

# Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2015

Agenda Item 2i

## Resolution No. 4035, Revised

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- Subject:** Transit Performance Initiative (TPI) Incentive Program - FY2014-15 Round 3 Program of Projects
- Background:** In October 2012, the Commission committed \$60 million in Cycle 2 federal STP/CMAQ funds to the TPI Incentive Program to be programmed over a four-year period, \$15 million annually. Programming rounds occurred in 2013 and 2014.
- The TPI incentive program rewards those agencies that improve ridership and/or productivity, based on a distribution formula established by the Commission (See Attachment 1). Eligible projects include projects focused on increasing ridership and/or productivity, including youth and low-income pass programs.
- In February 2015, MTC issued a Call for Projects for Round 3, with applications due by March 30, 2015. The submitted projects meet the program goals and requirements established in MTC Resolution 4072, Revised, and staff recommends programming \$9.5 million to the projects listed in Attachment 2. The programming recommendation includes previous round funding assigned to agencies but held in reserve. In addition, roughly \$9 million will be held in reserve for operators to program at a later date.
- The TPI program was created based on the Commission adopted recommendations of the Transit Sustainability Project (TSP). As requested at a recent PAC meeting, an update on TSP implementation is included in Attachment 3.
- Recommendation:** Refer Resolution No. 4035, Revised, to the Commission for approval.
- Attachments:** Attachment 1 – Distribution of FY2014-15 TPI Funding  
Attachment 2 – Proposed Round 3 TPI Incentive Programming  
Attachment 3 – Update on TSP Implementation  
Resolution No. 4035, Revised

# Attachment 1

## Distribution of Transit Performance Initiative Incentive Funding

### Large Operator Distribution Summary

	FY2012-13 Distribution	FY 2012-13 Programmed	FY2012-13 Reserve	FY2013-14 Distribution	FY 2013-14 Programmed	FY2013-14 Reserve	FY 2014-15 Distribution	Total Available for Programming
<i>Annual Passenger Increase:</i>	0%			20%			20%	
<i>Annual Passengers per Hour Increase:</i>	0%			10%			10%	
<i>Annual Passengers:</i>	100%			70%			70%	
<b>Large Operator</b>								
AC Transit	\$1,802,676	\$1,802,676	\$0	\$2,155,405	\$2,155,405	\$0	\$1,185,376	\$1,185,376
BART	\$3,493,189	\$3,493,189	\$0	\$3,459,057	\$3,459,057	(\$0)	\$3,827,070	\$3,827,070
Caltrain	\$395,353	\$395,353	\$0	\$1,024,413	\$1,024,413	\$0	\$1,509,386	\$1,509,386
Golden Gate	\$270,338	\$99,289	\$171,049	\$321,566	\$116,728	\$204,838	\$325,994	\$701,881
SFMTA	\$6,720,704	\$6,720,704	\$0	\$4,629,676	\$4,629,676	\$0	\$4,656,260	\$4,656,261
SamTrans	\$423,651	\$423,651	\$0	\$263,589	\$263,589	(\$0)	\$305,296	\$305,295
VTA	\$1,302,018	\$1,302,018	\$0	\$896,295		\$896,295	\$940,617	\$1,836,912
<b>Subtotal</b>	<b>\$14,407,929</b>	<b>\$14,236,880</b>	<b>\$171,049</b>	<b>\$12,750,000</b>	<b>\$11,648,868</b>	<b>\$1,101,132</b>	<b>\$12,750,000</b>	<b>\$14,022,181</b>

