Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
TEL (510) 464-7700
TDD/TTY (510) 464-7769
FAX (510) 464-7848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

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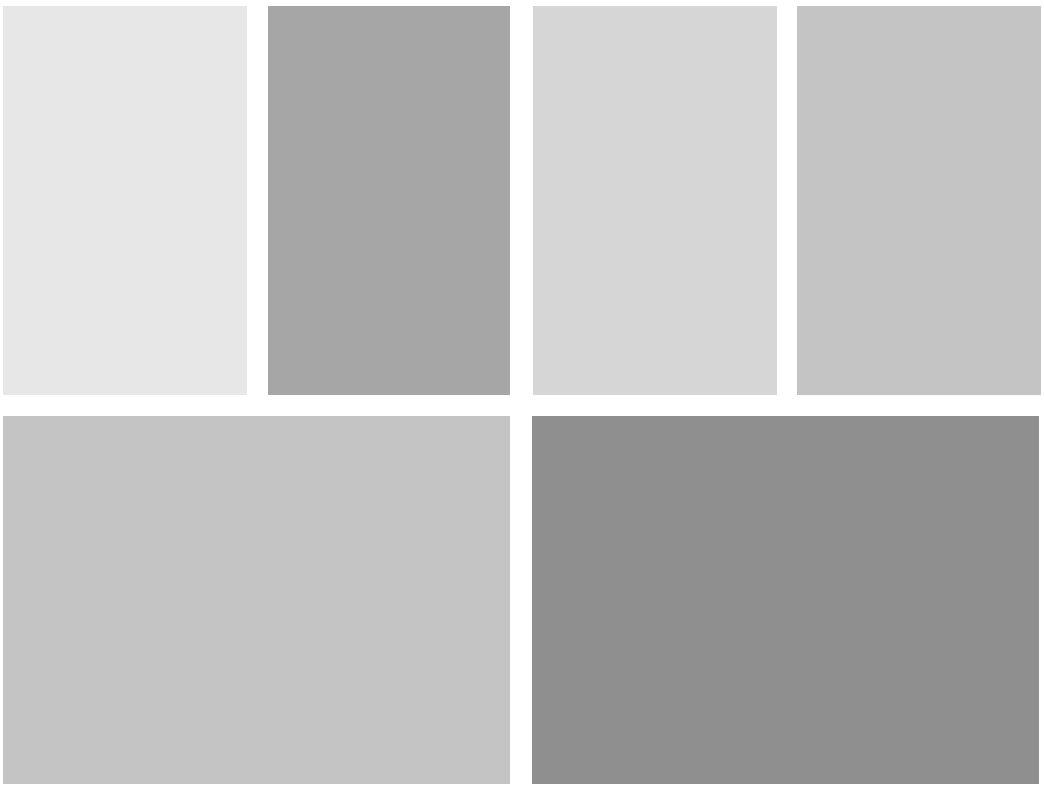

DRAFT

2001 REGIONAL TRANSPORTATION PLAN FOR THE SAN FRANCISCO BAY AREA

REGIONAL TRANSIT EXPANSION POLICY: INITIAL ASSESSMENT

AUGUST 2001

CONTRIBUTORS

The Regional Transit Expansion Policy: Initial Assessment was prepared by MTC staff:

Therese W. McMillan
Deputy Director, Policy

Dianne Steinhauser
Manager, Programming and Allocations

Alix Bockelman
Don Morgan
Senior Analysts, Programming and Allocations

Programming and Allocations
Bob Bates
Craig Goldblatt
Lizzie Kemp
Vince Petrites
Marc Roddin

Editors, Public Information
Réka Goode
Brenda Kahn

Graphic Production
Peter Beeler
Michele Stone

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A. Introduction/Overview

On April 25, 2001, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 3357, the Regional Transit Expansion Policy. This effort serves as the successor to Resolution No. 1876 — the 1988 Regional Rail Agreement. Resolution No. 1876 established funding priorities and agreements for six rail projects: BART extensions to Dublin/Pleasanton, Pittsburg/Bay Point (completed) and San Francisco International Airport (under construction); the Tasman light-rail extension in Santa Clara County (completed); and the Caltrain downtown (San Francisco) and BART Warm Springs extensions (environmental study). Resolution No. 3357 sets the stage for identifying the next generation of transit expansion investments for the region. The policy establishes criteria for identifying and prioritizing rail and bus options in the most congested corridors of the region, and suggests funding mechanisms to advance these projects.

Resolution No. 3357 is distinct from Resolution No. 1876 in two significant ways:

- The new Regional Transit Expansion Policy is comprised of both a rail element and an express/rapid bus element. The bus element can be either stand-alone, or a transitional corridor investment until rail is viable.

- The policy and related program of projects will contain a fully funded element that will be incorporated into the financially constrained 2001 Regional Transportation Plan (RTP), and a "Blueprint for the 21st Century" advocacy element that outlines sequencing for continued investment as funds become available. In particular, the passage of Assembly Constitutional Amendment (ACA) 4 by the California Legislature in July 2001 presents a real opportunity for significant new transportation dollars for transit expansion and other projects (see section B).

Express/Rapid Bus

The Regional Transit Expansion Policy goes a step beyond its predecessor (the 1988 Regional Rail Agreement) by embracing express/rapid bus as well as rail. Under MTC's vision, this relatively low-cost, low-tech form of transit would become a major new feature of the regional transportation system. The express bus component calls for deploying a fleet of several hundred long-haul coaches primarily along the region's 560-mile web of existing and planned freeway/expressway diamond lanes. In some cases, the express bus routes would serve as interim links pending the development of a rail line. In others, bus transit would be the permanent solution. Highly flexible, express buses can approach the speed and frequency of a rail system when on dedicated high-occupancy freeway or expressway lanes, then exit to city streets to deliver commuters close to their homes or jobs — or to park-and-ride lots. The rapid bus component calls for establishing high-speed routes at the local level, along major arterials (by devoting special lanes to the service, and allowing the buses to preempt traffic signals, for instance).

The express bus concept got a boost when the governor and the state Legislature set aside $40 million in the 2000 Traffic Congestion Relief Program to help the Bay Area purchase some 100 low-emission, long-haul coaches. These top-of-the-line vehicles will entice commuters with such features as high-back seats and electrical outlets for computer hook-ups. In July of 2001, MTC adopted a list of 16 routes to benefit from this initial round of funds (see map in Appendix B).

As with Resolution No. 1876, new funding agreements developed for the overall transit expansion program will be based on a combination of federal, state, regional and local funding sources. A full funding plan of identifiable, existing sources will be necessary for a project to be included in the final 2001 RTP. A major outcome of the Regonal Transit Expansion Policy should be a consensus on which projects will advance as the next Bay Area candidates for federal New Starts funding, after the BART-to-San Francisco International Airport extension receives the final appropriation under its full-funding grant agreement (currently expected in 2006).

To launch this initiative, candidate projects were solicited from around the region in response to the criteria outlined in Resolution No. 3357. The next section outlines the objectives of the initial candidate assessment. It should be noted up front that in some circumstances, project candidates are the subject of ongoing studies. It is expected that the outcome of those studies will shape the nature and scope of projects identified under the Regional Transit Expansion Policy's direction. Acknowledging that, Resolution No. 3357 explicitly makes provisions to amend the policy as necessary as new information emerges from studies and other analyses.

B. Objectives of the Regional Transit Expansion Policy Assessment

Identify RTP Track 1 Candidates

As required by state and federal law, MTC's long-range RTP must be financially constrained — that is, all projects included in the plan must be fully funded with "reasonably available" revenues. As such, it is particularly important to identify those rail and bus expansion projects that can be assumed as fully funded for purposes of inclusion in Track 1 (the RTP's list of new investments to be funded with known discretionary revenues). Funding sources to be factored into the equation include the regional discretionary funding assigned at the county level, namely State Transportation Improvement Program (STIP) funds; federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds, as well as certain additional funds at the discretion of the region.

As discussed in Chapter 4 of the RTP, among the unprogrammed discretionary pots are three revenue sources set aside for transit expansion funding: federal New Starts moneys (assumed to be $1 billion), Regional Measure 1 funds (derived from bridge tolls and assumed to be $156 million) and federal bus discretionary funding (assumed to be $227 million). A fourth category, state Interregional Transportation Improvement Program (ITIP) funds, can be applied to highway or transit projects. Out of the $820 million in ITIP money anticipated for the Bay Area over 25 years, $411 million is targeted to transit expansion projects in the RTP. The combined total of these four discretionary sources equals $1.8 billion — just over 23 percent of the $7.7 billion available for Track 1. Given that the total cost of initial project candidates tops $11 billion (as presented in tables A and B), the majority of funding for these extension projects must come from other sources, many of them local. As a result many candidate projects will not, in fact, be included in Track 1 of the 2001 RTP.

Identify "Blueprint" Candidates

Beyond the Track 1 revenues, the RTP also identifies several funds sources that are not yet secured, but may become available in within the plan's 25-year time frame. These include: fully dedicating the sales tax on gasoline to transportation on a permanent basis; rollover/initiation of county sales taxes; new bridge toll funds; and discretionary earmarks at the state and federal levels. While it is unlikely that all these fund sources will materialize at once, some amount may become available in the short- and mid-term, permitting additional transit expansion projects to move forward. Candidate projects for RTP Blueprint funding also will be included in the Regional Transportation Expansion Policy program.

Blueprint for the 21st Century

The Draft 2001 Regional Transportation Plan (RTP) includes two tiers of projects: Track 1, which specifies how MTC intends to spend the $7.7 billion in uncommitted transportation funding likely to flow to the region from existing local, regional, state and federal sources between now and 2025; and a second, unfunded tier of projects falling under the rubric of the Bay Area Transportation Blueprint for the 21st Century.

The Blueprint began to take shape in 1999, when MTC undertook an ambitious planning effort to look beyond current funding limits, and identify the full range of projects and programs needed to provide mobility for the Bay Area in the new millennium. Encompassing about $33 billion in spending, the Blueprint proposes to first fill funding shortfalls for basic infrastructure and services. At the same time, the Blueprint includes a number of large-scale transit and highway projects that would substantially expand the network's people-carrying capacity — and help meet the 30 percent surge in travel expected over the next two-plus decades. The Blueprint was conceptualized as an advocacy tool: It positions the Bay Area to take full advantage of any new revenues that might flow from a major new funding mechanism — whether at the federal, state or local level.

Blueprint vs. Regional Transit Expansion Policy

Confused about where the Blueprint ends and the Regional Transit Expansion Policy begins? The Blueprint and the Regional Transit Expansion Policy are complementary, and in fact, overlap to some degree. Some of the Regional Transit Expansion Policy candidate projects have identified funding sources, and as such may be included under Track 1 in the final 2001 RTP, while others have yet to develop a full funding package, and therefore are considered part of the Blueprint tier of the RTP.

In fact, some share of Blueprint funds could be realized in about a year — much sooner than initially anticipated. In July 2001, the California Legislature passed Assembly Constitutional Amendment (ACA) 4, which would extend a temporary funding mechanism whereby the entire state sales tax on gasoline is dedicated to transportation — a move that would increase revenues for Bay Area transportation by almost $6.3 billion over the 25-year planning horizon. Of this amount, roughly $2.8 million would be available for new capital investment projects, including rail and bus expansion. If passed by the voters in 2002, ACA 4 has the potential to infuse substantial revenues into the overall program of projects developed under Resolution No. 3357.

C. Synergy With Lifeline Transit Network

Resolution No. 3357 recognizes that transit expansion does not represent the whole of the Commission's investment priorities for the Bay Area transit network. While the Regional Transit Expansion Policy focuses on a system of improvements that can better address the crushing congestion on our system by providing viable alternatives to driving alone, another and equally pressing concern is the ability to provide a cohesive, reliable system of transit for those who depend on it most — individuals who because of economics, physical disability or age cannot (or choose not) to drive. Many of these service needs are oriented to the neighborhood and community level, and require a different focus beyond peak-period commutes. Working with social service agencies and other entities, MTC has begun to sketch out a Lifeline Transit Network to address this underserved market. At the same time, it is important to recognize that projects eventually included under the expansion policy may be key contributors to the Lifeline Network, as low-income, disabled, elderly and youth riders often require and depend on long-distance trips as well as shorter, more locally oriented services.

The transit expansion program and Lifeline Transit Network should work in tandem to provide improved services to transit-dependent persons. Like the Regional Transit Expansion Policy, establishing a Lifeline Transit Network is a regional initiative launched under the umbrella of the 2001 RTP. Successful passage of ACA 4 would represent a major boost in our capacity to implement key lifeline system improvements, as operating funds — essential to many of the needed improvements we foresee — would be increased under the legislated funding formulas.

D. Criteria

Resolution No. 3357 established criteria for including projects in the new Regional Transit Expansion Policy agreement (see sidebar for a summary). Criteria are arrayed in basically two categories: financial and performance-based.

- Financial criteria are critical to determining initial project viability (see sidebar). They include "honor 1876 commitments-Tier 1," "TEA-21 authorization/other federal actions," "Traffic Congestion Relief Program/other state funding," "Dedicated local funding," and "operation, maintenance and rehabilitation capacity." The extent to which financial criteria are met determines which "tier" the expansion project will be assigned to in the eventual funding agreement. While not the sole consideration, financial criteria provide an essential screen for any projects proposed for Track 1 of the RTP, as only fully funded projects can be included. In addition, funded projects are doable projects — and therefore the ones that can provide the most immediate assistance to the traveling public. Of course, Commission choices regarding the direction and commitment of discretionary funding become crucial — and are at the core of major decisions that will be reached as part of the Regional Transportation Expansion Policy.

- Performance criteria are probably best used to determine priority assignments within the financial tiers. Such criteria include "supportive land-use policies," "cost-effectiveness," "system connectivity," "system access," and "project readiness." There is no differential weighting among the criteria — i.e., one is not necessarily considered better or more overriding than another. Instead, the criteria are intended to have a cumulative impact, such that a project that meets multiple criteria to a significant degree will do better than one which meets fewer criteria to a lesser extent.

Rail project candidates were required to specifically address each of the above criteria separately. Sponsors of express bus and urban rapid bus projects were asked to submit information roughly equivalent to that required for the rail projects. (In many cases, such detailed information had already been submitted in reponse to MTC's solicitation of express/rapid bus proposals earlier this year.)

Matrix Assessment

Table A outlines the initial assessment of project candidates submitted by sponsors against the Commission's transit expansion criteria in Resolution No. 3357. Appendix B to this document presents regional maps of the rail and bus candidates, and individual profiles that describe each project and summarize criteria justifications as provided by the project sponsors. In some cases, key information has not yet been provided by the project sponsors, and is currently pending.

REGIONAL TRANSIT EXPANSION CRITERIA

Resolution No. 3357, adopted by the Commission on April 25, 2001, lays out the criteria by which rail, express bus and urban rapid bus project candidates will be evaluated (see Appendix A for full Resolution text). The 10 criteria can be roughly categorized as "financial" and "performance based," as follows:

Financial Criteria:

Honor Resolution No. 1876 commitments: Assigns priority to Tier 1 projects in Resolution No. 1876 projects that do not yet have a defined and secured financial agreement.

TEA-21/Federal Reauthorization: Indicates level of current federal financial support for the project.

Traffic Congestion Relief Program/ State Commitments: Indicates level of state financial commitment secured by the project, including dedicated Transportation Congestion Relief Program (TCRP) funds (AB 2928-statutes of 2000).

Dedicated Local Commitments: Indicates level of local financial commitment to the project, in large part from approved county half-cent transportation sales taxes.

Operations/Maintenance: Outlines necessary factors to ensure that the project can be maintained and operated once built. In addition, this criterion stipulates that the financial burden imposed by the transit expansion project may not undermine basic bus service within the same system, especially service needed by transit-dependent persons.

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The preliminary assessments in Table B and the profiles do not assign a priority among the various candidates. This comparative information is intended only to:

- identify projects submitted for consideration;
- evaluate those projects against the Commission's adopted criteria, and indicate missing information;
- identify those projects with potential full-funding plans that could be included in the final 2001 RTP, pending adoption of a program of projects under Resolution No. 3357 (to coincide with RTP adoption);
- identify those potential "Blueprint" projects that could eventually be a basis for future funding advocacy.

The assessment included in this Regional Transit Expansion Policy Initial Analysis document will be the subject of upcoming public outreach workshops for the Draft 2001 RTP. Based on further staff evaluation and input from those workshops, the Commission intends to adopt a Regional Transit Expansion Policy list of priority projects, and develop related funding agreements for those projects requiring discretionary federal, state or regional funds.

(continued)

Performance Criteria:

Land Use: Establishes requirements for supportive land-use policies along rail/bus corridors, and the ridership and other benefits that are assumed to accrue as a result of those land uses.

Cost-Effectiveness: Establishes two measures: "cost per new rider" and "transportation system user benefits" as measures of effectiveness.

System Connectivity: Evaluates the relationship of the transit expansion to the existing transit network.

System Access: Determines the ability of users to easily access the new extension via transit transfers, walking, biking, or auto.

Project Readiness: Establishes a priority for early funding to those projects that are able to proceed expeditiously to implementation.

(See Appendix A for full text of criteria as adopted under Resolution No. 3357.)

