 Funding	Project Sponsor/Implementing Agency
\$22,000,000	AC Transit, Alameda County Congestion Management Agency <i>Transportation Commission</i>
Original Project Description (CA Streets & Highways Code Section 30914 (c)(29))	
Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock.	
Project Update	
<ul style="list-style-type: none"> • 4 sub-projects completed with total savings of \$2.9 million 	
Proposed Changes to Funding/Scope	
<ul style="list-style-type: none"> • Reassign \$2.9 million in savings to other projects as follows: <ul style="list-style-type: none"> ○ \$0.6 million – AC Transit BRT (project 24) ○ \$2.3 million – I-880 North Safety Improvements (project 30) • Receive transfer of \$14.8 million from Dumbarton Rail (project 4) for a new project 29 sub-project for Dumbarton Express Bus capital purchases 	
RM2 Funding After Proposed Changes	
\$33.9 million total (\$14.8 million unallocated; for Dumbarton Express Bus)	

Project Number	Project Name
30	I-880 North Safety Improvements
RM2 Funding	Project Sponsor/Implementing Agency
\$10,000,000	Alameda County Congestion Management Agency <i>Transportation Commission</i> , City of Oakland, Caltrans
Original Project Description (CA Streets & Highways Code Section 30914 (c)(30))	
Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue.	
Project Issue	
Funding gap.	
Proposed Changes to Funding/Scope	
Receive transfer of \$2.3 million from cost savings in Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29).	
RM2 Funding After Proposed Changes	
\$12,300,000	

Project Number	Project Name
31	BART Warm Springs Extension
RM2 Funding	Project Sponsor/Implementing Agency
\$186,000,000	BART
Original Project Description (CA Streets & Highways Code Section 30914 (c)(31))	
<p>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.</p>	
Project Issue	
None	
Proposed Changes to Funding/Scope	
<ul style="list-style-type: none"> • Consider \$91 million prior transfer from Dumbarton Rail project (RM2 project #4) an investment in BART to Warm Springs and remove required Alameda County repayment 	
RM2 Funding After Proposed Changes	
<p>\$186,000,000</p>	

Project Number	Project Name
36	Caldecott Tunnel Improvements
RM2 Funding	Project Sponsor/Implementing Agency
\$50,500,000	Contra Costa Transportation Authority
Original Project Description (CA Streets & Highways Code Section 30914 (c)(36))	
<p>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.</p>	
Project Update	
<ul style="list-style-type: none"> • Project completed with \$5.4 million in cost savings. • Opened to public November 2013. • Savings take into account final project closeout and related mitigation and landscaping improvements. 	
Proposed Changes to Funding/Scope	
Transfer cost savings to I-680 HOV Lane Gap Closure (project 12)	
RM2 Funding After Proposed Changes	
<p>\$45.1 million total (\$0 remaining unallocated/unspent)</p>	

Project Number	Project Name
40 (new)	Caltrain Electrification
RM2 Funding	Project Sponsor/Implementing Agency
N/A (new)	Caltrain
Original Project Description (CA Streets & Highways Code Section 30914 (c)(40))	
(new project)	
Project Issue	
(new project)	
Proposed Changes to Funding/Scope	
<ul style="list-style-type: none"> • Add new RM2 project with scope “Provide funding for the electrification of Caltrain between San Francisco and San Jose.” • Receive transfer of \$20 million from Dumbarton Rail (RM2 project #4), with a \$20 million new local match required from project sponsors. 	
RM2 Funding After Proposed Changes	
\$20,000,000 (local match required)	

DRAFT

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 RM2 funds to another project or modify the project's scope, if a project has cost savings after completion, taking into account construction costs and future settlement claims, or if a project cannot be completed due to delivery or financing obstacles, or if a project is to be implemented with other funds.

MTC proposes to reassign \$88.2 million in RM2 funds among several projects, modify the scope (without redirection) on one project, and modify prior conditions on two projects. These proposed changes are within the same bridge corridors or for investments consistent with the intent of RM2.

At its regularly scheduled April 9, 2014 meeting, MTC's Programming and Allocations Committee will hold a public hearing on the proposed RM2 funding changes listed in Table 1 (and further described in proposed MTC Resolution No. 3801, Revised). At the regularly scheduled May 14, 2014 Programming and Allocations Committee meeting, MTC staff will report on public comment and the committee 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 May 28, 2014 meeting.

Bay Area residents are invited to comment on the proposed funding and scope changes to RM2 identified in Table 1.

The proposed actions are severable from each other; if any project or change is removed during the course of the hearing process, the remaining project changes shall stand.

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 9, 2014, at 9:40 a.m.