### Small Operator Distribution Summary

	FY2012-13 Distribution	FY 2012-13 Programmed	FY2012-13 Reserve	FY2013-14 Distribution	FY 2013-14 Programmed	FY2013-14 Reserve	FY 2014-15 Distribution	Total Available for Programming
<i>Annual Passenger Increase:</i>	0%			25%			25%	
<i>Annual Passengers per Hour Increase:</i>	0%			25%			25%	
<i>Annual Passengers:</i>	100%			50%			50%	
<b>Small Operator</b>								
ACE	\$22,575	\$22,575	\$0	\$106,581	\$106,581	(\$0)	\$175,873	\$175,872
CCCTA	\$103,901	\$100,000	\$3,901	\$217,642	\$180,000	\$37,642	\$262,207	\$303,750
Fairfield + Suisun	\$29,230		\$29,230	\$84,449		\$84,449	\$128,739	\$242,419
LAVTA	\$53,857		\$53,857	\$152,299		\$152,299	\$110,389	\$316,545
NCTPA	\$18,236	\$18,236	\$0	\$102,752	\$102,752	(\$0)	\$91,757	\$91,757
Petaluma	\$6,493	\$6,493	\$0	\$145,729	\$145,729	(\$0)	\$135,681	\$135,680
Santa Rosa	\$95,993	\$95,993	\$0	\$290,156	\$4,007	\$286,149	\$239,638	\$525,788
SolTrans	\$48,516		\$48,516	\$91,027		\$91,027	\$120,082	\$259,625
Sonoma County	\$42,332	\$42,332	\$0	\$130,720	\$130,720	(\$0)	\$114,656	\$114,656
ECCTA	\$73,941		\$73,941	\$168,334		\$168,334	\$273,599	\$515,874
Union City	\$14,904		\$14,904	\$53,605		\$53,605	\$54,416	\$122,925
Vacaville	\$11,709	\$11,709	\$0	\$159,679	\$159,679	\$0	\$91,330	\$91,330
WCCTA	\$38,167		\$38,167	\$87,146		\$87,146	\$109,154	\$234,467
WETA	\$32,214		\$32,214	\$459,881		\$459,881	\$342,479	\$834,574
<b>Subtotal</b>	<b>\$592,068</b>	<b>\$297,338</b>	<b>\$294,730</b>	<b>\$2,250,000</b>	<b>\$829,468</b>	<b>\$1,420,532</b>	<b>\$2,250,000</b>	<b>\$3,965,262</b>
<b>Grand Total</b>	<b>\$15,000,000</b>	<b>\$14,534,218</b>	<b>\$465,779</b>	<b>\$15,000,000</b>	<b>\$12,478,336</b>	<b>\$2,521,664</b>	<b>\$15,000,000</b>	<b>\$17,987,443</b>

Total annual funding distribution \$15 million: 85% to Large Operators and 15% to Small Operators

Data Source: National Transit Database (NTD) - Passenger Trips and Revenue Hours

**Attachment 2 - Proposed TPI Incentive Programming: FY2014-15 Round 3 (Includes Reserve from Rounds 1 and 2)**

<b>Sponsor</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
AC Transit	East Bay Bus Rapid Transit	Bus Rapid Transit line from 20th Street in Downtown Oakland to San Leandro BART station	\$ 1,185,376
Caltrain	Map-Based Real-Time Train Display	Map based real-time displays for customers on caltrain.com	\$ 44,000
Caltrain	Control Point Installation	A new control point (rail crossover) in San Carlos along the Caltrain right of way	\$ 1,465,386
GGBHTD	Regional Customer Study: On-Board Bus and Ferry Surveys*	Route level survey of bus and ferry passengers to conform to the requirements of Title VI	\$ 402,572
GGBHTD	Building Ridership to Meet Capacity Campaign	Marketing campaigns focusing on promoting Golden Gate Transit and Ferry ridership	\$ 177,060
SFMTA	Light Rail Vehicle Overhaul Program	Repair and maintenance of LRV fleet to improve availability and meet scheduled maintenance requirements	\$ 4,656,261
SamTrans	SamTrans Service Plan**	System-wide service improvements, including increased service frequency, improved on-time performance, and route changes.	\$ 305,295
County Connection	TRANSITMIX Software Implementation Project	Integrates TRANSITMIX mapping software into County Connection's planning process	\$ 17,851
County Connection	Implementaion of Access Improvement Projects	Improve access to existing stops in the cities of Concord and Pleasant Hill	\$ 285,899
NCTPA	American Canyon Priority Signalization Interconnection on SR 29	In-vehicle Traffic Signal Priority system for buses on one of the County's Busiest routes - State Route 29	\$ 91,757
Petaluma Transit	Transit Signal Priority, Phase II	Upgrade existing or install new Transit Signal Priority hardware on all transit intersections within the City of Petaluma	\$ 135,680
Santa Rosa CityBus	Clean Diesel Bus Purchase	Purchase four 40' clean diesel buses to replace aging fleet vehicles in fixed route service	\$ 525,787
Sonoma County Transit	40-foot CNG Bus Replacements	Replace two 2004 40' Compressed Natural Gas buses	\$ 114,656
Marin Transit	Low Income Youth Pass Program FY2014-15**	Youth Passes for students in income-qualified families	\$ 122,249
<b>Total</b>			<b>\$ 9,529,829</b>