REGIONAL TRANSIT EXPANSION POLICY: INITIAL ASSESSMENT

Table A: Preliminary Criteria Assessment

Project	Sponsor	Corridor	Project Cost (millions/2001$)	Honor Resolution 1876-Tier 1	TEA 21 (or other federal actions)	TCRP (or other state funding) (millions)
BART to Warm Springs	BART	Fremont-South Bay	$634	yes	Preliminary Engineering	—
BART: Warm Springs to San Jose	Valley Transportation Authority (VTA)	Fremont-South Bay	$3,290	no	Preliminary Engineering	$760
Muni Central Subway (Phase 2 of Third Street extension)	S.F. Co. Transportation Authority (SFCTA) /Muni	San Francisco	$592	no	Final Design/ Construction	$140
BART/Oakland Airport Connector	BART	Eastshore-South	$232	no	Preliminary Engineering	—
Caltrain Rapid Rail/Electrification	Joint Powers Board/ San Mateo C/CAG	Peninsula	$452	no	none	—
Caltrain Express: Phase 1	Joint Powers Board/ San Mateo C/CAG	Peninsula	$127	no	none	$127
Caltrain Express: Phases 2 and 3	Joint Powers Board/ San Mateo C/CAG	Peninsula	$628	no	none	—
Caltrain Extension to Downtown San Francisco	Joint Powers Board/San Mateo C/CAG/SFCTA	San Francisco	$849	yes	none	—
Transbay Terminal (TBT)	S.F. County Transportation Authority	Transbay	$1,036	no	Federal Earmark ($9 million)	—
Dumbarton Rail	Joint Powers Board/ San Mateo C/CAG	Transbay	$129	no	none	—
Downtown to East Valley: Light Rail & Bus Rapid Transit	VTA	Silicon Valley	$847	no	none	—
eBART (right of way)	Contra Costa Transportation Authority/BART	Delta	$95	no	none	$7 (prelim. corridor study)
eBART (construction)		Delta	$250	no	none	see above
tBART (right of way)	Alameda County Congestion Management Agency/BART	Tri-Valley	$80	no	none	$7 (prelim. corridor study)
tBART (construction)		Tri-Valley	$140	no	none	see above
Altamont Commuter Express (ACE): service expansion	ACE	Tri-Valley, Sunol Gateway	$121	no	Federal Earmark ($14 million)	$37 (for prior phase)
Capitol Corridor: service expansion	Capitol Corridor Joint Powers Authority	Eastshore-North/ South, Fremont-South Bay	$394	no	none	$25
Northwestern Pacific Rail	Sonoma County Transportation Authority	Golden Gate	$175	no	Federal Earmark (corridor stations)	$37
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Telegraph Ave.)	Alameda Co. Congestion Management Agency/AC Transit	Eastshore-South	$104	no	none	—
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 2 (Int'l. Blvd. / E. 14th)		Eastshore-South	$270	no	none	—
AC Transit Enhanced Bus/Rapid Transit: miscellaneous corridors		Eastshore-South	$906	no	none	—
Regional Express Bus	MTC	various	$188	no	none	$40
S.F. Muni Geary Corridor/ Environmental Impact Statement	S.F. County Transportation Authority	San Francisco	$15	no	none	—
Napa Valley Passenger Train Study	Napa Co. Transportation Planning Agency	Napa Valley	$0.2	no	none	—
BART: 30th/Mission Station Study	BART	San Francisco	$0.5	no	none	—
TOTAL			**$11,555**			**$1,180**

NOTES

1 Tier 1 - Project capital cost could be fully funded with sources identified in 2001 RTP; Tier 2 - Project could be fully funded with the addition of funds identified in the RTP Blueprint; Tier 3 - Project would require funding beyond measures identified in RTP Blueprint

2 $450 million in local sales and other local funds assigned to SF Muni Third Street extension-Phase 1

3 Blueprint estimate assumes major improvements beyond proposed project

(continued on next page)

Dedicated Local Funding (millions/2001$)	**Operations and Maintenance Cost** (millions/2001 $)	**Supportive Land-Use Policies**	**Cost-Effectiveness:** $ per new rider (estimates per MTC's Blueprint in larger bold type)	**System Connectivity**	**System Access**	**Project Readiness** (begin construction)	**Potential Financial Viability**(1)
$350	TBD	General plan, redevelopment plan changes expected	$100.49 (for entire corridor)	BART, AC Transit, VTA	bus, ped, parking	2003	Tier 1
$2,000	TBD	General plan, redevelopment plan changes expected	$100.49 (for entire corridor)	Completes rail link in Fremont-South Bay corridor; AC Transit, VTA, Caltrain, San Jose Airport	bus, ped, parking	2006	Tier 1
see footnote 2	$8.6 per year	Existing local policies support transit-friendly densities	$6.69	Muni, BART, AC Transit, Caltrain	bus, ped, parking	2006	Tier 1
$112	$7.6 per year	General plans, neighborhood redevelopment plans	$4.92	BART, AC Transit, Capitols, Oakland Airport	bus, ped, parking	2003	Tier 1
$338	Assume no net operating cost	Assume ABAG land-use projections	$20.88(3)	BART, Muni, VTA, Capitols, ACE, SamTrans	bus, ped, parking	N/A	Tier 1
—	$23.8 per year	Assume ABAG land-use projections	$14.34(3)	BART, Muni, VTA, Capitols, ACE, SamTrans	bus, ped, parking	2001	Tier 1
—	TBD	Assume ABAG land-use projections	not available	BART, Muni, VTA, Capitols, ACE, SamTrans	bus, ped, parking	2006	Tiers 2 and 3(4)
see footnote 5	$14.0 per year	Assume ABAG land-use projections	$26.17	Muni, operators serving Transbay Terminal	bus, ped	TBD	Tier 2
$1,212(5)	Assume 100% coverage through commercial lease	Existing local policies support transit-friendly densities	not available	Muni, AC Transit, Golden Gate Transit, SamTrans, Greyhound	bus, rail, ped, parking	2005	Tier 2
$115	$5.5 per year	Assume ABAG land-use projections	$48.94	ACE, BART, AC Transit, SamTrans, Caltrain	bus, rail, ped, parking	not available	Tier 1
$500	TBD	General plans, area-specific plans	$25.17	VTA, Capitols, Caltrain, Amtrak, ACE, BART	bus, rail, ped, parking	2005	Tiers 1 and 2(6)
$33	TBD	not available	not available	not available	N/A	N/A	Tier 1
—	TBD	not available	not available	not available	not available	not available	Tier 2
$47(7)	TBD	not available	not available	not available	N/A	N/A	Tier 1
—	TBD	not available	not available	not available	not available	not available	Tier 2
$32	$16.3 per year	TBD	$11.27	BART, VTA, LAVTA, Amtrak	bus, parking, shuttles	N/A	Tier 3
—	not available	Assume ABAG land-use projections	$28.27	BART, AC Transit, Solano County operators, VTA, ACE	bus, rail, ped, parking	N/A	Tier 3
—	$7.0 per year	ABAG projections, site-specific station plans	$20.03	Golden Gate Transit, local Sonoma County operators	bus	not available	Tier 2
$23	$3.5 per year (Phases 1 & 2)	Development along existing dense corridors	$15.80 (Phase 1 & Phase 2)	BART	bus, rail, ped	2003	Tier 2
—	see above	Development along existing dense corridors	$15.80 (Phase 1 & Phase 2)	BART	bus, rail, ped	2004	Tier 2
—	not available	various	not available	BART, Capitols, Amtrak	bus, rail, ped	not available	Tiers 2 and 3(4)
STA operating	$51.0 per year	Assume ABAG land-use projections	$8.45	various	bus, ped, parking	2002	Tiers 1 and 2(6)
—	N/A	N/A	N/A	Muni, operators serving Transbay Terminal	N/A	N/A	TBD (study only)
—	N/A	N/A	N/A	not available	N/A	N/A	TBD (study only)
—	N/A	N/A	N/A	not available	N/A	N/A	TBD (study only)
$4,762							

NOTES (continued)

4 Project can be phased to allow partial funding in Tier 2, with remainder in Tier 3

5 Assumed $385 million land sale under AB 1419 if passed in 2002 legislative session, and $827 million in future tax increment financing (eligible for Transbay Terminal and Downtown Extension)

6 Can be phased to allow partial funding in Tier 1

7 Stipulated for BART to Livermore; tBART is a potentially eligible phase

E. Financial Strategy/ Initial Findings

As discussed in the "Objectives" section, MTC must decide which projects to include in the financially constrained Track 1 of the RTP. Sponsors were requested to provide specific information on the funding sources that had been secured for their candidate transit expansion projects, and to indicate where they seek unsecured funding. Based on this information, we have provided a preliminary assessment of funding viability for the individual projects and the Regional Transit Expansion pool of projects as a whole.

Funding Tiers

The financial assessment assigns projects to one of three tiers:

- **Tier 1:** RTP funded. For any individual project, capital cost is fully funded with sources identified in the 2001 RTP. For the final RTP, the Commission will determine distribution of available discretionary funding assumed over 25 years: assumed federal Section 5309 New Starts ($1.02 billion), Regional Measure 1 regional rail extension ($156 million), and federal Section 5309 discretionary bus capital funds.

- **Tier 2:** Blueprint funded. This would consist of those projects that could be fully funded with the addition of 2001 RTP-assumed Blueprint funds — ACA 4 rollover of the sales tax on gas; rollover/initiation of county half-cent transportation sales taxes; or a regional gas tax. Should voters approve ACA 4 next year, projects targeted for those funds would advance first under this Blueprint tier.

- **Tier 3:** Projects that require funding beyond RTP/Blueprint-identified measures.

Table A, the criteria matrix, preliminarily assigns projects to tiers, based on funding information provided by the sponsors. It must be noted that the Commission and its staff have yet to make final recommendations for funding assignments, particularly the distribution of regional discretionary funds set aside in Track 1 for transit expansion projects. Table B — "Preliminary Assessment of Project Funding" — presents a detailed breakdown of project-by-project funding requests for all submitted projects; further details are provided for individual projects in Appendix B.

Note that under initial project requests, regional discretionary funds in total would be tapped as follows (figures are for 25 years):

- New Starts: $1.02 billion assumed available in the Regional Transportation Plan; $1.14 billion requested; balance = <$120 million>.

- Regional Measure 1 rail extension reserves: $156 million assumed available; $179 million requested; balance = <$23 million>.

- Interregional Transportation Improvement Program: $820 million available for both highway and rail; $393 million requested for rail.
- Discretionary federal bus: $227 million assumed available; $192 million requested; balance= $35 million.

Table B: Preliminary Assessment of Project Funding ($ in millions)

Project	Sponsor	Project Cost (2001 $)	RTP Funding Committed or Track 1 — County-Based[1]					
			TCRP	Sales Tax	Resolution 1876	RTIP/STP/ CMAQ	Other	Identified Fund Sources
BART to Warm Springs	BART	$634	—	$193	$173	$25	$12	$403
BART: Warm Springs to San Jose	Valley Transportation Authority (VTA)	$3,290	$760	$2,000	—		—	$2,760
Muni Central Subway: Phase 2 of Third Street Extension	San Francisco County Transportation Authority (SFCTA)/ Muni	$592	$140	—	—	$75	—	$215
BART/Oakland Airport Connector	BART	$232	—	$75	—	$44	$37	$156
Caltrain Rapid Rail/Electrification	Joint Powers Board (JPB)/San Mateo C/CAG	$452	—	$318	—	$43	—	$361
Caltrain Express: Phase 1	JPB/San Mateo C/CAG	$127	$127	—	—	—	—	$127
Caltrain Express: Phases 2 and 3	JPB/San Mateo C/CAG	$628	—	—	—	—	—	—
Caltrain Extension to Downtown San Francisco	JPB/San Mateo C/CAG/ SFCTA	$849	—	—	—	—	see note below	—
Transbay Terminal (TBT)	SFCTA	$1,036	—	—	—	—	[$1.2 B land sales/ $0.373 M net op. revenues]	—
Dumbarton Rail	JPB/San Mateo C/CAG	$129	—	$117	—	—	—	$117
Downtown to East Valley: Light Rail and Bus Rapid Transit	VTA	$847	—	$500	—	—	—	$500
eBART (right-of-way)	CCTA/BART	$95	—	$33	—	$20	—	$53
eBART (construction)	CCTA/BART	$250	—	$125	—	—	—	$125
tBART (right-of-way)	Alameda County Congestion Management Agency (CMA)/BART	$80	—	—	—	$16	$52	$68
tBART (construction)	Alameda CMA/BART	$140	—	—	—	—	—	—
Altamont Commuter Express (ACE): service expansion	ACE	$121	[$37 M in TCRP for prior phase]	$32	—	—	[VTA assumes $26 M from 5309; not eligible]	$32
Capitol Corridor: service expansion		$394	$25	—	—	—	$161	$186
Northwestern Pacific Rail	Sonoma County Transportation Authority	$175	$37	—	—	—	$36	$73
AC Transit Oakland/ San Leandro Bus Rapid Transit: Phase 1 (Telegraph Ave.)	Alameda CMA	$104	—	$23	—	$17	—	$40
AC Transit Oakland/ San Leandro Bus Rapid Transit: Phase 2 (Int'l Blvd./E. 14th St.)	Alameda CMA	$270	—	—	—	—	—	—
AC Transit Enahnced Bus/ Rapid Transit: miscellaneous corridors	Alameda CMA	$906	—	—	—	—	—	—
Regional Express Bus	MTC	$188	$40	—	—	—	—	$40
S.F Muni Geary Corridor/ Environmental Impact Statement	SFCTA	$15	—	—	—	—	—	—
Napa Valley Passenger Train Study	Napa County Transportation Planning Agency	$0.2	—	—	—	—	—	—
BART: 30th/Mission Station Study	BART	$0.5	—	—	—	—	$0.5	$0.5
TOTAL		**$11,555**	**$ 1,129**	**$ 3,416**	**$173**	**$ 240**	**$ 299**	**$5,256**

NOTES

1 Figures represent funding requested by project sponsor. Details on funding sources are included in project profiles - Appendix B.

2 Sponsor requested $195 million in Regional Discretionary Track 1 funds. The RTP only assumes $100 million in ITIP funding for this project.

3 Muni has submitted a total project cost of $592 million, recently revised to $621 million. These must be reconciled with an RTP project cost listing of $615 million.

4 The RTP lists the total project cost (including Gilroy) as $426 million. The sponsor submitted an application for a $452 million project. The project EIS, scheduled to be completed in September 2001, will provide updated costs.

	RTP Funding Track 1 — Regional Discretionary[1]						
Shortfall	**New Starts**	**RM-1 New**	**ITIP**	**FTA Discretionary Bus**	**Total Discretionary Funds Requested**	**Remaining Shortfall**	**Issues**
$231	—	—	$195	—	$195	$36	Note 2
$530	$530	—	—	—	$530	—	
$377	$377	—	—	—	$377	—	Note 3
$77	—	$25	$45	—	$70	$7	
$91	—	—	$65	—	$65	$26	Note 4
—	—	—	—	—	—	—	
$628	—	—	—	—	—	$628	
$849	$200	$100	—	—	$300	$549	
$1,036	—	—	—	—	—	$1,036	
$12	—	—	$12	—	$12	—	
$347	—	—	—	—	—	$347	
$42	—	$42	—	—	$42	—	Note 5
$125	—	—	—	—	—	$125	
$12	—	$12	—	—	$12	—	
$140	—	—	—	—	—	$140	
$89	—	—	$15	—	$15	$74	
$208	—	—	$61	—	$61	$147	
$102	$30	—	—	—	$30	$72	
$64	—	—	—	$64	$64	—	Note 6
$270	—	—	—	—	—	$270	
$906	—	—	—	—	—	$906	
$148	—	—	—	$128	$128	$20	
$15	—	—	—	—	—	$15	
$0.2	—	—	—	—	—	$0.2	
—	—	—	—	—	—	—	
$6,299	**$1,137**	**$179**	**$393**	**$192**	**$1,901**	**$4,398**	
TOTAL Track 1 Available	**$1,021**	**$156**	**N/A**	**$227**			

NOTES (continued)

5 The RTP defines the $95 million project as right-of-way plus track and vehicle acquisition. The RTEP application included only right-of-way aquisition for $95 million. The discrepancy needs to be reconciled.

6 The RTP identifies a Bus Rapid Transit project for the Telegraph Avenue corridor with a cost of $128 million, while AC Transit submitted a project request for $104 million. The project definitions/scope are different and must be reconciled.

F. Outstanding Evaluation Issues

- **Operations and Maintenance Funding Considerations**

  In addition to capital funding considerations, projects included in the 2001 RTP must show a viable financial plan that demonstrates the ability to operate and maintain the proposed extension without compromising existing services. This is especially critical for those project sponsors who operate both rail and bus services — core bus services for the transit-dependent especially must be sustained. For express and rapid bus services, sponsors likewise need to demonstrate that core "lifeline" services are maintained.

  Very few project sponsors provided sufficient information in their initial submittals to allow the determination of operating and maintenance sustainability envisioned by this criterion. This would entail, among other things, submittal of an overall system financial plan comprehensive enough to indicate whether existing resources could absorb the new extension projects, or whether — absent additional new operating income or subsidies — service adjustments would need to be made in other parts of the system to accommodate new services. In the ensuing weeks leading to the final RTP, MTC will require sponsors — especially those seeking inclusion in Track 1 — to assess predicted performance against this criterion.

- **Capital Cost Adjustments: Current Versus Future Dollars**

  It is a convention of the RTP that all cost and revenue figures are presented in current 2001 dollars. This approach was adopted in concert with our partner transportation agencies to ensure, among other things, that comparisons could be drawn between local planning efforts using current-year dollars and the regional plan.

  This practice, however, has certain drawbacks with respect to very large, costlier projects that must be built over a long period of time — characteristic of many of the transit expansion candidates. First, costs inflate over time, and that escalation must be eventually accounted for in terms of the necessary package of revenues that is put together for the project. Second and related, fixed-revenue grants secured today, but not escalated over time, may not be able to keep pace with increasing costs. This will be true for some assumed revenues, and not others. Third, to the extent that certain revenue targets are accumulated in a stream over time, desired construction schedules will need to rely on bonding or other financing mechanisms to ensure adequate cash flow — involving financing costs that may not be fully accounted for in "current dollar" cost estimates. As MTC works with sponsors to refine funding assumptions for projects included in both Track 1 and the Blueprint portions of the Regional Transit Expansion Policy, the extent of these financial impacts, if any, will need to be assessed.

- **Cost-Effectiveness/Transportation User Benefit Criterion**

  MTC adopted two different criteria for assessing cost-effectiveness: "cost per new rider," and "transportation system user benefit." The latter criterion, intended to capture factors beyond simply mode shift, was recently established by the Federal Transit Administration (FTA) in a refinement of its Major Project Investment evaluations for New Starts funding. Unfortunately, a specific methodology for calculating the criterion is still under development by FTA. MTC staff are hopeful that we will be able to work with the FTA and obtain the technical guidance required to apply this criterion to expansion candidates prior to the final RTP.

- **Land Use**

  Travel projections and the resultant demand for transportation services in this Regional Transportation Plan are based on land-use and socioeconomic forecasts provided by the Association of Bay Area Governments (ABAG). Under Resolution No. 3357, project sponsors are responsible for ensuring that land-use assumptions underlying their assessment of the demand for transit expansion projects are either a) consistent with the ABAG land-use projections assumed in the RTP's long-range travel projections; or b) backed up with evidence that local jurisdictions will take the actions necessary to implement the land-use changes that differ from those of ABAG; e.g., general plan amendment changes, zoning changes, site-specific plans, etc. In most cases, project sponsors have provided only minimal information in this regard. In the intervening time between the draft and final RTPs, MTC staff will require such documentation from sponsors whose projects' ridership projections, economic benefits or other factors are justified on land-use assumptions that deviate from ABAG's numbers.