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

Joseph P. Bort MetroCenter Auditorium

101 Eighth Street, Oakland CA 94607

(across from the Lake Merritt BART Station)

Written comments may be submitted to MTC's Public Information Office at 101 Eighth Street, 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 4:00 p.m. on April 23, 2014. Oral comments will be received at the public hearing on April 9, 2014. The comment period will close at 4:00 p.m. on April 23, 2014.

Copies of proposed MTC Resolution 3801, Revised will be available for public review beginning on March 19, 2014 at the MTC-ABAG Library, located at 101 Eighth Street in Oakland, California. The

proposed resolution can also be viewed on MTC's website 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 <http://www.mtc.ca.gov> for more information. We require at least three days' notice to provide reasonable accommodation. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

###

Table 1. Summary of Proposed RM2 Changes Requiring Public Hearing, By Project

Project Number	Project Title	Current Total RM2 Funding (\$millions)	Proposed Funding Change (\$millions)	Proposed Total RM2 Funding (\$millions)	Action(s) ^{1, 2}
1	BART/MUNI Connection at Embarcadero and Civic Center Stations	3.0	--	3.0	Modify Scope
4	East to West Bay Commuter Rail Service over Dumbarton Rail Bridge	44.0	- 34.8	9.1	Redirect project funds to #29 and #40
5	Vallejo Station	28.0	- 2.0	26.0	Redirect project funds to #17
6 ³	Solano County Express Bus Intermodal Facilities	20.0	- 7.7	12.3	Redirect project funds and project savings to #14
9	Richmond Parkway Transit Center	16.0	- 12.2	3.9	Redirect project funds to #24
10	Sonoma-Marin Area Rail Transit (SMART)	36.5	+ 20.0	56.5	Receive transfer from #11; modify scope
11	Greenbrae Interchange/Larkspur Ferry Access Improvements	63.5	- 20.0	43.5	Redirect project funds to #10
12	Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART	15.0	+ 5.4	20.4	Receive transfer from #36
14	Capital Corridor Improvements in I-80/I-680 Corridor (Fairfield/Vacaville Train Station)	25.0	+ 11.0	36.0	Receive transfers from #6 and #17
17 ³	Regional Express Bus North	20.0	- 1.2	18.8	Redirect project funds to #14; receive transfer from #5
24	AC Transit Enhanced Bus	65.0	+ 12.8	77.7	Receive transfers from #9 and #29
29	Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors	22.0	+ 11.9	33.9	Receive transfer from #4; redirect project savings to #24 and #30
30	I-880 North Safety Improvements	10.0	+ 2.3	12.3	Receive transfer from #29
31	BART Warm Springs Extension	186.0	--	186.0	Remove project condition
36	Caldecott Tunnel Improvements	50.5	- 5.4	45.1	Redirect project savings to #12
40	Caltrain Electrification	0	+ 20.0	20.0	Add new project; receive transfer from #4
	Total	604.5	--	604.5	

Notes

1. "Redirect project funds" means funds will be redirected from the original project, which is not being completed, or has a phase or sub-element that is not being completed.
2. "Redirect project savings" means the originally intended project, or a useable segment thereof, has been or will be completed, with project savings going toward other projects.
3. Includes sub-projects. See proposed MTC Resolution 3801, Revised for detail.

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 05/28/14-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

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

This resolution was revised on May 28, 2014 to reassign \$88,267,135 in RM2 funds from eight projects, modify the scope for several projects, and create one new project.

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, April 10, 2013, and March 5, 2014.

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
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C

Attachment A
Resolution No. 3801
Page 1 of 8

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 dates January 14, 2009, and April 9, 2014)	a) Project not in a state of readiness to proceed cannot continue due to financing obstacles making the completion of the project unrealistic. b) Project is to be implemented with future Alameda County State	None — Alameda County Congestion Management Agency committed \$91 million in future year STIP funds to the project in December 2008 Alameda County repayment condition removed (April 9, 2014 hearing)