\* Programming of funds conditioned on Golden Gate Transit staff working with MTC staff to ensure survey instrument meets the goals of the Regional Transit Passenger Survey, and making relevant survey data available to MTC. Additionally, funding for Golden Gate Transit for the next round of the Regional Transit Passenger Survey shall occur no earlier than 2018.

\*\* Programmed as Preventive Maintenance to meet fund source eligibility requirements. Other local funds will fund TPI project.

**Attachment 3**  
**Transit Sustainability Project – MTC Resolution 4060**  
**Implementation Update**

**Large Operator Performance Metrics and Targets** – For the largest seven operators in the region, reduce operating cost per hour, cost per passenger, or cost per passenger mile by 5% by FY2016-17 and no growth beyond CPI thereafter. Starting in FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance targets. Based on most recent federal data, six of the seven operators are on target to achieve the 5% reduction, primarily due to increases in passengers. Cost control, a primary focus of the TSP, remains a concern as cost per hour continues to trend up.

**Transit Performance Initiative** – Including the programming recommendations under consideration today, the Commission has programmed over \$36 million of the \$60 million TPI Incentive program funds based on a competitive formula that rewards agencies for ridership and productivity increases. Additionally, the Commission has awarded over \$55 million of the \$82 million TPI Investment program to projects that improve customer travel times or customer experience.

**Coordinated Transit Planning** – Recent short range transit plans in both Solano and Sonoma counties have focused on coordinated service between multiple transit operators. MTC completed phase 1 of Tri-City/Tri-Valley study, ACTC now evaluating service details in Tri-City area.

**Coordinated Fare Policies** – Clipper® cards are now in use on 13 Bay Area transit systems. Operators in Marin, Sonoma and Solano counties are included in the Phase 3 implementation underway. Clipper® is now accepted on the following small operators: Marin Transit, Fairfield-Suisun Transit (FAST), SolTrans, The VINE, Vacaville City Coach and San Francisco Bay Ferry's Vallejo-to-San Francisco route.

Also related to coordinated fare policies, MTC is currently undertaking the Means Based Fare Study to identify strategies to address transit affordability for low income transit riders.

**SMART Corridor** – In coordination with SMART, TAM, SCTA, transit operators and cities, MTC is commencing a Bus Service Integration and Station Access Plan in anticipation of SMART passenger rail service in late 2016.

**Inner East Bay Comprehensive Operational Analysis (COA)** – AC Transit is currently receiving public input into proposed service changes based on COA recommendations. Additionally, BART is pursuing COA strategies focused on the BART Metro concept for the future of the BART system in which BART evolves into a more flexible system, able to tailor services to the needs of riders within the core of the region, and riders making commute trips across the region. Finally, the two agencies, in coordination with MTC, are conducting the Inner East Bay Fare Discount pilot study, with a goal of identifying fare strategies to make the systems more seamless to transit customers.

**Coordinated Transit Passenger Surveying** – MTC has implemented a coordinated approach to collecting transit passenger data that creates greater uniformity in the survey data. The data is used for service planning, fulfillment of Title VI equity requirements, customer service feedback, to inform travel models, and other data needs. Roughly 15 agencies have now been surveyed under this coordinated approach. BART is currently underway and SFMTA is planned for spring 2016.

**Paratransit/Mobility Management** – most counties have implemented fixed route travel training and promotion to seniors. Mobility management/CTSA's have been designated in Santa Clara and Solano Counties, and are under evaluation in some other counties. Walkable communities/complete streets projects are being implemented throughout the region using OBAG, local, ATP, or other funds.