Next Steps

Release of the Draft 2001 RTP and this companion document kicks off a period of public review and comment on elements of the Regional Transit Expansion Policy and its proposed projects. Public hearings on the 2001 RTP are scheduled throughout September 2001, and we expect the Transit Expansion Policy to be a major focus of the presentations and comments (for dates, times and locations, visit MTC's Web site at <www.mtc.ca.gov>). It is our intent to develop a final program of projects — particularly those that can be fully funded as part of the 2001 RTP — as part of the long-range RTP's final adoption.

Comments can be presented at the scheduled public hearings, or submitted via e-mail, fax or mail:

MTC Public Information Office
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607
Fax: (510) 464-7848
E-mail: info@mtc.ca.gov

Appendices
A. Resolution No. 3357
B. Profiles of submitted projects

APPENDIX A

RESOLUTION NO. 3357

Date: April 25, 2001
W.I.: 12110
Referred by: POC

ABSTRACT
Resolution No. 3357

This resolution sets forth MTC's Regional Transit Expansion Policy and Criteria.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated April 13, 2001.

Date: April 25, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Policy and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3357

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

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876; and

WHEREAS, a successor to Resolution No. 1876 needs to respond to new challenges for the region, including the need for express/rapid buses as well as rail to address congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century,* provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions; including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures; and

WHEREAS, MTC recognizes that it must coordinate overall regional priorities, based on a sound planning process and consensus among its planning and funding partners, in order to best position the Bay Area to compete for these limited discretionary funding sources; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Policy and Criteria as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC will refer to the provisions of this resolution as the basis for identifying and selecting rail and express/*rapid* bus projects to include in a future Regional Transit Expansion Program which will include fully funded projects for inclusion in the Regional Transportation Plan, and future projects that will be a basis for advocating for additional capital and operating funds; and, be it further

RESOLVED, that MTC will periodically review and update Attachment A to account for new information and policy refinements as specific projects are identified.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on April 25, 2001.

Date: April 25, 2001
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Attachment A
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Regional Transit Expansion Policy and Criteria

This policy articulates criteria adopted by the Metropolitan Transportation Commission (MTC) for the development of an interrelated program of rail extension/improvement and express/rapid bus projects that are primarily concerned with:

- improving mobility in the Bay Area's most congested travel corridors; and
- providing additional transit options for commute travel.

A parallel, equally important MTC planning exercise is defining a safety net or "lifeline" network of service for transit-dependent riders. These two elements embody the core regional emphasis areas for transit expansion identified by the Commission, which would augment the large baseline of existing transit services in the goal to achieve a comprehensive system that addresses the diverse travel needs of the Bay Area.

The criteria outlined in Section A will be used to evaluate rail extension/improvement projects for inclusion in the successor program to MTC Resolution No. 1876, which was approved in 1988. The criteria in Attachment B will be used to evaluate new express/rapid bus projects that will operate on the region's high occupancy vehicle lane system and urban arterial corridors The express/rapid bus criteria expand upon those contained in MTC Resolution No. 3307, which was approved in September 2000 for the specific programming of $40 million in express bus capital funds made available by the Traffic Congestion Relief Program (AB 2928-statutes of 2000).

Adding to the fact that express/rapid buses will be included in addition to rail projects, this policy is distinct from Resolution No. 1876 in its financial structure. Reflecting federal and state planning requirements, the policy will contain two tiers of funding agreements:

- A fully funded element that will be incorporated into the financially constrained Regional Transportation Plan (RTP), assuming existing revenues over a 25 year period; and
- An advocacy element that outlines project priorities for continued investment as new funds become available.

Assignment of available revenues for expansion transit purposes— bus or rail—must be balanced by other investment needs, including baseline requirements to maintain and sustain the existing system, and "lifeline" services for transit dependent populations.

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Rail Extensions and Improvements

The new rail extension/improvement program will be developed in tandem with the 2001 update of the RTP, and those rail projects that are fully funded will be included in its financially constrained element. Actual physical extension, as well as capital improvements that significantly increase service capacity (e.g. increased frequency) are both eligible rail investments envisioned under the policy. The Bay Area Transportation Blueprint for the 21st Century, and its companion Phased Implementation Plan adopted by the Commission in March 2000, will guide which projects are to be considered for evaluation by the attached policy criteria. A map highlighting potential rail candidates identified by the Blueprint is included as Section A- Figure 1. However, this is not an all-inclusive inventory, and variations on these projects or new ones may be considered under these criteria.

As was its predecessor, the new rail extension/improvement program is expected to be a mix of federal, state, regional, and local funding commitments. To focus the region's Washington D.C. advocacy, only a few projects will be selected to pursue full funding grant agreements and appropriations under the federal Section 5309 New Starts discretionary program. Federal Section 5307/5309 formula funds are not recommended to be used to help finance the rail or bus expansion programs. The Regional Transportation Plan's analysis indicates that current formula transit funds are insufficient to finance more than the most urgent transit capital replacement and rehabilitation needs of the region. Therefore, we expect that these formula 5307/5309 funds will continue to be reserved first and foremost for those replacement and rehabilitation purposes.

Express/Rapid Bus

The Commission previously approved Resolution No. 3307 for express bus expansion for the first increment of $40 million in state Traffic Congestion Relief Program (TCRP) capital funds, which will be committed to projects in May 2001. These criteria incorporate the essential elements of Resolution No. 3307, modifying them to recognize the broader planning horizon within which this policy will be implemented. Of particular note, this policy recognizes bus expansion that addresses enhanced service on both freeway/HOV corridors and major urban arterials.

The express/rapid bus program is expected to include both "stand alone" segments as well as transition corridors that will serve as interim improvements in advance of rail development. A map of initial candidate corridors identified in the Blueprint is included as Section B- Figure 1. However, these are not all inclusive, and other candidates may be proposed for consideration under the Regional Transit Expansion Policy. Federal Section 5309 Bus discretionary funds and other state, regional, and local sources will augment the initial $40 million state TCRP

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investment. Bus projects meeting specific federal criteria are eligible for 5309 New Starts funding. For consideration under this policy, bus candidates must meet New Start related requirements for rail candidates, including state/local match, as outlined in Section A. Fully funded express/rapid bus projects also will be included in the financially constrained element of the 2001 RTP update. Like the rail element, under funded or unfunded bus projects become a platform to advocate for additional supporting revenues.

Ferry Projects

The Commission will coordinate implementation of this policy with the ongoing planning work of the San Francisco Bay Area Water Transit Authority and, pursuant to Government Code Section 66540.20, will consider revisions to this policy to include ferry expansion projects following approval of the Authority's plan by the Legislature.

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Section A: Rail Extension and Improvement Criteria

The following regional criteria will help guide selection of projects for inclusion in the next MTC rail extension and improvement program. A potential rail project does not need to meet all criteria to be considered for inclusion in the rail element of the Regional Transit Expansion Policy. However, limited funding—either available now or anticipated as new revenues—will require priority setting among the many candidates under consideration. Consequently, a project that satisfies multiple criteria to a significant degree will receive higher priority than one that meets fewer criteria to a lesser extent.

Any projects pursuing federal Section 5309 New Starts funds also will be subject to specific Federal Transit Administration (FTA) requirements outlined in 49 CFR Part 611 - Major Capital Investment Projects, which were substantially revised and reissued in December 2000. While several elements of these federal regulations are referenced in the regional criteria outlined below, the federal requirements also would be individually applied against New Start candidate projects.

1. Honor Resolution No. 1876-Tier 1 projects

Of the six rail extension projects identified in Resolution No. 1876—Tier 1, three have been completed: BART to Dublin (I-580 corridor), BART to Bay Point (Route 4 corridor), Tasman West (Santa Clara Valley sub area). A fourth currently under construction— the BART to SFO extension— is the first priority for federal New Starts funding in the current agreement, and the terms of its full funding grant agreement with the federal government will require continued federal appropriations for the project through at least FY 2006. BART to Warm Springs and the Caltrain downtown extension remain incomplete from the current agreement; rail investment in those corridors will receive priority consideration in the next agreement.

While Resolution No. 1876 contained an extensive list of "Tier 2" projects, for purposes of developing this Regional Transit Expansion Policy, these would be considered on the same basis as other candidates brought forward to compete under these criteria. Several of these Tier 2 projects are the subject of pending corridor studies.

2. TEA 21 Authorization/ Other federal actions

As a part of the overall priority setting envision by the Regional Transit Expansion Policy, a specific objective is to identify lead candidates for federal New Starts funding once the BART to SFO full funding grant agreement is complete. Any Bay Area rail projects seeking federal New Starts funds must be specifically authorized in law. Passed by Congress in 1998, TEA 21

authorized the following six projects beyond those included in the Resolution No. 1876 agreement (using the project descriptions found in the statute):

Final Design and Construction
San Francisco -- Bayshore Corridor
Stockton – Altamont Commuter Rail

Alternatives Analysis/Preliminary Engineering
Fremont – South Bay Corridor
Oakland Airport – BART Connector
San Francisco – Caltrain Extension to Hollister
California – North Bay Commuter Rail

As well, the S.F. Muni Bay Shore Corridor project has initiated the federal New Starts Report process, which evaluates the project against established FTA New Starts criteria and assigns it a ranking. Similar review actions would be applied to any Bay Area projects that advance beyond the New Starts authorization listings above.

3. Traffic Congestion Relief Program/ other state funding

The percentage of capital cost covered by secured funding will be a major factor in determining the viability of project candidates, and is essential in determining those which can move into the "funded" portion of the Regional Transit Expansion Policy, and be included in the RTP. State funds will likely be a key component of any fully funded capital program.

The Resolution No.1876 program received its first down payment of discretionary funds from the California Transportation Commission, which eventually grew to a $740 million state commitment to the $4.1 billion total program. In the era of Senate Bill 45 county share-based programming of State Transportation Improvement Program (STIP) funds, the best chance for discretionary state funding for many years to come probably was the Traffic Congestion Relief Program advanced by Governor Davis and adopted by the Legislature in July 2000. There are four proposed Bay Area rail extension projects that received significant funding in the program: BART to San Jose ($760 million), Muni Metro Third Street Light Rail - Central Subway ($140 million), Caltrain Express ($127 million), and Northwest Pacific Commuter Rail ($37 million). The last project also has $28 million in Proposition 116 funds dedicated to the Marin-Sonoma corridor.

4. Dedicated Local Funding

About 25% of the Resolution No. 1876 program was funded by $1.1 billion in local sales tax revenue generated in Alameda, Contra Costa, San Mateo, and Santa Clara counties. The need for dedicated local funding—through transportation sales taxes or some other mechanism— is expected to be even more critical under this Regional Transit Expansion Policy. Increased competition for New Starts funding suggests that federal contributions for large project funding agreements would likely not exceed 50%, making significant local contributions essential. Local dedicated funding gives the region a competitive advantage in Sacramento and Washington by allowing us to "over match" discretionary capital funds. This criterion therefore will require at least a 50% state/local combined match for any federal dollars sought on a single project.

5. Operations, Maintenance and Rehabilitation Capacity

As a condition of prioritizing and committing capital funds, it is essential that any rail extension project clearly demonstrate that it can be operated and maintained in the long term. Project sponsors must submit a reasonable financial plan for the following conditions:

- The project has a secure source of funds to operate at planned levels of service, including, if needed, supporting fare policies. Dedicated local sources of funds are expected to be a significant source of operating support, particularly to augment farebox revenues dependent on building future ridership. Anticipated fare box revenues must be linked to realistic assumptions of future ridership. Should ridership levels, and consequently farebox revenues, fail to materialize as assumed, the project sponsor must demonstrate that other local revenue sources are available and can be dedicated to backstop farebox revenue shortfalls. Any assumption of increased ridership levels due to differing land use patterns must be addressed under criterion #6- "Supportive land use policies."

- When the rail extension is an addition to an existing system, overall system budget projections must be able to demonstrate the ability to sustain and preserve the enhanced network in the short and long-term, including increased operating, maintenance and rehabilitation costs.

- For rail projects operated by a single entity that also provides bus service, the construction and operation of the rail project must not result in the diversion of resources away from core bus services. Where bus service realignment or restructuring is contemplated to better address system connectivity with the new rail extension, the project sponsor must ensure that

core bus services, particularly to Title VI and transit dependent populations, are maintained as needed to address the needs of those populations.

It is expected that the local dedicated funding discussed above will fundamentally contribute to meeting this criterion, as it is virtually the only source available to fund the operating subsidy for the rail extensions once they are built. Given that significant state and federal subsidies for operations are improbable, a viable financial plan demonstrating local support for operations will become a key requirement for any rail extension included in the fundable element of the RTP.

6. Supportive Land Use Policies

One of the key findings of MTC's Blueprint evaluation of numerous proposed transit investments is that rail extensions capture more ridership in the densely settled urban core of the region. Last year, the BART Board of Directors adopted a new system expansion policy that emphasized the need to "maximize ridership by supporting smart, efficient, and desirable growth patterns". Similarly, FTA's criteria for evaluating projects for New Starts funding recently have focused greater attention on transit-supportive land use policies. Considerations of "cost-effectiveness" (see below) will entail assumptions of ridership tied to existing or future employment and residential development within rail extension corridors.

Consequently, any evaluations of cost-effectiveness that rely on increased ridership arising from future land use patterns that differ from ABAG forecasts would require policy commitments in the form of board or council resolutions from the relevant local jurisdictions where such land use changes will occur. These resolutions must include the specific actions needed to effect the desired land uses (e.g. zoning changes, General Plan amendments) and a timeline for implementing those actions. Any allocation or project approval of funds subject to the Commission's discretion, and dedicated to projects stipulated under this policy, will be contingent upon the local jurisdiction's approval of the specified implementing actions. A related consideration for land use policies would be the economic benefits of new development resulting from improved access provided by the rail investment, as well as the extent to which the rail project provides access to affordable housing and jobs.

7. Cost-Effectiveness

The Blueprint for the 21st Century provides a wealth of valuable baseline cost-effectiveness information on potential rail transit projects that will help guide the development of the next regional rail agreement. There are two specific measures that will be applied under this policy. The measure of "cost-effectiveness" used in the Blueprint to ascertain congestion relief via mode shift from autos to transit is "cost per new rider", i.e. the relationship of a project's capital and

operating cost to the number of new transit riders generated in 2020. Both annualized capital and operating costs are included in the calculation. MTC will consider subsequent information related to the "cost per new rider" measure based upon more detailed evaluation by project sponsors performed subsequent to the Blueprint evaluation.

FTA places a heavy emphasis on the cost-effectiveness of projects being considered for federal New Starts funds. FTA's recently approved "Major Capital Investment Projects; Final Rule" requires a different measure of "transportation system user benefits" that attempts to capture mobility benefits both to new and existing transit riders affected by the rail project. This measure will also be applied to projects included in the Regional Transit Expansion Policy, and will be the primary cost-effectiveness measure for candidates that proceed to seek funding from the federal New Starts discretionary program.

8. System Connectivity

The effectiveness of a rail extension project is enhanced by the degree to which it provides added value to the existing transportation network. Consequently, improved system connectivity by way of direct connections to other parts of the rail transit network (e.g. the Caltrain/BART connection in Millbrae provided by the BART to SFO extension) will be considered. "Gap closures" will be especially important for improving inter-county transit travel, as will major extensions into areas of the region with no significant corridor level transit commute options. As well, providing effective connection to local bus systems to enable convenient and efficient transit use for an entire trip is a major objective of system connectivity. Finally, frequency of the proposed expanded rail services will be evaluated, particularly as it contributes to the reliability of connections between systems. To support this and other elements of coordination, rail projects identified in the Regional Transit Expansion Policy must be operated in a manner consistent with the MTC's Regional Transit Coordination Plan (MTC Resolution No. 3055).

9. System Access

Related but distinct from system connectivity is the quality of convenient access to the rail extension for riders from other modes. This would include pedestrian access, auto access (i.e. parking) and other transit (e.g. bus to rail transfers at key stations) necessary to complete the passenger's trip. Project candidates will be evaluated on the extent to which proposed alignments and station designs provide for such connections.

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10. Project Readiness

Project readiness will be assessed as to financial, environmental, and other project approval requirements, primarily to determine the project's sequencing for implementation within the multi-year framework of the Regional Transit Expansion Program. Implementation of operational segments or phases of a project will be considered in assessing relative readiness of the project.

Go to page 36 in Appendix B
to see updated map of MTC's Rail Expansion Program

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Section B
Regional Express/Rapid Bus Program Criteria

These criteria will determine an overall regional network and specific projects for the Regional Express/Rapid Bus element of the Regional Transit Expansion Policy. They include the core elements of Resolution No. 3307, the commission's Regional Express Bus Guidelines specific to the programming of $40 million in state capital Traffic Congestion Relief Program funds. They have been modified to reflect a broader application under the Regional Transit Expansion Policy.

Bus services identified under the Regional Transit Expansion policy must demonstrate that they can effectively address congestion relief by providing a clearly attractive alternative (i.e., improved travel time, improved customer convenience, etc.) to Single Occupancy Vehicle (SOV). MTC's Transportation Blueprint has identified the following as key congested corridors:

- I-680 (Central Contra Costa/Tri-Valley/Silicon Valley)
- I-80 (Solano Co. to East Bay/ San Francisco)
- SR 92 (San Mateo/Hayward Bridge)
- US 101 (Sonoma/Marin to SF)
- I-880 (Hayward/San Leandro to Silicon Valley)
- SR 84 (Dumbarton Bridge Express)
- Santa Clara Valley Areawide Rapid Bus
- State Route 4 (East Contra Costa to Bay Point BART)
- Peninsula (South/Central San Mateo to Colma BART/Silicon Valley)
- I-580 (San Joaquin County to Dublin/Pleasanton BART)
- Tri-Valley to Silicon Valley
- West Contra Costa to Oakland/Berkeley/SF

Other corridors will be considered if the planning process supports their inclusion, including congested urban arterials. Services can either be an entirely new service, or significantly enhance and improve current services, as long as the project sponsors demonstrate that the express or rapid bus candidates improve mobility by attracting new riders. Express buses (generally intercounty, long haul services operating on freeway/HOV networks), or rapid buses (generally serving urban arterial corridors on dedicated lanes accompanied by supporting traffic preferential techniques that provide competitive time-savings compared to auto travel) can serve origins and destinations directly or provide express connections to rail. These projects may represent "stand alone" corridor improvements, or the initial short to mid-term phase of corridor enhancements preceding rail investments.