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
			Improvement Program (STIP) funds to be committed by the ACCMA in December 2008	
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$91 million (hearing dates January 14, 2009, and April 9, 2014)	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 Alameda County repayment condition removed (April 9, 2014 hearing)
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.
BART/MUNI Connection at Embarcadero and Civic Center Stations (Streets & Highways Code Section 30914 (c)(1))	BART	Modify description so funds may be used on BART/MUNI elevators in Market Street corridor (hearing date April 9, 2014)	Original project cannot be completed due to delivery obstacles.	None.
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets & Highways Code Section 30914 (c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$34,843,000 (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles. Transfer \$20,000,000 to Caltrain Electrification (new project) and \$14,843,000 to Dumbarton Express Bus (project 29).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Vallejo Station (Streets & Highways Code Section 30914 (c)(5))	City of Vallejo	Reduce funding by \$2 million (hearing date April 9, 2014)	Sponsor certified ability to complete project phase with less than available funding. Sponsor requested reassignment of funding to Vallejo Curtola Transit Center project under Regional Express Bus North (project 17).	None.
Solano County Express Bus Intermodal Facilities (Streets & Highways Code Section 30914 (c)(6))	Solano Transportation Authority	Reduce funding by \$7,748,578. (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles on subproject 6.3 (Fairfield Transit Center). Sponsor request to transfer \$5,485,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14). Sponsor certified \$2,263,578 in project savings from subproject 6.4 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).	None.
Richmond Parkway Transit Center (Streets & Highways Code Section 30914 (c)(9))	AC Transit	Reduce funding by \$12,150,000 (hearing date April 9, 2014)	Parking structure portion of project cannot be completed or operated due to funding obstacles. Sponsor requested reassignment of funds to AC Transit Enhanced Bus (project 24).	

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Sonoma-Marín Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	SMART	Modify description to allow funds to be eligible for construction of Larkspur extension and related elements. Increase funding by \$20,000,000. (hearing date April 9, 2014)	Receive transfer of funds from Greenbrae Interchange/ Larkspur Ferry Access Improvements (project 11).	None.
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Modify description to remove freeway interchange element. Reduce project funding by \$20 million. (hearing date April 9, 2014)	Elements of original project cannot be completed due to delivery obstacles. Transfer \$20 million to SMART (project 10).	None.
Direct High-Occupancy Vehicle Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (Streets & Highways Code Section 30914 (c)(12))	Contra Costa Transportation Authority	Increase funding by \$5,425,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Caldecott Tunnel Improvements (project 36) savings.	None.
Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor (Fairfield/Vacaville Train Station) (Streets & Highways Code Section 30914 (c)(14))	Solano Transportation Authority and Capitol Corridor Joint Powers Authority	Increase funding by \$10,950,126. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$3,201,548 from Regional Express Bus North (project 17) and \$7,748,578 from Solano County Express Bus Intermodal Facilities (project 6).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Bus North (Streets & Highways Code Section 30914 (c)(17))	Metropolitan Transportation Commission	Reduce funding by \$1,201,548. (hearing date April 9, 2014)	<p>Funding needed to complete project funding plan for subproject 17.1 (Vallejo Curtola Transit Center). Transfer of \$2,000,000 from Vallejo Station (project 5) to Vallejo Curtola Transit Center to meet funding gap.</p> <p>Subproject 17.2 (Fairfield Transit Center) cannot be completed due to delivery obstacles. Sponsor request to transfer \$2,250,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).</p> <p>Sponsor certified \$951,548 in project savings from subproject 17.3 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).</p>	None.
AC Transit Enhanced Bus (Streets & Highways Code Section 30914 (c)(24))	AC Transit	Increase funding by \$12,760,172. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$12,150,000 from Richmond Parkway Transit Center (project 9), and \$610,172 in project savings from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC	Increase funding by \$11,9323,828. (hearing date April 9, 2014)	Project savings: Transfer \$610,172 in project savings to AC Transit Enhanced Bus (project 24) and \$2,300,000 in project savings to I-880 North Safety Improvements (project 30). Additional funding: Receive transfer of \$14,843,000 from Dumbarton Rail (project 4) for Dumbarton Express Bus.	None.
I-880 North Safety Improvements (Streets & Highways Code Section 30914 (c)(30))	ACTC, City of Oakland, California Department of Transportation	Increase funding by \$2,300,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29) savings.	None.
Caldecott Tunnel Improvements (Streets & Highways Code Section 30914 (c)(36))	Contra Costa Transportation Authority	Reduce funding by \$5,425,000. (hearing date April 9, 2014)	Project savings. Transfer to Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (project 12).	None.
Caltrain Electrification (new Streets & Highways Code Section 30914 (c) project)	Caltrain	Add new project and provide \$20 million in funding (hearing date April 9, 2014)	Transfer of funds from Dumbarton Rail (project 4).	None.

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 05/28/14-C

Attachment B
Resolution No. 3801
Page 1 of 10

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.~~ *BART/MUNI access on Market Street Corridor. Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows.* Three million dollars (\$3,000,000). The project sponsor is BART. *(Project description modification hearing date: April 9, 2014.)*
- (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); funding reduced by \$34,843,000 and prior condition removed (hearing date April 9, 2014). Present amount: nine million fifty-seven thousand dollars (\$9,057,000).*

- (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. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*
- (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. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (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~~ parking capacity ~~and/or amenities, or to improve access~~. 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. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (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; *construct Larkspur extension and related elements.* Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing*

date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9, 2014). Present amount: Fifty-six million, five hundred thousand dollars (\$56,500,000). The project sponsor is SMART. (Project description changed: hearing dates July 13, 2011, September 14, 2011, and April 9, 2014.)