**Institutional Recommendations** – Vallejo/Benicia consolidation complete (SolTrans). Ferry service consolidation complete under WETA. Joint procurements especially for vehicles are common among operators. MTC is coordinating and upgrading regional transit capital asset inventory for all operators.

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C 12/19/12-C  
01/23/13-C 02/27/13-C 05/22/13-C  
09/25/13-C 11/20/13-C 12/18/13-C  
01/22/14-C 02/26/14-C 03/26/14-C  
04/23/14-C 05/28/14-C 06/25/14-C  
07/23/14-C 09/24/14-C 12/17/14-C  
03/25/15-C 05/27/15-C

### ABSTRACT

#### Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

## ABSTRACT

MTC Resolution No. 4035, Revised

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Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

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

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

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

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

## ABSTRACT

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Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

## ABSTRACT

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On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect

## ABSTRACT

MTC Resolution No. 4035, Revised

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\$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, and May 13, 2015.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

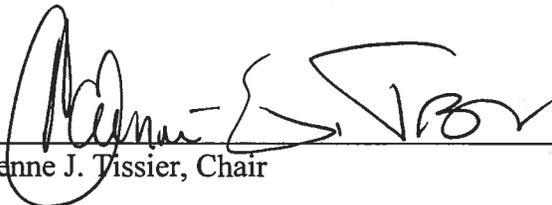
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
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Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# Attachment B-1

MTC Res. No. 4035, Attachment B-1  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C 12/19/12-C 01/23/13-C  
 02/27/13-C 05/22/13-C 09/25/13-C  
 11/20/13-C 12/18/13-C 02/26/14-C  
 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C  
 11/19/14-C 12/17/14-C 03/25/15-C  
 05/27/15-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 May 2015

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$454,979,000</b>	<b>\$40,000,000</b>	<b>\$494,979,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,701,000	\$0	\$1,701,000
MTC Planning	MTC	\$3,393,000	\$0	\$3,393,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:</b>		<b>\$8,487,000</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$79,200,000</b>	<b>\$0</b>	<b>\$79,200,000</b>
Incident Management Program	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$26,702,000</b>	<b>\$0</b>	<b>\$26,702,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$105,902,000</b>	<b>\$0</b>	<b>\$105,902,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	\$9,200,000	\$0	\$9,200,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
<b>SUBTOTAL</b>		<b>\$24,950,000</b>	<b>\$0</b>	<b>\$24,950,000</b>
<b>Ramp Metering and TOS Elements</b>				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	\$5,150,000	\$0	\$5,150,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$5,292,000	\$14,430,000	\$19,722,000
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$975,000	\$0	\$975,000
FPI - Various Corridors - Caltrans Preliminary Engineering (PE)	Caltrans	\$5,100,000	\$19,570,000	\$24,670,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI - MRN 101 - SF Co Line - Son Co Line	Caltrans	\$10,000,000	\$0	\$10,000,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
<b>SUBTOTAL</b>		<b>\$40,078,000</b>	<b>\$34,000,000</b>	<b>\$74,078,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,028,000</b>	<b>\$34,000,000</b>	<b>\$99,028,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:</b>		<b>\$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
<b>SUBTOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Transit Oriented Affordable Housing (TOAH)</b>				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange) SFMTA		\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Local PDA Planning - Santa Clara	VTA	\$4,608,695	\$0	\$4,608,695
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>Regional PDA Planning</b>				

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**OBAG 1 Regional Programs  
 FY 2012-13 through FY 2016-17  
 May 2015**

**OBAG 1 Regional Programs Project List**

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$454,979,000</b>	<b>\$40,000,000</b>	<b>\$494,979,000</b>
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$275,000	\$0	\$275,000
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
<b>SUBTOTAL</b>		<b>\$8,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL: \$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
Transportation Demand Management	MTC	\$6,000,000	\$0	\$6,000,000
Bay Area Bike Share (Phase II)	MTC/BAAQMD	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>		<b>TOTAL: \$14,312,000</b>	<b>\$6,000,000</b>	<b>\$20,312,000</b>
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$569,000	\$0	\$569,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$436,000	\$0	\$436,000
Marin County SRTS Program - Supplemental	TAM	\$84,000	\$0	\$84,000
Napa County SRTS Program - Supplemental	NCTPA	\$56,000	\$0	\$56,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$191,000	\$0	\$191,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$252,000	\$0	\$252,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$713,000	\$0	\$713,000
Solano County SRTS Program - Supplemental	STA	\$166,000	\$0	\$166,000
Sonoma County SRTS Program - Supplemental	SCTA	\$183,000	\$0	\$183,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000