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Program Goals
The goals of the Regional Express/Rapid Bus program are to:

- Provide an attractive alternative to driving alone by supporting one or more of the following features:
  - reduced travel time;
  - increased convenience by providing amenities for reading, relaxation, office work, etc.;
  - competitive pricing to driving alone;
  - direct or convenient access to origins and destinations, including connections to the region's rail network.
- Target program to provide services in corridors that have been identified in the Blueprint and other similar corridors.
- Provide new or significantly improved corridor level services rather than supplanting existing services.
- Take advantage of existing and planned infrastructure such as the region's HOV network, park-and-ride facilities, rail network and intermodal transfer facilities.
- Generate new transit riders.
- Provide a seamless regional identity for the customer through use of coordinated marketing.
- Provide the customer with easy access to information, schedules, and fare payment.
- Provide transitional express bus services more quickly in corridors where rail service is planned but not deliverable for many years.

Regional Express/Rapid Bus Project Criteria
Specific projects for the bus element of the Regional Transit Expansion Policy must meet the criteria outlined below. While candidate projects do not need to meet all criteria, those that meet several criteria to a significant degree will be prioritized higher than those meeting fewer criteria to a lesser extent.

- Demonstration that the service will result in faster and/or more convenient service to the customer than by traveling in a single-occupancy vehicle.
- Provision of a financial plan documenting capital and operating needs, including identification of operating subsidies, including fares, and innovative approaches to provide operating subsidies, such as partnerships established with the private sector.
- Demonstration of the sponsor's ability to sustain long-term funding of the service. For express or rapid bus services that are additions to an existing base bus service, financial

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capacity must be demonstrated to accommodate the increased operating, maintenance or rehabilitation needs in the short and long-term resulting from the additional service. In particular, the project sponsor must show that core lifeline services for the transit dependent are maintained as needed to address the needs of those populations.

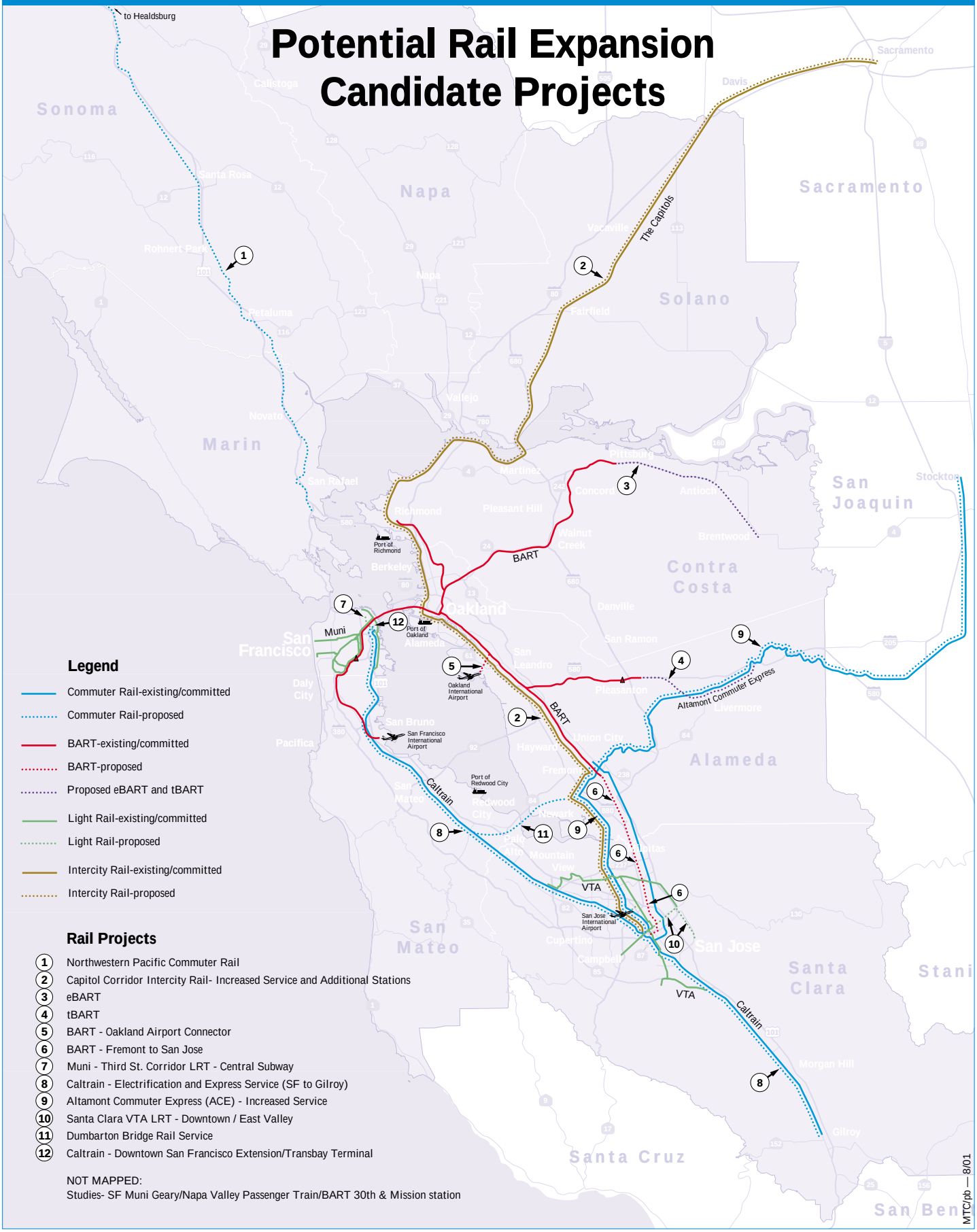
- Demonstrate the cost-effectiveness of the proposed service by indicating the cost per new rider, cost-competitiveness for the passenger, etc.
- Demonstrations that the service is able to relieve congestion by providing peak hour commute service.
- Implementation that supports regional coordination as adopted in the Regional Transit Coordination Plan (MTC Resolution No. 3055).

Go to page 37 in Appendix B
to see updated map of Potential Express Bus Projects

APPENDIX B

REGIONAL TRANSIT EXPANSION POLICY PROJECTS

Regional Transit Expansion Policy (Resolution No. 3357)



Regional Transit Expansion Policy (Resolution No. 3357)

Project Profile: BART extension to San José [Fremont to Warm Springs; Warm Springs to San José]

Proposal Elements

- Sponsoring agency: BART (Warm Springs segment)

  Contact name: Malcolm Quint
  Phone: (510) 464-7677
  Fax: (510) 464-7673
  E-mail: mquint@bart.gov

- Sponsoring agency: VTA (San José segment)

  Contact name: Lisa Ives
  Phone: (408) 321-5746
  Fax: (408) 955-9765
  E-mail: lisa.ives@vta.org

- Project description: Heavy rail

  Warm Springs segment: A one-station, 5.4-mile extension of BART from the Fremont station to Warm Springs in southern Fremont

  San José portion: Would extend 16.3 miles further from Warm Springs terminus in Fremont to Milpitas, downtown San José and the city of Santa Clara (Silicon Valley Rapid Transit Corridor). Would include seven stations and one optional station.

- RTP corridor locations: Fremont/South Bay

- Project capital cost, in 2001 dollars.

Warm Springs:	$ 633.7	million
San José:	$3.290	billion
Total:	$3.924	billion

- Average annual operating cost, in 2001 dollars: Information not provided.

  Warm Springs segment: Expect updated figures from update of 1991 EIR, which projected annual operations cost at $9.0 million, in 1991 dollars

  San José segment: Expect information with completion of ongoing EIR/EIS.

- Sources of secured and planned funding: See capital summary on next page.

Capital Funding: Warm Springs segment	**Secured**	**Planned**	**Sources/notes**
Federal			
State		$256 million	$24.7 M in future Alameda RTIP (RTP Track 1); $36 M future AB 2928/ACA 4 Blueprint; $195 M requested ITIP (the draft RTP identifies $100 M)*
Regional	$ 28 million		RM-1 bridge tolls, per Resolution 1876 commitment
Local	350 million		$193 M from Ala. Meas. B; $145 SamTrans "buy-in" funds per Res. 1876; $12 M in BART funds
TOTAL	$378 million	$256 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

Capital Funding: San José segment	**Secured**	**Planned**	**Sources/notes**
Federal		$530 million	$530 M New Starts request*
State	$ 760.0 million		$760 M in TCRP funds for entire Warm Springs-San José extension corridor
Regional			
Local	2.0 billion		$2 billion in Santa Clara Measure A funds
TOTAL	$2.76 billion	$530 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Operating funds: Santa Clara Measure A expenditure plan provides for a block of transit system operating funds of $1.1 billion for various projects, including the San José segment of this extension.

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 Projects

Warm Springs segment was included in Resolution No. 1876-Tier 1; San José segment was not.

2. TEA 21 Authorization/Other Federal Actions

The entire Fremont-South Bay corridor, which includes both the Warm Springs and San José extension segments, is specifically authorized for alternatives analysis and preliminary engineering in TEA 21. At this time, the sponsors of the Warm Springs extension segment do not anticipate federal funding; all federal funding in the corridor is expected to be sought for the San José portion. VTA is conducting the Major Investment Study and related environmental analysis consistent with FTA's New Starts process.

3. Traffic Congestion Relief Program/Other State Funding

The TCRP authorized $760 million for "BART to San José"; whether and how this funding could be applied to either or both segments is part of the ongoing negotiations between BART and VTA. Specifically, a "swap" between TCRP and STIP regional-based funds and ITIP funding is being considered in order to keep the Warm Springs segment "federal free."

For the Warm Springs segment, the current budget anticipates a rollover of AB 2928 "sales tax on gas" revenues, totaling $36 million, which are not authorized.

4. Dedicated Local Funding

For the Warm Springs segment, local sources are anticipated to cover approximately 60 percent of the project. For the San José segment, $2.0 billion totaling 61 percent of the project capital cost is covered by Measure A funds

5. Operations, Maintenance and Rehabilitation Capacity

Details are yet to be provided, pending completion of the updated Environmental Impact Report for the Warm Springs segment, and the Major Investment Study for the San José segment.

6. Supportive Land-Use Policies

The Warm Springs station at Warm Springs has limited potential for residential development, although intensified commercial development is being explored. The San José segment anticipates new, site-specific land-use plans in Milpitas, San José and Santa Clara to implement transit-supportive development around the seven planned stations. Cumulative planning in the San José area is expected to generate a City of San José General Plan amendment by the end of the year. Details, however, on specific land-use assumptions have not been provided at this time.

7. Cost-Effectiveness

MTC's Blueprint for the 21st Century calculated cost-per-new-rider for the entire length of the BART extension from Fremont to San José to equal $100.49. A subsequent study prepared for the corridor calculated a substantially lower figure ($22), assuming significantly more dense development around transit stations. The upcoming EIR update for Warm Springs and the pending EIR/EIS work for the San José extension will provide new cost-per-new-rider calculations; these studies also will provide the new FTA definition of "transportation user benefits."

8. System Connectivity

Completion of both segments will provide a connection in a major gap in the regional rail network along the Fremont-South Bay corridor. AC Transit is expected to connect with stations in Alameda County; completion of the San José segment in particular will provide intermodal connections to BART, ACE, Caltrain, Capitol Corridor, Amtrak, VTA light rail and bus, and the San José International Airport.

9. System Access

Details are not yet available. AC Transit and VTA feeder bus services are anticipated for the Warm Springs station. Easy pedestrian access to employment centers around the stations should be considered, as well as adequate parking. For the San José extension segment, pedestrian, bus, shuttle, commuter rail and VTA light-rail access is anticipated at almost all stations, with auto access and subsequent parking needs anticipated at five out of the seven stations.

10. Project Readiness

Element	**Estimated Schedule** (anticipated end dates)	
	Warm Springs	San José
Environmental completed	November 2002	2003
Final design	December 2004	2005
R/W	December 2003	not available
Construction	November 2003 – 2006	2010

Issues/Comments

- The Warm Springs and San José segments of this project ultimately must move together to ensure that the overall proposed BART extension in the Fremont-South Bay corridor is coordinated in terms of a financing, construction and operating plan. BART and VTA staff and policy boards are currently negotiating an agreement between the agencies in this regard.
- Because of the size and scope of the project, such an agreement would be a prerequisite to developing a viable funding plan to ensure that the project can be included in the financially constrained RTP.
- Several key elements, such as the operating and maintenance requirements for the San José segment of the project, are still being developed. This information is expected pending completion of the Major Investment Study targeted for November 2001.

Project Profile: Muni Third Street Light Rail/Central Subway

Proposal Elements

- Sponsoring agency: SFTA/Muni

  Contact name: Walt Streeter, SF Muni
  Phone: (415) 923-2563;
  Fax (415)923-2620
  E-mail: walter_streeter@ci.sf.ca.us

- Project description: Light rail

  This project is Phase 2 of the light-rail extension project linking San Francisco's south-east neighborhoods to downtown, linking with the existing Muni Metro and Caltrain rail services. Phase 2 consists of a subway from Fourth and King streets to Chinatown.

- RTP corridor location: San Francisco

- Project capital cost in 2001 dollars:
  $592 million

- Average annual operating cost, in 2001 dollars:
  $8.65 million

- Sources of secured and planned funding:
  See capital summary on opposite page

- Planned start and end of construction:
  July 2006 to December 2009

- Start of operations: 2010.

REGIONAL TRANSIT EXPANSION POLICY AND CRITERIA: MTC RESOLUTION NO. 3357

Capital Funding:	Secured	Planned	Sources/notes
Federal		$432 million*	$432 M requested in New Starts funds. Adjusted to cover de-escalation in value anticipated for state TCRP funds.
State	$140 million *($114 million de-escalated value: see notes)*	75 million	$140 M in TCRP funds are subject to a swap with local funds, and an equivalent amount of sales tax funds are anticipated in FY 2008, in line with the construction schedule for this phase. The resulting de-escalated value would be $114 M. $75 M is assumed in RTIP (RTP Track 1 funds)
Regional			
Local	swap		S.F. Muni plans to swap TCRP funds from Phase 2 with sales tax revenues from Phase 1; CTC has approved the swap.
TOTAL	$140 million *($114 million)*	$507 million	Total of $621 M adjusted combined total in revenues compared to an initial cost submittal of $592 M reflects need to increase federal New Starts requests to recover loss in TCRP buying power (de-escalation in value from 2001 to 2008)

* Represents request for 2001 RTP regional discretionary dollars

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

The Muni Third Street Central Subway is not a Resolution No. 1876-Tier 1 commitment.

2. TEA 21 Authorization/ Other Federal Actions

Project authorized in TEA 21 for alternatives analysis and preliminary engineering as the "Bayshore Corridor," which covers both Phases 1 and 2. Project also has initiated the federal New Starts report process (last report issued September 2000).

3. Traffic Congestion Relief Program/Other State Funding

Project was authorized to receive $140 million in TCRP funds. Application has been made to allow a swap of these funds with $140 million in Proposition B local sales tax funds from Phase 1; this will allow reduction in financing costs on the first phase.

4. Dedicated Local Funding

Although no additional local funds are proposed for Phase 2, the entire project has $270 million or 51 percent in local funds dedicated to capital costs of the combined phases.

5. Operations, Maintenance and Rehabilitation Capacity

Detailed chart has been provided but needs some modification/additions to provide requested information. In FY 2001 dollars, the average annual incremental operating cost of the extension is $8.65 million. This figure represents the operating cost of the Central Subway light-rail segment, net the cost of the current trolley service along the corridor that will be replaced.

Regarding the relationship of this extension project to other parts of the Muni system, the Third Street corridor was chosen as the first priority for rail expansion in the city in part to provide a comparable level and quality of service to the southeast section of the city. A key objective was to provide increased access and improved service to low-income, minority and no-car households, decrease travel times and improve reliability. Based on 1990 census data, there are approximately 5,988 low-income households within a half-mile of the Third Street light-rail line. This represents about 16 percent of total households within a half-mile of the rail line.

6. Supportive Land-Use Policies

This is a highly urbanized, densely populated corridor. Planned stations are close together, anticipating significant pedestrian access. Planned development around the stations will address significant new development (e.g., Mission Bay), as well as major revitalization of existing neighborhoods (e.g., Bayview Hunters Point). San Francisco's existing General Plan and Planning Code are heavily oriented toward policies that favor transit use.

7. Cost-Effectiveness

Cost-per-new-rider estimated at $16.22 for Central Subway (representative of a shift from bus to rail in already heavily traveled corridors). The new "transportation user benefit criterion" has not yet been calculated; however, recent proxy calculation provided in Muni's latest federal New Starts report estimated the figure at $2.13.

8. System Connectivity

Muni buses, Muni Metro, BART, Caltrain

9. System Access

Primary access is expected via pedestrian and bus/rail transfer connections.

10. Project Readiness

Element	Estimated Schedule
Environmental completed	CEQA Dec. 1998 / NEPA Mar. 1999
Preliminary engineering	July 2001 – Dec 2002
Final design & management	Jan 2003 – June 2006
Construction	July 2006 – Dec 2009
Begin operations	2010

Issues/Comments

- This project is structured as Phase 2 of the overall Muni Third Street rail project. Almost all local contributions in the form of San Francisco half-cent transportation sales taxes have been allocated to Phase 1, currently under construction. To meet federal match objectives outlined in Resolution No. 3357, this Phase 1 local funding will need to be counted toward the local match for requested federal New Starts funds, proposed only for Phase 2.

- The project sponsor had originally submitted cost and revenue sources in 2001 dollars that did not currently align, due to the fixed value of the $140 million TCRP grant, timing of planned drawdown for the state TCRP funds, and "swaps" of those state funds with local funds. The issue of "devaluation" of the fixed $140 million TCRP grant with respect to the Phase 2 project would be redressed through recently resubmitted 2001 estimates for total cost ($621 million) and TCRP/local payback ($114 million). These recommended figures will be confirmed and adjusted as part of a final proposed funding package.

Project Profile: BART to Oakland Airport

Proposal Elements

- Sponsoring agency: BART

  Contact name: Val Menotti
  Phone: (510) 287-4794
  Fax: (510) 464-7673
  E-mail: vmenott@bart.gov

- Project description: Fixed guideway people-mover

  BART to Oakland International Airport Connector is a 3.2-mile project connecting the Coliseum BART station and the airport. It can be planned to have two intermediate stations in addition to the two termini; costs here reflect that design.

- RTP corridor location: Eastshore-South

- Project capital cost, in 2001 dollars:
  $232 million

- Average annual operating cost, in 2001 dollars:
  $7.6 million total; net of fares: $0 (all operating costs assumed covered by fare revenue)

- Sources of secured and planned funding:
  See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal			
State	$ 5.5 million	$83 million	$5.5 M in currently programmed STIP; $83 M from future RTIP ($38 M in STIP/RTP Track 1 funds; and $45 M in ITIP funds*)
Regional		25 million	Regional Measure 1 extension reserve*
Local	100.0 million	12 million	$100 M secured through Alameda Measure B and Port of Oakland funds; $12 M planned from City of Oakland
TOTAL	$105.5 million	$120 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Capital Shortfall: $6.5 million identified by the sponsor for RTP Blueprint funds: sales tax on gas extension (ACA 4)

- Operating costs: 100 percent farebox revenue

- Planned start and end of construction: Mid-2003 through 2006
  Begin operations: Early 2007

REGIONAL TRANSIT EXPANSION POLICY AND CRITERIA: MTC RESOLUTION NO. 3357

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

BART to Oakland Airport connector is not included in Resolution No. 1876-Tier 1.