- (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 vicinity of~~ 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.); funding reduced by \$20,000,000 (hearing date April 9, 2014). Present amount is forty-three million five hundred thousand dollars (\$43,500,000.)* The project sponsor is *Transportation Authority of Marin.*
- (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). *Funding increased by \$5,425,000 (hearing date April 9, 2014). Present amount: twenty million, four hundred twenty-five thousand dollars (\$20,425,000).* 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). *Funding increased by \$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126).* 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). *Funding reduced by \$1,201,548 (hearing date April 9, 2014). Present amount: Eighteen million, seven hundred ninety-eight thousand, four hundred fifty-two dollars (\$18,798,452).* 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). *Funding increased by \$12,760,172 (hearing date April 9, 2014). Present amount: seventy-seven million, seven hundred sixty thousand, one hundred seventy-two dollars (\$77,760,172).* The project sponsor is AC Transit.
- (25) ~~Commute Ferry Service for Alameda/Oakland/Harbor Bay.~~ Transbay Commute Ferry Service. 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). *Funding increased by \$11,932,828 (hearing date April 9, 2014). Present amount: thirty-three million, nine hundred thirty-two thousand, eight hundred twenty-eight dollars (\$33,932,828). The project sponsors are AC Transit, Alameda County Transportation Commission, and the Dumbarton Bridge Regional Operations Consortium member agencies.*
- (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). *Funding increased by \$2,300,000 (hearing date April 9, 2014). Present amount: twelve million, three hundred thousand dollars (\$12,300,000).* The project sponsors are Alameda County *Transportation Commission*, 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). Prior condition removed (hearing date April 9, 2014). 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). *Funding reduced by \$5,425,000 (hearing date April 9, 2014). Present amount: forty-five million, seventy-five thousand dollars (\$45,075,000).* 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)*

(40) Caltrain Electrification. Provide funding for the electrification of Caltrain. Twenty million dollars (\$20,000,000). The project sponsor is Caltrain.

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.



BOARD OF TRUSTEES

Susan Christman
Daniel Durkin
Andrea Pierpont
Sally Relova
Julia Ritter

February 10, 2014

[Via E-Mail to sheminger@mtc.ca.gov](mailto:sheminger@mtc.ca.gov)

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission

Dear Mr. Heminger:

We are writing on behalf of the children and families in the Larkspur-Corte Madera School District. Our district has experienced 47% enrollment growth in the last decade. We are opening a new school on the bay side of Corte Madera in September, 2014. Approximately 150 children will travel daily from the west side of Corte Madera to the new school on Paradise and Golden Hind. This includes several children due to move into the Tamal Vista Apartments this summer.

Our district has worked diligently with Safe Routes to Schools, Marin Deserves Better, and our local Town and City planners to create safe and efficient pathways for children to walk and/or ride to schools. Still, the Greenbrae Corridor overcrossings and undercrossings present safety hazards so great that elementary age students are prevented from walking or biking to school. This puts more cars on the road each day. As our community grows, our schools will continue to expand and the need for safe pathways from one side of the freeway to the other grows as well. Traffic is not likely to improve in the Greenbrae Corridor, unless children can get out of their parents' cars when going to and from school.

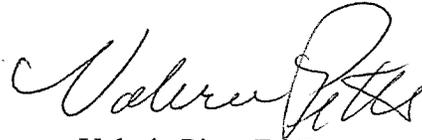
The Town of Corte Madera, the City of Larkspur, and the Larkspur-Corte Madera School District unanimously support the grade-separated crossings at Tamal Vista and Redwood Highway.

The TAM Working Group unanimously supported and prioritized building the North South Greenway at this area with grade-separated crossings. The North South Greenway crossing can include grade-separated crossings.

Valerie Pitts, Ed.D.
Superintendent

In the absence of funding for the entire project, it is essential that a study be completed for the optimal grade-separated crossings so this critical section of the North South Greenway can be built as soon as possible. Such a study was approved by the TAM Board of Commissioners. Building the grade-separated path at Wornum and under Tamal Vista and Redwood Highway complies with the Regional Measure 2 language for funding. Please move forward with the study.

Sincerely,



Valerie Pitts, Ed.D.
Superintendent



Michelle Walker
Principal, The Cove School

cc: Alix Bockelman, MTC Director
(abockelman@metc.ca.gov)
Kimberley Ward
(kward@mtc.ca.gov)