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**OBAG 1 Regional Programs**  
**FY 2012-13 through FY 2016-17**  
**May 2015**

**OBAG 1 Regional Programs Project List**

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$454,979,000</b>	<b>\$40,000,000</b>	<b>\$494,979,000</b>
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
<b>Marin County SRTS Program - San Rafael Grand Ave Bike/Ped Imps</b>	<b>TAM San Rafael</b>	<b>\$717,000</b>	<b>\$0</b>	<b>\$717,000</b>
Napa County SRTS Non-Infrastructure Program	NCTPA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$1,905,000	\$0	\$1,905,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>	<b>TOTAL:</b>	<b>\$22,650,000</b>	<b>\$0</b>	<b>\$22,650,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Unanticipated Cost Reserve	TBD	\$2,000,000	\$0	\$2,000,000
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRR/ACE	\$129,156	\$0	\$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	<b>\$3,340,781</b>	<b>\$0</b>	<b>\$3,340,781</b>
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - Caltrain - Control Point Installation	Caltrain	<b>\$2,840,952</b>	<b>\$0</b>	<b>\$2,840,952</b>
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	<b>\$465,899</b>	<b>\$0</b>	<b>\$465,899</b>
<b>TPI - Petaluma - Transit Signal Priority, Phase I &amp; II</b>	<b>Petaluma</b>	<b>\$287,902</b>	<b>\$0</b>	<b>\$287,902</b>
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	<b>\$238,977</b>	<b>\$0</b>	<b>\$238,977</b>
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	\$120,988	\$0	\$120,988
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	<b>\$992,535</b>	<b>\$0</b>	<b>\$992,535</b>
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	<b>\$9,285,937</b>	<b>\$0</b>	<b>\$9,285,937</b>
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
<b>TPI - Caltrain - Map-Based Real-Time Train Display</b>	<b>Caltrain</b>	<b>\$44,000</b>	<b>\$0</b>	<b>\$44,000</b>
<b>TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys</b>	<b>GGBHTD</b>	<b>\$402,572</b>	<b>\$0</b>	<b>\$402,572</b>
<b>TPI - GGBHTD - Building Ridership to Meet Capacity Campaign</b>	<b>GGBHTD</b>	<b>\$177,060</b>	<b>\$0</b>	<b>\$177,060</b>
<b>TPI - CCCTA - TRANSITMIX Software Implementation Project</b>	<b>CCCTA</b>	<b>\$17,851</b>	<b>\$0</b>	<b>\$17,851</b>
<b>TPI - NCTPA - Am. Canyon Priority Signal Interconnection on SR 29</b>	<b>NCTPA</b>	<b>\$91,757</b>	<b>\$0</b>	<b>\$91,757</b>
<b>TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase</b>	<b>Santa Rosa</b>	<b>\$525,787</b>	<b>\$0</b>	<b>\$525,787</b>
<b>TPI - Sonoma County Transit - 40-foot CNG Bus Replacements</b>	<b>Sonoma County</b>	<b>\$114,656</b>	<b>\$0</b>	<b>\$114,656</b>
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	\$23,457,617	\$0	\$23,457,617
<b>SUBTOTAL</b>		<b>\$60,000,000</b>	<b>\$0</b>	<b>\$60,000,000</b>

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## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 May 2015

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$454,979,000</b>	<b>\$40,000,000</b>	<b>\$494,979,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>

<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$5,383,860	\$0	\$5,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,784,880	\$0	\$1,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>

<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAAs</i>				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
<b>SUBTOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>

<b>CYCLE 2 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$454,979,000</b>	<b>\$40,000,000</b>	<b>\$494,979,000</b>
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