2. TEA 21 Authorization/Other Federal Actions

Federal funds are not being sought for this project; TEA 21 did authorize the project for alternative analyses and preliminary engineering.

3. Traffic Congestion Relief Program/Other State Funding

No TCRP or other dedicated state funds were identified for this project.

4. Dedicated Local Funding

$100 million of secured funding is local, totaling 49 percent of capital costs.

5. Operations, Maintenance and Rehabilitation Capacity

All operating and maintenance costs of the connector are anticipated to be covered by fare revenue, assuming the $2 per trip fare assigned to the current AirBART bus shuttle service.

6. Supportive Land-Use Policies

Project-related forecasts are consistent with ABAG projections. Adjacent current land uses along the planned corridor encompass residential, commercial and industrial; several planning efforts are under way that would assess the potential of this project to benefit economic development opportunities.

7. Cost-Effectiveness

Cost per new rider: $4.92, with the intermediate stations. (MTC's Blueprint analysis estimated $12.09). New FTA criterion of "transportation user benefits" is not yet available.

8. System Connectivity

Connections will be made with BART, Capitol Corridor, AC Transit, Oakland International Airport, BART to Bay Trail connection.

9. System Access

Access available to pedestrians and bicyclists, and via bus transfers, parking at termini stations.

10. Project Readiness

Element	Estimated Schedule
Environmental completed	mid FY 2001/02
Final design	FY 2001/02
R/W	FY 2002/03
Construction	end of FY 2002/03 – mid FY 2006/07
Begin revenue service	mid FY 2006/07

Project Profile: Caltrain Rapid Rail/Electrification

Proposal Elements

- Sponsoring agency: Peninsula Joint Powers Board

  Contact name: Corinne Goodrich
  Phone: (650) 508-6369
  Fax: (650) 508-7938
  E-mail: goodrichc@samtrans.com

- Project description: Convert the existing Caltrain diesel engine mode of propulsion to electric. Rehabilitate the existing Caltrain right of way to accommodate electrification. The entire 77 miles of Caltrain service from San Francisco to Gilroy will be electrified. Twenty-three electric locomotives will replace existing diesel locomotives. Right-of-way rehab will include the installation of catenary poles and wires, utility relocation, and the construction of traction substations, as well as track profile lowering where necessary. Improved running times and service reliability, as well as reduced noise and emissions will attract new riders to the service while reducing impacts on adjacent communities. The Caltrain service to be electrified currently runs from San Francisco to the city of Gilroy in Santa Clara County, covering 77 miles through San Francisco, San Mateo, and Santa Clara counties, serving 34 stations.

- RTP corridor location: Peninsula

- Project capital cost: $ 452 million, in 2001 dollars

- Average annual operating cost : The 1998 Rapid Rail Study compared the operating and maintenance costs of diesel and electric trains and found that annual O & M costs would be similar for diesel and electric at the service levels anticipated. Thus, no incremental costs or savings are anticipated with the conversion to electric operation at the 120 trains-per-day service level.

- Sources of secured and planned funding: Funding committed from Santa Clara and San Mateo County sales taxes total $318 million, as submitted by the counties for the 2001 Draft RTP. The remaining San Francisco share included in the RTP is proposed to be split between RTP Track 1 funds and ITIP. See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal		$43 million	Future STP/CMAQ or STIP (RTP Track 1 funds from San Francisco)
State		65 million	ITIP contribution as assumed in draft 2001 RTP*
Regional		See text and notes	
Local	$318 million		$108 M: San Mateo Measure B Funds; $210 M: Santa Clara Measure A Funds (see capital shortfall note on next page).
TOTAL	$318 million	$108 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Capital shortfall: $26 million. Sales tax contributions shown in the table on previous page were submitted in the Santa Clara and San Mateo RTP Track 1 project lists, and differ from the project sponsor application by approximately $20 million.
- Sources of operating funds: The three member counties of the Peninsula Corridor Joint Powers Board — San Francisco, San Mateo, and Santa Clara counties — will continue to support operating costs for the Caltrain service.
- Planned start and end of construction, and start of operations: Detailed information unavailable.

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

Funding originally dedicated to the Caltrain Downtown Extension under Resolution No. 1876, totaling $154 million (2000 dollars) was redirected to the Caltrain Rapid Rail program in 1997 under Resolution No. 3021.

2. TEA 21 Authorization/Other Federal Actions

The project is not currently an authorized New Starts corridor in the current Transportation Equity Act for the 21st Century (TEA 21). The Peninsula Corridor Joint Powers Board adopted the Rapid Rail Plan in May 1999. This planning effort was completed with respect to federal planning guidance. Caltrain has not initiated any element of the federal New Starts report process, but is willing to do so to obtain Section 5309 New Starts funding.

3. Traffic Congestion Relief Program/Other State Funding

The Caltrain electrification project has not received funding from the Traffic Congestion Relief Program (AB 2928) or any other dedicated state funding.

4. Dedicated Local Funding

Members of the Peninsula Corridor Joint Powers Board (JPB) have committed more than $318 million, or 70 percent of the project cost, in future local sales tax funds to the electrification project (see table on previous page).

5. Operations, Maintenance and Rehabilitation Capacity

At the service levels planned for Caltrain, there is no net operations and maintenance cost increase resulting from electrification of the line. The three member agencies of the JPB have consistently supported Caltrain operations and rehabilitation, and it is anticipated that operating support from the members will continue as the service improves. Additionally, the line is likely to attract new riders due to improved running times and enhanced service reliability.

6. Supportive Land-Use Policies

Future land uses assumed to be in place contiguous to the Caltrain line are consistent with ABAG projections. Because it will reduce noise and air pollution in the areas surrounding the line, electrification is expected to contribute to a more transit- and pedestrian-friendly environment along the corridor.

7. Cost-Effectiveness
MTC's Bay Area Transportation Blueprint for the 21st Century Evaluation Report identified the Caltrain improvement projects, including electrification, as the highest ranked of rail transit projects evaluated for new daily transit riders. The estimated $20.88 figure, however, includes a package of improvements significantly more extensive than this project as proposed (e.g., grade separations).

8. System Connectivity
Caltrain service connects with public transit bus or shuttle services at all 34 stations along the corridor. Connecting bus service is provided by San Francisco Muni, the San Mateo County Transit District (SamTrans) and the Santa Clara Valley Transportation Authority (VTA). Rail-to-rail connections are, or soon will be, provided at key stations on the Peninsula at Fourth and King (San Francisco Muni), Millbrae (BART), Mountain View (VTA Tasman line), San Jose Diridon (Capitols, ACE), and Tamien (VTA Guadalupe line). Electrification of the line will decrease travel times and enhance reliability of the connections at all stations.

9. System Access
Caltrain is conveniently accessed by bus, rail, bicycles, pedestrians and autos throughout the system. The three member counties of the Joint Powers Board have consistently supported feeder bus service to Caltrain and are anticipated to continue to do so as the service becomes more attractive to riders as a result of improvements such as electrification.

10. Project Readiness
The electrification of Caltrain has undergone significant study and planning work, including the 1992 Electrification Feasibility Study, the 1996 Downtown Extension Study, and the 1999 Rapid Rail Study. The project is currently undergoing an environmental assessment, which is scheduled for completion in fall 2001. Final environmental clearance is expected by the end of 2002.

Issues

The Caltrain JPB expects to complete an EIS for the electrification project in September. Revised costs are anticipated as a result, and should be the basis for discussing a scope that can be fully funded as part of the RTP Track 1 program.

Project Profile: Caltrain Express, Phases 1, 2 and 3

Proposal Elements

- Sponsoring agency: Peninsula Joint Powers Board

  Contact name: Corinne Goodrich
  Phone: (650) 508-6369
  Fax: (650) 508-7938
  E-mail: goodrichc@samtrans.com

- Project description: The Caltrain Express (a.k.a. Baby Bullet) will provide a limited-stop commuter rail express service that parallels the heavily congested commute corridors of Interstate 280 and U.S. 101. The project consists of the addition of passing (third and fourth) tracks, modifications to stations, and the procurement of signal equipment and rolling stock. The Caltrain service extends 77 miles from San Francisco to Gilroy in Santa Clara County. The express service is planned for the 50-mile line from San Jose to San Francisco.

  A third and fourth set of tracks will be added to the existing Caltrain line at strategically selected areas between San Francisco and San Jose, allowing express trains to pass existing local service at speeds of up to 79 miles per hour or greater.

  The Baby Bullet project will be phased, to optimize express service levels with available funding. The first phase will focus on adding a third and fourth set of tracks in Sunnyvale and Santa Clara in the south portion of the corridor, adding a fourth track at Redwood Junction, adding a third and fourth set of tracks between the Bayshore and Brisbane control points in the north portion of the corridor, and purchasing signal equipment and rolling stock for the service.

  The first phase of the Baby Bullet targets reducing the running time from San Jose to San Francisco to 45 minutes. Service is planned to operate on a 30- to 60-minute frequency, and will increase the number of daily trains from 80 to120. This phase of the project is fully funded from state Traffic Congestion Relief Program funds and will be completed in 2003.

  A second and third phase of the Baby Bullet has been identified and will increase the third and fourth track sets to cover approximately two-thirds of the 50-mile line between San Jose and San Francisco. Grade separations and additional rolling stock are planned to further improve the express service. These phases of the project are not funded, although additional specifications could identify more discrete phases for Blueprint funding (Tier 2 of the Regional Transit Expansion Program — see concluding “Issues” section).

- RTP corridor location: Peninsula

- Project capital cost, in 2001 dollars: Phase 1 is estimated to cost $127 million. Phases 2 and 3 estimated to cost $628 million.

- Average annual operating cost, in 2001 dollars: Increasing service from 80 to 120 trains per day is projected to increase the average annual operating cost from $62.0 million to $85.8 million. FY 2001 ridership is estimated at 11,683,852. The addition of Baby Bullet service is projected to increase patronage by 11,282 passengers per day or 3.4 million passengers per year.

- Sources of secured and planned funding: See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal		$628 million	Phases 2/3 planned funding could be federal, state or regional dollars
State	$127 million		Phase 1 only — TCRP funds
Regional		See above and notes	
Local		See above and notes	
TOTAL	$127 million	$628 million	

- Sources of operating funds: The three member counties of the Peninsula Corridor Joint Powers Board — San Francisco, San Mateo, and Santa Clara counties — are assumed to continue to support operating costs for the Caltrain service.
- Planned start and end of construction, and start of operations: Detail not available at this time

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 Projects

The Caltrain Express (a.k.a. Baby Bullet) is not identified in Tier 1 of Resolution 1876.

2. Tea 21 Authorization/Other Federal Actions

Caltrain has not initiated any element of the federal New Starts report process.

3. Traffic Congestion Relief Program/Other State Funding

The Caltrain Express project has received $127 million in funding from the Traffic Congestion Relief Program (AB 2928), or 100 percent of the capital cost of Phase 1 of the project. No other dedicated state funding has been received.

4. Dedicated Local Funding

No further funding commitments beyond the TCRP funds for Phase 1 have been obtained for the Baby Bullet project.

5. Operations, Maintenance and Rehabilitation Capacity

At the service levels planned for Caltrain Express, the operating and maintenance costs are projected to increase by $23.8 million annually for the first phase of the project. Subsequent phases of the Baby Bullet are anticipated to have similar costs and subsidy requirements.

The three member agencies of the JPB have consistently supported Caltrain operations and rehabilitation, and it is anticipated that operating support from the members will continue as the service improves. Additionally, improved running times are likely to increase ridership and correspondingly, farebox revenues.

6. Supportive Land-Use Policies
Future land uses assumed to be in place contiguous to the Caltrain line are consistent with ABAG projections. The Baby Bullet will continue to support the transit-oriented development along the Peninsula Corridor.

7. Cost-Effectiveness
MTC's Bay Area Transportation Blueprint for the 21st Century Evaluation Report did not evaluate this Caltrain improvement as a discrete element. However, given the significant travel time savings provided by full implementation of the Baby Bullet project, and the relatively moderate cost of the capital improvements, the cost-effectiveness of the project is expected to be comparable to other rail projects in the Bay Area.

While specific measures of transportation system user benefits have not yet been calculated for this project, decreased travel times are projected to attract new riders. The specific measures will be calculated when federal guidance is provided on definitions and procedures for calculating transportation system user benefits and when additional Caltrain planning data is available.

8. System Connectivity
Caltrain service connects with public transit bus or shuttle services at all 34 stations along the corridor. Rail-to-rail connections are, or soon will be, provided at key stations on the Peninsula at: Fourth and King (San Francisco Muni), Millbrae (BART), Mountain View (VTA Tasman line), San Jose Diridon (Capitols, ACE), and Tamien (VTA Guadalupe line).

9. System Access
Caltrain is conveniently accessed by bus, rail, bicycles, pedestrians, and autos throughout the system. Baby Bullet stations have been selected to maximize system access to the improved service.

The three JPB member counties have consistently supported feeder bus service to Caltrain and are anticipated to continue to do so as the service becomes more attractive to riders as a result of improvements such as the Baby Bullet.

10. Project Readiness
Phase 1 of the Baby Bullet project is underway. The project will go to bid in summer 2001, construction will begin in 2002, and the express service will begin in 2003.

Issues

- JPB staff has recommended a sequence to add 45 miles of third and fourth track in Phase 2, allowng for 170 trains per weekday by FY 2011. Such phasing would also include new stations in South San Francisco, San Bruno, Palo Alto, California Avenue, a combined Hillsdale station, and reconstruction of the San Antonio Road station. Completion of these elements would rehabilitate 57 percent of the core system from San Francisco to Tamien. Further improvements would be pursued in Phase 3.

- Options for including this Phase 2 definition or elements thereof in the "Blueprint"/ Tier 2 of the Regional Transit Expansion Policy will be discussed with the project sponsor.

Project Profile: Caltrain Extension to Downtown San Francisco

Proposal Elements

- Sponsoring agency: San Francisco County Transportation Authority

  Contact name: José Luis Moscovich
  Phone: (415) 522-4803
  Fax: (415) 522-4829
  E-mail: Jose_Luis_Moscovich@sfcta.org

- Project description: Extension of the Caltrain heavy rail system in a tunnel from the current terminal at Fourth and King to a new terminal at First and Mission.

- RTP corridor location: San Francisco

- Project capital cost, in 2001 dollars: $848,979,000

- Average annual operating cost, in 2001 dollars: $14 million

- Sources of secured and planned funding:

  Revenue/funding information provided by SFCTA is for a joint Transbay Terminal and Downtown Extension project. Follow-up discussions will be necessary to distinguish between the two projects. See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal		$ 200 million	New Starts request*
State			
Regional		100 million	RM-1 bridge toll request*
Local		1.6 billion	Includes $1.2 B in land sales and tax increment financing; remaining $373 M assumed as net operating revenue, including regional funds from RM-1
TOTAL		$1.9 billion	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Sources of operating funds: Increased fare revenue will cover increased operating costs

- Planned start and end of construction, and start of operations: Information not provided

REGIONAL TRANSIT EXPANSION POLICY AND CRITERIA: MTC RESOLUTION NO. 3357

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

The Caltrain Downtown Extension is a remaining Tier 1 commitment from Resolution No. 1876. Funding originally dedicated to this project under Resolution No. 1876 totaling $154 million (2000 dollars) was redirected to the Caltrain Rapid Rail program in 1997 under Resolution No. 3021.

2. TEA 21 Authorization/Other Federal Actions

Not applicable.

3. Traffic Congestion Relief Program/Other State Funding

No TCRP or dedicated state funding has been dedicated to the Downtown Extension.

4. Dedicated Local Funding

Information provided is for a joint Transbay Terminal and Downtown Extension project. Follow-up discussions will be necessary to distinguish between the two projects.

AB 1419, if passed, would mandate the transfer of land parcels in San Francisco, valued at over $320 million and currently under state control, to the Transbay Joint Powers Authority and to the San Francisco Redevelopment Agency. The bill dedicates revenues from land sales to defraying the costs of constructing the downtown extension and terminal. In addition to the proceeds from the sale of the land, valued at a minimum of $385 million, pursuant to AB 1419, the project will receive at least $827 million in tax increment financing revenues, and an estimated $372 million from the net operating surplus of the terminal building, mainly from commercial lease income, and assuming a continued regional contribution of Regional Measure 1 bridge tolls for Transbay Terminal operations. This total of $1.7 billion in local contributions amounts to a maximum potential local contribution of nearly 89 percent of the total project cost of $1.88 billion.

5. Operations, Maintenance and Rehabilitation Capacity

The operating cost of the extension is driven mainly by labor and equipment costs. Moving the terminal from Fourth and King to the Transbay Terminal, a distance of only 1.2 miles, adds a small fraction to the systemwide costs of operating the line over its 77-mile reach between San Francisco and Gilroy. That cost, assuming 120 daily trains, is roughly $14 million per year.

6. Supportive Land-Use Policies

The Downtown Extension will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The project's location is in an area that is intensely urban. San Francisco's General Plan and Planning Code have for several decades included policies and requirements (e.g., Transit First, Transit Impact Development Fee applied to the downtown, parking restrictions and disincentives, etc.) to ensure transit-oriented, pedestrian-scale and mixed-use development.

7. Cost-Effectiveness

Information provided is for a joint Transbay Terminal and Downtown Extension project. Follow-up discussions will be necessary to distinguish between the two projects.

Based on the expected construction and operating costs, the annualized cost per new rider provided by SFCTA is estimated at $11.02. MTC's analysis for the Bay Area Blueprint for the 21st Century included the Downtown Extension as part of a package of necessary ancillary improvements, including the cost of electrifying the Caltrain line; the

resulting cost-per-new-rider estimate equaled $26.17. The rebuilt Transbay Terminal will increase to 50 the number of bus bays for AC Transit. This will support an increase of up to 75 percent in transbay bus service, should that service be financially supportable in the future.

8. System Connectivity
The Downtown Extension will facilitate connections between Caltrain, BART, Muni, Golden Gate Transit, SamTrans, AC Transit and Greyhound.

9. System Access
The Downtown Extension will terminate in San Francisco's Financial District, which has the highest volume of pedestrian traffic in the region, supported by high density, mixed land uses. Two official bicycle routes (shared roadway) are adjacent to the terminal on Second and Howard streets. Ready access is available to BART, Muni Metro, AC Transit, Golden Gate Transit, Muni, SamTrans and Greyhound.

10. Project Readiness
The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS currently under way is scheduled for completion in fall of 2002. The project has received federal funding for engineering design.

Issues:

- The SFCTA submitted the Downtown Extension combined with the construction of the Transbay Terminal; the Caltrain JPB also submitted the project, separate from any link to the terminal. San Francisco sponsors make the case that the two projects are joined; however, the Caltrain Downtown Extension also is currently linked to electrification of the entire Caltrain line, whose costs are not assumed here, but treated as a separate investment.
- The Commission and both project sponsors will need to discuss the appropriate project scope and funding assumptions for both the Downtown Extension and the Transbay Terminal as the Regional Transit Expansion program of projects is developed.

Project Profile: Transbay Terminal (TBT)

Proposal Elements

- Sponsoring agency: San Francisco County Transportation Authority

  Contact name: José Luis Moscovich
  Phone: (415) 522-4803
  Fax: (415) 522-4829
  E-mail: Jose_Luis_Moscovich@sfcta.org

- Project description: The Transbay Terminal is a new multimodal terminal connecting local, intercity, and interregional bus and rail, as well as a planned future high-speed rail service.

- RTP corridor location: San Francisco

- Project capital cost, in 2001 dollars: $1,035,573,000

- Average annual operating cost, in 2001 dollars: $6.7 million

- Sources of secured and planned funding:

  Revenue/funding information provided is for a Joint Transbay Terminal and Downtown Extension project. Follow-up discussions will be necessary to distinguish between the two projects. See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal		$ 200 million	New Starts request*
State			
Regional		100 million	RM-1 bridge toll request*
Local		1.6 billion	Includes $1.2 B in land sales and tax increment financing (contingent upon passage of AB 1419); remaining $373 M assumed as net operating revenue, including regional funds from RM-1
TOTAL		$1.9 billion	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Sources of operating funds: Unanticipated commercial lease income

- Planned start and end of construction, and start of operations:
  Information not provided

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

The Transbay Terminal is not included in Resolution No. 1876-Tier 1.

2. TEA 21 Authorization/Other Federal Actions

Under TEA 21, Section 1601, the Transbay Terminal project received an earmark of $9.375 million. Part of these funds was approved by MTC in June 2001, for preliminary engineering design work.

3. Traffic Congestion Relief Program/Other State Funding

This project did not receive funding from the Traffic Congestion Relief Program.

4. Dedicated Local Funding

Information provided is for a joint Transbay Terminal and Downtown Extension project. Follow-up discussions will be necessary to distinguish between the two projects.

AB 1419, if passed, would mandate the transfer of land parcels in San Francisco, valued at over $320 million and currently under state control, to the Transbay Joint Powers Authority and to the San Francisco Redevelopment Agency. The bill dedicates revenues from land sales to defraying the costs of constructing the downtown extension and terminal. In addition to the proceeds from the sale of the land, valued at a minimum of $385 million, pursuant to AB 1419, the project will receive at least $827 million in tax increment financing revenues, and an estimated $372 million from the net operating surplus of the terminal building, mainly from commercial lease income, and assuming a continued regional contribution of Regional Measure 1 bridge tolls for Transbay Terminal operations. This total of $1.7 billion in local contributions amounts to a maximum potential local contribution of nearly 89 percent of the total project cost of $1.88 billion.

5. Operations, Maintenance and Rehabilitation Capacity

Long-term ongoing operating revenues are anticipated mainly from commercial lease income. In addition, MTC Resolution No. 3300, approved in June 2001, establishes a commitment to continue the existing $3 million in annual bridge toll operating support. The building is expected to have positive cash flow on the order of $10 million to $13 million per year, which will help finance the construction costs. The project will not result in diversion of any operating funding from existing bus service.

6. Supportive Land-Use Policies

The Transbay Terminal will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The project's location in an area that is intensely urban. The current transit-oriented development plan for the Terminal and surrounding land parcels vacated by the state includes 5.6 million square feet of new residential space (approximately 4,000 new housing units), up to 1.2 million square feet office, 355,000 square feet of retail, and 473,000 square feet of hotel space (in one 1,000-room hotel). San Francisco's General Plan and Planning Code have for several decades included policies and requirements (e.g., Transit First, Transit Impact Development Fee applied to the downtown, parking restrictions and disincentives, etc.) to ensure transit-oriented, pedestrian-scale and mixed-use development. These existing policies will contribute to ensure the success of the Transbay Terminal.

7. Cost-Effectiveness

Information provided is for a joint Transbay Terminal and Downtown Extension project. Follow-up discussions will be necessary to distinguish between the two projects.

The cost per new rider calculation is not applicable to the Transbay Terminal. Although the SFCTA has submitted this project as a single project with the Downtown Extension, the SFCTA did not include the capital and operating costs of the terminal in the cost-per-new-rider figure of $11.07 that it calculated for the Downtown Extension. The rebuilt Transbay Terminal will increase to 50 the number of bus bays for AC Transit. This will support an increase of up to 75 percent in transbay bus service, should that service be financially supportable in the future.

8. System Connectivity

The Transbay Terminal will facilitate connections between Caltrain, BART, Muni, Golden Gate Transit, SamTrans, AC Transit and Greyhound.

9. System Access

The Transbay Terminal is located in San Francisco's Financial District, which has the highest volume of pedestrian traffic in the region, supported by high density, mixed land uses. Two official bicycle routes (shared roadway) are adjacent to the terminal on Second and Howard streets. The reconstruction of the Transbay Terminal will provide a pedestrian access to BART and Muni Metro on Market Street and allow transfers between AC Transit, Caltrain, Golden Gate Transit, Muni, SamTrans and Greyhound.

10. Project Readiness

The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS currently underway, is scheduled for completion in fall of 2002. The project has received federal funding for engineering design.

Issues

- The SFCTA submitted the Downtown Extension combined with the construction of the Transbay Terminal; the Caltrain JPB also submitted the project, separate from any link to the terminal. San Francisco sponsors make the case that the two projects are joined; however, the Caltrain Downtown Extension also is currently linked to electrification of the entire Caltrain line, whose costs are not assumed here, but treated as a separate investment.
- The Commission and both project sponsors will need to discuss the appropriate project scope and funding assumptions for both the Downtown Extension and the Transbay Terminal as the Regional Transit Expansion program of projects is developed.

Project Profile: Dumbarton Rail

Proposal Elements

- Sponsoring agency: Peninsula Joint Powers Board

  Contact name: Corinne Goodrich
  Phone: (650) 508-6369
  Fax: (650) 508-7938
  E-mail: goodrichc@samtrans.com

- Project description: Commuter rail service between Newark in Alameda County and Redwood City in San Mateo County via the Dumbarton railroad bridge.
- RTP corridor location: Transbay
- Project capital cost, in 2001 dollars: $129 million
- Average annual operating cost, in 2001 dollars: $5.5 million
- Sources of secured and planned funding: See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal			
State		$12 million	12 M ITIP funds*
Regional			
Local	$60 million	57 million	$60 M: San Mateo Co. and $40 M: Santa Clara Co. sales tax; $17 M Alameda Co. sales tax
TOTAL	$60 million	$69 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Sources of operating funds: Efforts are under way to identify other sources of operating subsidy.
- Planned start and end of construction, and start of operations: Information not provided

A. Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

The Dumbarton rail project is not included in Resolution No. 1876-Tier 1.

2. TEA 21 Authorization/Other Federal Actions

Not applicable.

3. Traffic Congestion Relief Program/Other State Funding

Not applicable.

4. Dedicated Local Funding
Funding from Santa Clara County, San Mateo County, and other local sources has been secured or is pending for 91 percent of the estimated capital cost of the Dumbarton Rail Corridor project. A total of $12 million in needed funding is not yet identified.

5. Operations, Maintenance and Rehabilitation Capacity
The plan for funding the operating and maintenance costs for the Dumbarton Rail Corridor project is being developed in conjunction with Caltrain's funding partners.

6. Supportive Land-Use Policies
Future land uses assumed to be in place contiguous to the Caltrain Dumbarton Rail Corridor project are consistent with ABAG projections. The project will provide a regional rail transit connection between East Palo Alto residential development and employment opportunities in both the East Bay and the Peninsula. The corridor will help provide lower income communities with access to jobs.

7. Cost-Effectiveness
MTC's Bay Area Transportation Blueprint for the 21st Century Evaluation Report ranked the Dumbarton Rail Corridor project fourth in cost-effectiveness (as measured by cost per new rider) among 15 transbay projects. The cost per new rider shown in the Evaluation Report is $48.94 for the Dumbarton Rail Corridor project, which is well within the range of costs per new rider for other rail projects in the Blueprint.

8. System Connectivity
The Dumbarton Rail Corridor project will provide connections to AC Transit, Union City Transit, BART, the Capitol Corridor, the ACE service, SamTrans and Caltrain.

9. System Access
The key nodes served by the Dumbarton Rail Corridor — Union City, Fremont and Redwood City — can be accessed by bus and rail service, bicycles, autos and walking.

10. Project Readiness
Conceptual studies for the Dumbarton Rail Corridor were completed in July 1999. The studies are being updated under a three-county partnership, with the completion of a funding package a major objective of the effort.

Issues

In order for the project to be included in the fiscally constrained RTP Track 1, the remaining 9 percent of capital funding for the project would need to be satisfied with an investment of regional discretionary dollars. Currently, the draft 2001 RTP recommends that this difference be met with state Interregional Transportation Improvement Program (ITIP) funds.

Project Profile: Downtown to East Valley Light-Rail and Bus Rapid Transit

Proposal Elements

- Sponsoring agency: Santa Clara Valley Transportation Authority (VTA)

  Contact Name: Gail Price
  Phone: (408) 952-4153
  Fax: (408) 955-9765
  E-mail: gail.price@vta.org

- Project description: Extends light rail 4.3 miles along Santa Clara Street and Alum Rock Avenue from the Capitol LRT line to downtown San José as well as along 8 miles of Capitol Expressway from Capitol LRT line to the Guadalupe LRT line; and implements Bus Rapid Transit service on 9.6 miles of Monterey Highway from downtown San José to the Santa Teresa station on the Guadalupe LRT line. It includes 21 LRT stations, six major BRT transfer stops and over 20 additional BRT stops currently proposed, with all of the light-rail and bus stops within the city of San José.

- RTP corridor location: Silicon Valley

- Project capital cost: $847 million, in year 2000 dollars

- Average annual operating cost: Not provided by the VTA

- Sources of secured and planned funding: $500 million in funding from VTA's local sales tax measure, Year 2000 Measure A; remainder could depend in part upon regional funds although no specific federal or state funds have been identified. See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal		$347 million	Future planned funding could be federal, state, regional or local dollars, to be determined
State		See above and notes	
Regional		See above and notes	
Local	$500 million	See above and notes	Measure A sales tax
TOTAL	$500 million	$347 million	

- Sources of operating funds: VTA's local sales tax measures, both permanent and Year 2000 Measure A

- Planned start and end of construction, and start of operations: Revenue service could begin in 2008 for project phases with secure funding

  Steps in the project development process are identified below:

  1) Conceptual engineering (estimated completion: 2002)

2) Environmental Impact Statement/Report (EIS/EIR) (estimated completion: 2003)
3) Preliminary engineering (estimated completion: 2003)
4) Final design (estimated completion: 2004)
5) Right-of-way acquisition: (estimated completion: 2004)
6) Construction and service implementation: (late 2004/early 2005/2007-08)

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

This project is not contained within Resolution No. 1876-Tier 1.

2. TEA 21 Authorization/Other Federal Actions

The project is not an authorized New Starts corridor in the current Transportation Equity Act for the 21st Century (TEA 21). VTA recently completed a Major Investment Study according to federal planning guidance and plans to prepare an Environmental Impact Statement (EIS) in conformance with federal requirements so as to preserve federal funding eligibility.

3. Traffic Congestion Relief Program/Other State Funding

No Traffic Congestion Relief Program (TCRP) or other state funding is currently identified for this project.

4. Dedicated Local Funding

VTA's Year 2000 Measure A, which was approved by voters in November 2000, authorized $500 million for the Downtown/East Valley project. This can fund approximately 59 percent of the currently estimated project capital costs.

5. Operations, Maintenance and Rehabilitation Capacity

This information will be developed over the coming months as part of the conceptual engineering and EIS/EIR processes.

6. Supportive Land-Use Policies

The city of San José is currently undertaking land-use planning efforts that will serve to implement transit-supportive land uses within the Santa Clara/Alum Rock, Capitol Expressway and Monterey corridors. In addition, San José also is currently implementing a "Strong Neighborhood Initiative" program that will link land use and transportation in addition to other community-based purposes. The city also is proceeding with General Plan changes by the end 2001 that will intensify uses along Downtown/East Valley light-rail corridors.

7. Cost-Effectiveness

MTC's Blueprint for the 21st Century estimated the cost per new rider for this project at $25.17. The VTA has developed preliminary updated cost-effectiveness information at a level appropriate for the MIS evaluation for various phases of the project. Combined operating and maintenance cost-per-rider and annualized capital cost-per-rider estimates range from $3.40 for the Monterey Highway BRT segment to $21.58 for the Capitol Expressway LRT segment.

8. System Connectivity
This project will provide connections to the Guadalupe LRT line, Capitol LRT line, Vasona LRT line, Capitol Corridor Intercity Rail, Caltrain, Amtrak, Altamont Commuter Express (ACE), BART, and multiple VTA bus lines.

9. System Access
LRT stations and BRT stops will provide convenient access for pedestrians and bicyclists, and via auto, bus (local, express, shuttle, intercounty) and light rail, commuter rail, and intercity rail (ACE and Capitol lines).

10. Project Readiness
VTA completed a Major Investment Study (MIS) for the Downtown/East Valley study area in mid-2000, which included an intensive 18-month planning process and extensive public outreach. The VTA board approved the Downtown/East Valley Preferred Investment Strategy in August 2000. Conceptual Engineering and preparation of environmental documents (EIS/EIR) are currently under way. Revenue service could begin in 2008 for project phases with secure funding. Steps in the project development process are identified below:

Element	Estimated Completion
Conceptual engineering	2002
Environmental impact statement/report (EIS/EIR)	2003
Preliminary engineering	2003
Final design	2004
Right-of-way acquisition	2004
Construction & service implementation	late 2004/early 2005–2007/08

Project Profile: eBART (Right of Way and Construction)

Proposal Elements

- Sponsoring agency: BART

  Contact name: Ellen Smith
  Phone: (510) 287-4758
  Fax: (510) 464-7673
  E-mail: esmith1@bart.gov

- Project description: Extend BART from Pittsburg/Bay Point to Brentwood using existing rail right of way and diesel light-rail vehicles. An at-grade, timed transfer will be provided at the Pittsburg/Bay Point BART station between the heavy rail and the e-BART platforms.

- RTP corridor location: Delta

- Project capital cost, in 2001 dollars:

  – Right of way: $95 million

  – Construction: $250 million

- Average annual operating cost, in 2001 dollars: $5 million–$8 million

- Sources of secured and planned funding: See capital summary below.

Capital Funding:	Secured	Planned	Sources/notes
Federal		ROW: $20 million Constr.: 75 million	ROW funds assigned to Contra Costa STP/CMAQ/ STIP Track 1 funds; construction could be ITIP or federal
State		Construction: see note above	See note above
Regional		ROW: $42 million Constr.: 50 million	ROW request is for Track 1 RM-1 discretionary*; Construction: TBD Blueprint
Local	ROW: $ 33 million; Constr.: 125 million [CC Transportation impact fee (TIF)/ Measure C]		$33 M from residual BART Pittsburg extension sales tax contributions from Contra Costa; $125 M currently programmed in CC TIF/ Measure C funds
TOTAL	$158 million	$187 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Sources of operating funds: 25 percent fares and 75 percent subsidies to be determined

- Planned start and end of construction, and start of operations: The schedule will be determined as part of the current project evaluation. The study is expected to be complete in May 2002. The project will take approximately four years to design and construct.

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects
Project not included in Resolution No. 1876-Tier 1.

2. TEA 21 Authorization/Other Federal Actions
No federal funds have been used for this project. There is no immediate plan to request federal funds.

3. Traffic Congestion Relief Program/Other State Funding
A study to evaluate rail alternatives in the State Route 4 corridor was funded through $7 million in Traffic Congestion Relief Program monies. If funds remain once an alternative is identified, the remaining funding can be directed toward preliminary engineering and environmental phases of the project. The sponsors may request Interregional Transportation Improvement Program (ITIP) funds.

4. Dedicated Local Funding
There is $95 million in funding identified through Measure C for a rail project along the State Route 4 corridor. In addition, $47 million in traffic impact fees in Contra Costa County will be dedicated to fund the right of way for this project.

5. Operations, Maintenance and Rehabilitation Capacity
The estimated annual operating cost is $5 million–$8 million per year. Fare revenues are expected to cover roughly half of the operating costs. The remaining revenues are to be determined.

6. Supportive Land-Use Policies
The eBART project is proposed to have a station in each of the four cities traversed, and the cities are being requested to propose station sites. This local participation will allow appropriate decisions to be made on uses surrounding the stations (higher density residential and jobs, mixed use) and access modes. The project schedule is timely, as the cities are now in the process of updating their General Plans, and reviewing existing land-use and zoning policies.

7. Cost-Effectiveness
Cost-effectiveness is not available as it is still being assessed as part of the SR 4 East Transit Study.

8. System Connectivity
eBART will connect to BART, Capitol Corridor service and San Joaquin service (at the Richmond BART station via transfer to BART) and Tri Delta local bus service.

9. System Access
Not available.

10. Project Readiness
The project is in the study phase, with study completion anticipated in May 2002. Once an alternative has been selected and approved, it will take approximately four years before service implementation.

REGIONAL TRANSIT EXPANSION POLICY AND CRITERIA: MTC RESOLUTION NO. 3357

Issues:

The project sponsors seek to have the right-of-way portion of this project fully funded as part of the 2001 RTP-Track 1. Toward this end, $42 million has been requested from discretionary Regional Measure 1 bridge tolls/rail extension reserves.

Project Profile: tBART (Right of Way and Construction)

Proposal Elements

- Sponsoring agency: BART

  Contact name: Val Menotti
  Phone: (510) 287-4794
  Fax: (510) 464-6283
  E-mail: vmenotti@bart.gov

- Project description: Operate diesel trains on existing right of way to extend transit service in Alameda County from Dublin/Pleasanton through downtown Livermore, to the Vasco Road ACE station with terminus at Altamont Pass. The tBART will parallel Interstate 580.

- RTP corridor location: Tri-Valley

- Capital cost, in 2001 dollars: $220 million total cost. The right-of-way element cost is $80 million.

- Annual operating cost, in 2001 dollars: $5 million

- Sources of secured and planned funding: Right-of-way phase is fully funded with $80 million in state, regional, and local funds. The funding shortfall is $140 million for construction.

Capital Funding:	Secured	Planned	Sources/notes
Federal		ROW: $ 16 million Const.: 140 million	ROW funds assigned to Alameda STP/CMAQ/ STIP Track 1 funds; construction could be any combination of federal, state or regional Blueprint funds
State		ROW or construction: TBD—see above and notes	ROW or construction may be able to claim residual from $7 M TCRP study funding
Regional		ROW: $12 million Construction:see above and notes	ROW request is for Track 1 RM-1 discretionary*; Construction: TBD Blueprint
Local	ROW: $47 million; ROW: 5 million		$47 M from Livermore impact fees; $ 5 M from Alameda Meas. B for approved corridor alternative (from a total expenditure plan amount of $8.7 M in 1998 $/ $10 M in 2001 $)
TOTAL	$52 million	$168 million	

* Represents request for 2001 RTP regional Track 1 discretionary funds

- Capital shortfall: $140 million.
- Sources of operating funds: Fares 50 percent; TBD 50 percent
- Planned start and end of construction, and start of operations: The study for the project will be completed in December 2001. Construction is expected to take four years.

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

This project was not included in Resolution No. 1876-Tier 1.

2. TEA 21 Authorization/Other Federal Actions

No federal funds or actions have been identified for this project. BART does not anticipate the use of federal funds for this project.

3. Traffic Congestion Relief Program/Other State Funding

The Traffic Congestion Relief Program (TCRP) provided $7 million to study rail alternatives along the I-580 corridor. Any funds not expended can be used for preliminary engineering and environmental phases of the project.

4. Dedicated Local Funding

The city of Livermore will contribute funds to this project. In addition, $10 million in Measure B funds is available for the selected I-580 corridor rail alternative.

5. Operations, Maintenance and Rehabilitation Capacity

The annual operating costs are estimated at $5 million–$8 million.

6. Supportive Land-Use Policies

Not available.

7. Cost-Effectiveness

The study, once complete, will provide cost-effectiveness measures.

8. System Connectivity

This project will extend the reach of BART, connecting all of the cities on the BART system with Livermore. Further, the planned connection with the Altamont Commuter Express will link cities in San Joaquin Valley with those in Alameda County. Local bus service will be provided by the Livermore Amador Valley Transportation Agency (LAVTA).

9. System Access

Not available.

10. Project Readiness

Once an alternative has been selected and approved, it will take approximately four years before service implementation.

Issues:

- Current project costs are estimated at $220 million, pending completion of an on-going corridor study. It is expected that cost estimates will be revised, based on the study's findings.

- The project sponsors seek to have the right-of-way portion of this project fully funded as part of the 2001 RTP-Track 1. Toward this end, $42 million has been requested from discretionary Regional Measure 1 bridge tolls/rail extension reserves. As well, $47 million in Livermore traffic impact fees have been provisionally identified for this project. The impact fees are currently stipulated for BART to Livermore; t-bart is a potentially eligible phase for this local funding source.

Project Profile: Altamont Commuter Express (ACE) Service Expansion

Proposal Elements

- Sponsoring agency: ACE Authority

  Contact name: Stacey Mortensen
  Phone: (209) 468-5600
  Fax: (209) 468-5610
  E-mail: stacey@acerail.com

- Project description: Commuter rail
- The ACE Authority operates trains between Stockton and San José. This project would facilitate increasing the number of round trip trains per day from four up to eight.
- RTP corridor location: Tri-Valley, Sunol Gateway
- Project capital cost. $121 million, in 2001 dollars, of which $60 million is for vehicles, and the remainder is for right of way and construction. Design fees will be covered under a separate budget.
- Average annual operating cost: In fiscal year 2000-01, the ACE service operating expenses were less than $7 million for three daily round trip trains. With an increase in service to eight daily round trip trains, this cost would increase to $16.3 million.
- Sources of secured and planned funding: Alameda and Santa Clara counties' local half-cent transportation sales tax allocate a combined total of approximately $31.6 million for future ACE capital projects, which could include but not be limited to the work described in this project profile.

Capital Funding:	Secured	Planned	Sources/notes
Federal		$60.5 million	Could be federal, state or local, or a combination. $15 M in ITIP funds*
State			See note under "federal".
Local		$60.5 million	$31.6 M of currently secured Alameda and Santa Clara counties' sales tax may be directed to project scope.
TOTAL		$121.0 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Capital shortfall: $74 million

- Sources of operating funds: Alameda, San Joaquin and Santa Clara counties each have a dedicated local half-cent transportation sales tax that allocates funding to current ACE operations. These three Member Agencies to the ACE Authority have agreed to fund any operating deficits in proportion to the total daily boardings and de-boardings in each county. This formula takes into account the benefits to both the commuters (boarding stations) and the businesses (destination stations) along this critical economic corridor. Passenger counts over the last several years have shown the cost sharing percentages as follows:

Santa Clara County	43 percent
Alameda County	34 percent
San Joaquin County	23 percent

- Planned start and end of construction, and start of operations: ACE plans to begin a fourth train in 2002, and assuming that funds are available, a fifth train in 2004, a sixth train in 2007, a seventh train in 2010 and an eighth train in 2013.

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

The ACE expansion projects were not identified in Resolution 1876.

2. TEA 21 Authorization/Other Federal Actions

The ACE expansion projects were not identified in TEA 21.

3. Traffic Congestion Relief Program/Other State Funding

An earlier phase of this project (the fourth train, which is now scheduled for implementation in 2002) is in the TCRP at $1.0 million for track improvements. Another $36 million was included in the FY 2000-01 State Budget Act for rolling stock acquisition and track upgrade. Including state funds from prior years, a total of $42 million has been expended during 1999/2000 and 2000/2001, and $8 million for an ACE expansion into Stanislaus County is included in an approved Fund Transfer Agreement, but has yet to be expended.

4. Dedicated Local Funding

Alameda, San Joaquin and Santa Clara counties each have a dedicated local half-cent transportation sales tax that allocates funding to ACE operations. The combination of fare revenues and local contributions fund 100 percent of the ACE operating costs, which are currently about $7 million per year, but anticipated to increase to about $16 million annually with implementation of the full service expansion.

For capital projects, a total of $31.6 million may be available to match regional and federal funding. It is possible to phase the project such that the funds available contribute at least 50 percent of the total, but in order to implement the full expansion, additional local funds would need to be identified in order to match regional and any potential future New Starts funding at a 50 percent ratio.

5. Operations, Maintenance and Rehabilitation Capacity

ACE has prepared a preliminary draft Short Range Transit Plan, which is in the process of revision. It shows the following cost information, in 2001 dollars.

Incremental Train Expenses and Revenues (in millions of dollars)

Operating Costs	5th Train FY2004	6th Train FY 2007	7th Train FY 2010	8th Train FY 2013
Project management	$ 2.5	$ 2.7	$ 2.9	$ 3.1
Contracted services	9.3	10.6	11.9	13.2
Total	$11.8	$13.3	$14.8	$16.3
Passenger fares	$ 5.9	$ 6.6	$ 7.4	$ 8.1
Operating ratio	51%	50%	50%	50%
One-way trips	3,520	4,230	4,940	5,650

Alameda, San Joaquin and Santa Clara counties each have a dedicated local half-cent transportation sales tax that allocates funding to ACE operations. It is anticipated that this farebox subsidy will continue into the future years of service until the sales tax measure programs sunset. San Joaquin County's Measure K program sunsets in 2011, Alameda County's Measure B program sunsets in 2022 and Santa Clara County's local sales tax used for ACE operations continues in perpetuity. The combination of fare revenues and local sales taxes fund 100 percent of the ACE operating costs, which are currently about $7 million per year, and anticipated to increase to about $16 million annually with implementation of the full service expansion.

Whether increased fare revenue and existing levels of sales tax revenue contributions from the three counties would be able to fully underwrite this increased annual operating cost is a question requiring further analysis.

Funding for the additional trains is anticipated to be 50 percent local funding coming from Alameda and Santa Clara counties' sales tax programs as well as other regional discretionary funding such as STP or CMAQ, and 50 percent federal or state funding.

6. Supportive Land-Use Policies

Land uses assumed to be in place contiguous to the rail extension were considered more qualitatively than the quantitative ABAG projections. Projections of rail passenger patronage were made primarily based on an assessment of the peak periods of highway congestion along the I-205, I-580 and I-680 corridors.

Growing job centers are now clustered in the Silicon Valley, Warm Springs area, Bishop Ranch, Hacienda Business Park and the Lawrence Livermore and Sandia National laboratories. The ACE expansions provide more convenient commute access to all of the concentrated employment centers along the corridor. Additionally, land uses around the stations in Stockton, Livermore, Pleasanton, Fremont and Santa Clara are planned for mixed-use development that will be sustainable with higher train frequencies and passenger trips.

7. Cost-Effectiveness

The MTC Blueprint for the 21st Century calculates a cost per new rider for the ACE service of $11.27.

8. System Connectivity

- WHEELS operates dedicated shuttles from the Vasco station to Lawrence Livermore National Laboratory and Sandia Laboratory, and from the Pleasanton station to the Dublin/Pleasanton BART station and on to Hacienda Business Park

- County Connection (Central Contra Costa Transit Authority) operates service to the Pleasanton station from Contra Costa County and then picks up ACE passengers for a transfer to the Bishop Ranch employment campus.
- AC Transit serves the Fremont Centerville station and passengers destined for the Fremont Warm Springs employment centers.
- Direct connection at the Fremont Centerville station with the Amtrak Capitols
- VTA transfers passengers to light rail at the Santa Clara Great America station as well as numerous buses destined for all parts of the Silicon Valley.
- VTA transfers passengers to buses at the downtown Santa Clara station, including service to the San José Airport.
- Direct connection to Caltrain at the San José Diridon station
- VTA transfers passengers to DASH shuttles serving downtown San José businesses.
- Direct connection from ACE trains to Amtrak San Joaquins at Stockton station

ACE passengers also benefit from numerous shuttle providers offering services on the origination end of the service including:

- Modesto Max from Stanislaus County to the ACE Lathrop/Manteca station
- San Joaquin Regional Transit District to Stockton, Lathrop/Manteca & Tracy stations
- Tri Delta Transit service to Vasco Road in Livermore

9. System Access

The added train frequencies proposed with the incremental ACE expansions can improve the efficiency and utilization of the shuttle services that provide a vital link between ACE trains and employment centers, allowing for more standard shifts and competitive bidding by the shuttle operators. Additionally, with larger numbers of ACE passengers per worksite, employers have expressed more interest in serving the stations with employer-sponsored shuttles. Employer participation will increase access to those employers who may not be served by the agency-sponsored shuttles.

10. Project Readiness

ACE plans to begin a fourth train in 2002, and assuming that funds are available, a fifth train in 2004, a sixth train in 2007, a seventh train in 2010 and an eighth train in 2013.

Issues:

- Prior to implementation of the fifth train, Union Pacific Railroad is requiring that the ACE Authority develop a separate equipment maintenance facility. (The railroad agreed to a short-term lease of a locomotive facility in Stockton until the initial ACE service period had concluded.) Total cost of the maintenance facility is estimated at $17 million, which is included in the total cost of $121 million.
- For capital projects, a total of $31.6 million may be available to match regional and New Starts funding. However, this funding may also be directed to other ACE capital projects. Staff will work with the counties to determine the priority for the half-cent sales tax funding. Should additional local funds be required to provide match for the full service expansion, ACE would look to its three partner counties for either their own sources of funds or their applications to their respective congestion management agencies for regionally programmed state and federal funds.

Project Profile : Capitol Corridor Service Expansion

Proposal Elements

- Sponsoring agency: Capitol Corridor Joint Powers Authority

  Contact name: David Kutrosky
  Phone: (510) 464-6993
  Fax: (510) 464-6901
  E-mail: dkutros@bart.gov

- Project description: Heavy rail service expansion to 16 round trips daily

  The goal of the CCJPA is to provide hourly service along the Capitol Corridor route. Existing track infrastructure — given freight and passenger rail operations — allows four round trips per day between San José and Oakland, and nine round trips per day between Oakland and Solano for Capitol Corridor Trains. Without additional track infrastructure, the CCJPA cannot increase service on the Union Pacific Railroad- and Caltrain-owned (and dispatched) track. The project that is required will add second, third, and fourth tracks where necessary (as determined by a track and dispatching capacity analysis) as well as crossovers. The project will include modifications to grade crossings, as required, to allow for additional track and safety.

  The project elements are summarized below by segment:

  San José to Oakland: Alviso wetlands second track; Niles Junction bypass; grade crossings; Great America to CP coast second track; Hayward second track and platform; and San José fourth track.

  Martinez to Solano County: Bahia Viaduct; new rail on Benicia-Martinez Bridge; and Suisun third main track.

  Oakland to Martinez: Emeryville third track and Richmond-to-Martinez track straightening

- RTP corridor location: Eastshore-North, Eastshore-South, and Fremont-South Bay

- Project capital cost, in 2001 dollars: $394 million

Environmental/design	$ 59 million
Right of way	$ 9 million
Construction	$326 million

- Average annual operating cost, in 2001 dollars:

  Operating cost for the Capitol Corridor service is funded through farebox receipts and the remainder of the operational cost is borne by the state of California. There is no local funding for operations.

- Sources of secured and planned funding:

  Traditional funding sources include the state's Interregional Transportation Improvement Program (ITIP) (an allocation provided directly by the CTC to intercity rail operations; not part of the regional IIP funds) and, more recently, the TCRP program. In the capital summary, projected state funds are shown in the secured column. The planned funds are not committed and would require local, federal or regional commitment.

Capital Funding:	Secured	Planned	Sources/notes
Federal		$ 61 million	$61 M requested in ITIP funds.*
State	$ 25 million	161 million	$25 M secured through the TCRP. The remainder to come from the Intercity Rail element of ITIP.
Regional		92 million	RTIP funds from counties, sponsor requests not fully aligned with Draft RTP Track 1 estimates for this project.
Local		55 million	UPRR and local tax sources outside of dedicated local funding.
TOTAL	$25 million	$369 million	

* Represents request for 2001 RTP regional discretionary Track 1 funds

- Sources of operating funds: State and farebox funded
- Planned start and end of construction, and start of operations:

  Construction along line is multiphased over time. Construction will commence in 2002 for some phases of the project.

A. Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects

The Capitol Corridor service increase project was not included in Resolution No. 1876-Tier 1.

2. TEA 21 Authorization/ Other Federal Actions

Not applicable.

3. Traffic Congestion Relief Program/Other State Funding

Approximately $19.6 million in TCRP funds are directed in the San José-to-Oakland project segment and $5.4 million in TCRP funds are directed to the Oakland-Martinez segment.

4. Dedicated Local Funding

On the San José-to-Oakland project segment, where track is shared with other passenger rail operations (CP Coast to San José), VTA, Caltrain, and ACE will share project cost. On all other portions, Caltrans Division of Rail will support projects as the line is used by the State for the San Joaquin Service. The UPRR, owner of the right-of-way, will fund a portion of the projects.

5. Operations, Maintenance and Rehabilitation Capacity

The entire operations and rolling stock are funded by the State of California and farebox recovery (for operations). Estimated state cost for operations for 16 round trips is $34 million per year across entire service area.

6. Supportive Land-Use Policies
The projects don't directly involve local land use policies. However, where stations are planned or modified in this project area, local communities have identified station projects for the RTP.

7. Cost-Effectiveness
There is no regional cost for operation of the service. The cost-effectiveness will only be measured against the overall capital cost over time.

8. System Connectivity
Each Amtrak-serving station along the route has connecting local transit options; some stations have nearby BART access or access to other passenger rail services. In addition, Amtrak Thruway motorcoaches connect to other city destinations (e.g., Santa Cruz and Napa).

9. System Access
The project allows for increased frequency of service and more accurate and timely station arrival. These benefits allow the Capitol Corridor to reliably serve business and leisure travel needs in the Bay Area as well as other cites outside the region. Reduces demand on highway corridors for intercity travel and over increasingly long distance business travel/work trips.

10. Project Readiness
The project is segmented into phases. Environmental process is minimal for most rail projects due to exemption criteria, so project timing is more rapid that with most all other transportation projects. Union Pacific Railroad is the primary design and engineering entity. Various phases of the overall project are in place or in the planning stages at this time. Anticipated dates for various sub-project phases range from FY 2003 through FY 2010.

Issues

- The 2001 draft RTP assumes county contributions to increase the base service to seven trains on the Oakland-to-San José service segment; and to nine trains on the Oakland-to-Sacramento segment. The Capitol service increases proposed here may overlap with improvements already identified for full funding in the RTP. Staff will work with project sponsors to clarify and adjust the scope and costs as necessary.

- As part of the state intercity rail program, assumed state funding support for operations and capital contributions is subject to Caltrans and California Transportation Commission planning and programming actions, and state legislative budget action.

- Several of the improvement noted here also would benefit the ACE and/or Caltrain commuter rail service. Appropriate cost sharing agreements would need to be reached as project elements are scoped in more detail.

Project profile: Northwestern Pacific Rail (Sonoma-Marin Commuter Rail)

Proposal Elements

- Sponsoring agency: Sonoma/Marin Area Rail Transit (SMART) Commission

  Contact names: Suzanne Wilford, SCTA
  Farhad Mansourian, Marin CMA
  Lillian Hames, SMART
  520 Mendocino Avenue, Suite 240
  Santa Rosa, CA 95401
  Phone: (707) 565-5373 or (415) 461-0630
  Fax: (707) 565-5370
  E-mail: swilford@sonoma-county.org
  Lhames@pacbell.net

- Project description: Sonoma and Marin counties are proposing a start-up rail system running parallel to U.S. 101 on the Northwestern Pacific Railroad from Cloverdale to San Rafael. The details of the initial project have been defined in the Sonoma/Marin Rail Implementation Plan, which was funded by MTC, the SCTA and the Marin County CMA and written by Wilbur Smith Associates. The SMART Commission adopted the plan in 1999. The rail line on which the train will run is currently in public ownership and is in use, in some portions, for freight service. The specific type of rolling stock to be used on the line for commuter service has not been determined, but the SMART Commission does support employing trains that will meet FRA compliance and can run in conjunction with freight service. The corridor is parallel to U.S. 101 from Cloverdale to San Rafael.

- RTP corridor location: Golden Gate

- Project capital cost, in 2001 dollars: The Implementation Plan indicates capital costs to be approximately $150 million–$200 million. SMART is currently preparing to do an EIR/EIS and additional engineering review on the project, which will further refine capital costs.

- Average annual operating cost, in 2001 dollars: The Implementation Plan indicates annual operating costs to be approximately $7 million in the early years.

- Sources of secured and planned funding: The SMART Commission received $37 million in Traffic Congestion Relief Program (TCRP) funds. To date, $7.7 million of those funds have been allocated. Additionally, the SMART project has $28 million in Proposition 116 funds available. See capital summary on next page.

REGIONAL TRANSIT EXPANSION POLICY AND CRITERIA: MTC RESOLUTION NO. 3357

Capital Funding	Secured	Planned	Sources/Notes
Federal	$ 8 million	$30 million	$8.3 M in prior earmarks; $30 M requested as New Starts*
State	65 million		$37 M in TCRP funds; $28 M in Prop. 116
Regional			
Local		72 million	Future Marin and Sonoma local sales tax; $72 M assumes total capital cost of $175 M (mid-point of estimate range
TOTAL	$73 million	$102 million	

* Represents request for 2001 RTP regional discretionary Track 1 funding

- Sources of operating funds: For the estimated $7 million annually, fares are anticipated to cover roughly 30 percent of the costs ($2 million) with future sales tax revenues providing the balance ($5 million).
- Planned start and end of construction, and start of operation: Information not available

Rail Criteria (Resolution No. 3357: Section A)

1. Honor Resolution No. 1876-Tier 1 projects
Proposed project not included in Resolution 1876.

2. TEA 21 Authorization/Other Federal Actions
Sonoma County Transit has successfully obtained federal funding earmarks for the development of intermodal transit centers at each of the eight commuter rail station sites proposed for Sonoma County in the Commuter Rail Implementation Plan. To date, $8,409,835 of earmarks has been secured for station locations at Petaluma, Cotati, Rohnert Park, Santa Rosa, Windsor, Healdsburg, Geyserville and Cloverdale.

3. Traffic Congestion Relief Program/Other State Funding
The SMART Commission received $37 million in Traffic Congestion Relief Program (TCRP) funds. To date, $7.7 million of those funds have been allocated. Additionally, the SMART project has $28 million in Proposition 116 funds available.

4. Dedicated Local Funding
SMART is relying on the future successful passage of a transportation sales tax measure in both Marin and Sonoma counties in order to establish a dedicated local funding source.

5. Operations, Maintenance and Rehabilitation Capacity
The ability to operate will depend on the successful passage of a sales tax measure in the contributing counties.

6. Supportive Land-Use Policies

The Commuter Rail Implementation Plan for Sonoma and Marin counties, prepared by Wilbur Smith Associates in September 2000, included ridership forecasts that were based on Traffic Analysis Zone data generated by the Metropolitan Transportation Commission. The TAZ data was used for the entire forecast period used in the report, or 2020, based on ABAG forecasts.

Since the completion of the Rail Implementation Plan, there have been a number of local jurisdiction planning efforts at station locations. Individual jurisdictions have developed master plans, higher density zoning and long-term land-use plans for station areas. When the SMART project initiates environmental analysis, this new information related to station-area land-use planning will be updated and incorporated into the project analysis.

7. Cost-Effectiveness

According to MTC's Transportation Blueprint, the Sonoma/Marin Rail Corridor project has a calculated cost per new rider of $17.03. Ridership forecasts, service frequencies and increased land-use densities at station locations will be revisited in the environmental documentation phase of the project, which may provide new data for updated cost-effectiveness calculations. Environmental analysis will begin in early 2002.

8. System Connectivity

The Rail Implementation Plan assumes full transit integration and transit connectivity will be achieved for the project's implementation. Transit connectivity is planned in the following four areas:

- schedule coordination;
- common fare structures, fare instruments and fare collection systems;
- common stations; and
- combined marketing and information activities.

Connectivity will be coordinated with current North Bay transit providers and the rail operator. Current transit providers include Golden Gate Transit, Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit and Marin County Transit. Key transfer sites will rely upon timed transfer capabilities via coordinated schedules. Key transfer points are planned in Santa Rosa, Novato, Marin Civic Center and San Rafael.

9. System Access

This information is not yet available

10. Project Readiness

This information is not yet available.

Issues

The project scope is being refined, including assumptions regarding station development and costs along the alignment. Updated information will be sought prior to the final RTP.

Project Profile: AC Transit Oakland/San Leandro Bus Rapid Transit, Phase 1 (Telegraph Ave.)

Proposal Elements

- Sponsoring agency: AC Transi

  Contact name: Joan P. Martin
  Phone: (510) 891-7253
  Fax: (510) 891-7139
  E-mail: jmartin@actransit.org

- Project description: Bus Rapid Transit (BRT) along the Telegraph Avenue corridor, including dedicated bus lanes when available; bus priority and signal interconnect; more frequent service; improved wayside information and ticket distribution; passenger amenities and/or loading stations; real-time passenger information; safety and security improvements; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate); proof-of-payment fare techniques; and improved vehicles, if necessary. Number of vehicles required: 26 articulated buses (includes spares). Estimated new daily riders: 8,800.

  This corridor is located in densely developed urban areas, on arterial streets that operate as cross-town, intra-urban connectors. No HOV facilities currently exist on this street. However, this project would develop a series of bus-only lanes to facilitate bus operations. Where bus-only lanes are impractical, special care would be given to heavily congested intersections to assist both operations and other vehicular traffic.

  This project is the first phase of Bus Rapid Transit in the Berkeley-Oakland-San Leandro corridor. The environmental clearance for this project will consider the right-of-way impacts of potential future light rail. However, this project is intended to be a stand-alone BRT project for the timeframe of RTP.

- RTP corridor location: Eastshore-South

- Project capital cost, in 2001 dollars:

Planning studies/environmental:	$6 million
Design:	$8 million
Construction:	$79 million
Buses	$11 million
Total	$104 million

- Average annual operating costs, in 2001 dollars: $3.5 million

- Sources of secured and planned funding: See capital summary on next page.

Capital Funding	Secured	Planned	Sources/Notes
Federal		$ 81 million	$64 M requested in New Starts or federal bus discretionary funds.* Includes $17 M in STP/CMAQ or STIP funds programmed in Alameda RTP Track 1 funds.
State			Possible STIP. See note above.
Regional			
Local		$23 million	Measure B funds
TOTAL		$104 million	

* Represents request for 2001 RTP regional discretionary Track 1 funding

- Capital shortfall: $64 million. Shortfall assumes Alameda County Measure B will provide $23 million (plus $3.05 million from the county to complete the planning/environmental work currently included in the Alameda Draft STIP program).
- Sources of operating funds: Subsidies and related farebox revenues budgeted for existing service plus the added farebox revenue projected for the passenger increase are expected to cover the $3.5 million increase in operating costs.
- Planned start and end of construction, and start of operations: Construction is to begin October 2003 and be completed December 2005. Improved service levels of operation would start in 2003-04, with additional frequency changes in 2004-05.

Express/Rapid Bus Criteria (Resolution No. 3357-Section B)

1. Corridor Identification

Telegraph Avenue in the cities of Oakland and Berkeley

2. Program Goals and Criteria (refer to Resolution No. 3357)

This project is intended to increase ridership and service reliability by providing frequent service whose operation is assisted by both high-tech solutions such as bus priority and real-time bus information, and low-tech solutions such as relocation of bus stops. As such, existing riders will benefit from the improved service, and new riders will be attracted to the benefits of the faster, reliable service. Additional benefits include comfortable and safe loading stations for waiting passengers; direct service to both BART and other AC Transit express and local routes; and faster bus trips that are more competitive with the automobile.

This service also supports compact land-use patterns by providing service in one of the most densely developed areas of the cities of Berkeley and Oakland, including downtown Oakland, downtown Berkeley and the University of California. The service also offers enhancements to residents, low-income and minority neighborhoods, employers, retail businesses, schools, and hospitals.

The corridor is anticipated to generate new transit riders by offering more frequent service along existing and proposed AC Transit routes, providing fast direct bus service in the corridors that duplicates the benefits of light rail without the high cost. Signal priority for buses will allow buses to travel more quickly through the corridor, parts of which are a

highway reliever route identified in the Blueprint. Bus-only lanes will allow the buses to avoid congestion and provide a reliably fast trip. Waiting areas and stations will feature passenger-friendly furniture, traveler information to help passengers navigate the system, real-time information on bus arrivals, and will have distinct design features.

The route would provide a direct connection to the BART service at the downtown Berkeley, MacArthur and downtown Oakland stations. However, this route also provides direct bus service to origins and destinations not served directly by the BART network. As such, these improvements would raise the mass transit standard for the area and give transit improvements to communities that will never receive direct BART service.

This project would result in up to one third faster bus service along a very congested arterial corridor in the region, which would increase passenger throughput in the corridors. Faster bus service translates into both increased ridership and increased service efficiencies, because more riders translate into greater farebox returns and faster buses require fewer vehicles to operate the same service. Additionally, the service will operate in densely populated urban areas that have multiple destinations, increasing the likelihood that the service is one consumers really want to use.

The existing service in these corridors operates 24 hours a day, providing lifeline service improvements to people who often do not benefit from peak-period-only improvements.

This corridor would have both peak and non-peak high-frequency services, so that passengers would experience benefits during traditional and non-traditional work times.

Issues:

- The project sponsors need to clarify and coordinate sources and amounts of capital funds assumed.
- Project as submitted by Alameda County Congestion Management Agency does not indicate full 2001 RTP Track 1 funding for both BRT phases 1 (Telegraph) and 2 (International Boulevard). Phasing of project either along the corridor and/or enhanced bus implementation preceding BRT implementation needs to be explored with the project sponsors, in order to identify a phase that can be fully funded as part of the Tier 1 (i.e., RTP Track 1) element of the Regional Transit Expansion Policy.
- Depending on phasing decisions incorporated into the final Regional Transit Expansion program of projects, capital and operating costs may need to be redefined and assigned between the Telegraph and International Boulevard project phases.

Project Profile: AC Transit/ Oakland/San Leandro Bus Rapid Transit, Phase 2 (International Boulevard/East 14th Street)

Proposal Elements

- Sponsoring agency: AC Transit

  Contact name: Joan P. Martin
  Phone: (510) 891-7253
  Fax: (510) 891-7139
  E-mail: jmartin@actransit.org

- Project description: Bus Rapid Transit (BRT) along the International Boulevard/East 14th Street corridor, including: dedicated bus lanes when available; bus priority and signal interconnect; more frequent service; improved wayside information and ticket distribution; passenger amenities and/or loading stations; real-time passenger information; safety and security improvements; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate); proof-of-payment fare techniques; and improved vehicles, if necessary. Number of vehicles required: 10 articulated buses (including spares). Estimated new daily riders: 6,700. This project is the second phase of Bus Rapid Transit in the Berkeley-Oakland-San Leandro corridor.

  This corridor is located in densely developed urban areas, on arterial streets that operate as cross-town, intra-urban connectors. Portions of this street serve as a highway reliever route. No HOV facilities currently exist on this street. However, this project would develop a series of bus-only lanes to facilitate bus operations. Where bus-only lanes are impractical, special care would be given to heavily congested intersections to assist both operations and other vehicular traffic.

  The environmental clearance for this project will consider the right-of-way impacts of potential future light rail. However, this project is intended to be a stand-alone BRT project for the timeframe of RTP.

- RTP corridor location: Eastshore-South

- Project capital cost, in 2001 dollars:

Construction:	$265 million
Buses	5 million
Total	$270 million

  (Planning studies/environmental and design are included in Phase 1.)

- Average annual operating costs, in 2001 dollars: Included in Phase 1

- Sources of secured and planned funding:
  See capital summary on next page.

Capital Funding	Secured	Planned	Sources/notes
Federal		$105 million	Eligible for federal bus discretionary
State		165 million	Could be STIP or other state discretionary funds.
Regional			
Local			
TOTAL		$270 million	

- Capital shortfall: $270 million – No funding currently programmed for second phase
- Sources of operating funds: Projected increase in passengers would generate $4.3 million annually in new revenue. This would pay for approximately 48,000 additional annual service hours. Increase in passengers resulting from Phase 1 could exceed operating cost by $2 million per year, thus providing a source of funding for approximately 22,000 more service hours, if applied directly to the new BRT service.
- Planned start and end of construction, and start of operations:

  Construction will begin August 2004 and be completed August 2007. Improved service levels of operation will begin in 2003-04 with additional frequency changes in 2004-05.

Express/Rapid Bus Criteria (Resolution No. 3357-Section B)

1. Corridor Identification:
International Boulevard/East 14th Street in the cities of Oakland and San Leandro.

2. Program Goals and Criteria (refer to Resolution No. 3357)
This project is intended to increase ridership and service reliability by providing frequent service whose operation is assisted by both high-tech solutions such as bus priority and real-time bus information, and low-tech solutions such as relocation of bus stops. As such, existing riders will benefit from the improved service, and new riders will be attracted to the benefits of the faster, more reliable service. Additional benefits include comfortable and safe loading stations for waiting passengers; direct service to both BART and other AC Transit express and local routes; and faster bus trips that are more competitive with the automobile.

This service also supports compact land-use patterns by providing service in one of the most densely developed areas of the cities of Oakland and San Leandro, including downtown Oakland, downtown San Leandro and East Oakland. The service also offers enhancements to residents, low-income and minority neighborhoods, employers, retail businesses, schools, and hospitals.

The corridor is anticipated to generate new transit riders by offering more frequent service along existing and proposed AC Transit routes, providing fast direct bus service in the corridors that duplicates the benefits of light rail without the high cost. Signal priority for buses will allow buses to travel more quickly through the corridor, parts of which are a highway reliever route identified in the Blueprint. Bus-only lanes will allow the buses to avoid congestion and provide a reliably fast trip. Waiting areas and stations will feature passenger-friendly furniture, traveler information to help passengers navigate the system,

real-time information on bus arrivals, and will have distinct design features.

The route would provide a direct connection to BART service at the Bay Fair and downtown Oakland stations. However, this route also provides direct bus service to origins and destinations not served directly by the BART network. As such, these improvements would raise the mass transit standard for the area and give transit improvements to communities that will never receive direct BART service.

Issues:

- The project sponsors need to clarify and coordinate sources and amounts of capital funds assumed.
- Project as submitted by the Alameda County Congestion Management Agency does not indicate full 2001 RTP Track 1 funding for both BRT Phases 1 (Telegraph) and 2 (International Boulevard). Phasing of project either along the corridor and/or enhanced bus implementation preceding BRT implementation needs to be explored with the project sponsors, in order to identify a phase that can be fully funded as part of the Tier 1 (i.e., RTP Track 1) element of the Regional Transit Expansion Policy.
- Depending on phasing decisions incorporated into the final Regional Transit Expansion program of projects, capital and operating costs may need to be redefined and assigned between the Telegraph and International Boulevard project phases.

Project Profile: AC Transit Enhanced Bus/Rapid Transit, Miscellaneous Corridors

Proposal Elements

- Sponsoring agency: AC Transit

  Contact name: Joan P. Martin
  Phone: (510) 891-7253
  Fax: (510) 891-7139
  E-mail: jmartin@actransit.org

- Project description:
  A. Enhanced Bus Transit along the Hesperian, Sacramento/Market, Hollis/6th Street, University/College/Broadway, and Mission/E. 14th Street corridors, including bus priority and signal interconnect; more frequent service levels; improved wayside information; real-time passenger information; safety and security enhancements; transit passenger amenities and/or loading areas; proof-of-payment fare techniques; and improved vehicles, if needed. Estimated new daily riders: 22,200. Number of vehicles required: 50 standard buses (including spares).

  B. Bus Rapid Transit along the MacArthur Boulevard/Hegenberger, Shattuck/Santa Clara, and Foothill/Bancroft corridors, including: dedicated bus lanes (when available); bus priority and signal interconnect; more frequent service; improved wayside information and ticket distribution; passenger amenities and/or loading stations; real-time passenger information; safety and security improvements; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate); proof-of-payment fare techniques; and improved vehicles, if necessary. Number of vehicles required: 58 standard buses (including spares). Estimated new daily riders: 24,570.

  These corridors are located in densely developed urban areas, on arterial streets that operate as cross-town intra-urban connectors. Several of these corridors are freeway or highway reliever routes. No HOV facilities currently exist on these streets nor are they planned for these projects. However, queue jump lanes and bus bulbs or lanes in congested intersections could be incorporated to facilitate bus operation. Each corridor's service will have a discreet image, easily recognizable to the public, and have an associated marketing campaign designed to increase the public's awareness of the new service.

- RTP corridor location: Eastshore-North and South

- Project capital cost, in 2001 dollars:

Phase	A. Enhanced Bus	B. Bus Rapid Transit
Planning studies/environmental	$ 3 million	$ 5 million
Design	10 million	52 million
Construction	247 million	549 million
Buses	20 million	20 million
Total	$ 280 million	$ 626 million
	Grand Total	**$ 906 million**

- Average annual operating costs, in 2001 dollars: $11.8 million
- Sources of secured and planned funding: See capital summary below.

Capital Funding	Secured	Planned	Sources/Notes
Federal		$180 million	
State		700 million	$550 M of this estimate could be state or federal.
Regional			
Local		26 million	
TOTAL		$906 million	

- Capital shortfall: $906 million
- Sources of operating funds: Operating costs for the service added for Hesperian and Hollis/6th Street are included in the FY 2002-03 budget projections. Operating costs for the service to be added on Sacramento/Market are included in the FY 2003–04 budget. Projected fare revenue generated from passenger increases will cover 49 percent of the operating costs for the service on Mission/E. 14th Street and University/College. Service will be added incrementally on these corridors, contingent on funding.
- The Foothill/Bancroft BRT is a new route that has been included in the FY 2003–04 operating budget. Projected passenger increases and resultant fares will provide 56 percent of the estimated operating costs for the other two BRT routes. New service would be tailored to fit the available new funding. If passenger demand exceeds projections, then additional service will be added.
- Planned start and end of construction, and start of operations:

  Construction will begin in 2003 and be completed in 2005. Improved service levels for enhanced bus operations will begin 2002-03 with additional frequency increases in 2004-05. Improved service levels for BRT operations wil begin 2003-04 with additional frequency increases in 2005-06.

Express/Rapid Bus Criteria (Resolution No. 3357-Section B)

1. Corridor Identification

Hesperian, Sacramento/Market, Hollis/6th Street, University/College/Broadway, and Mission/E. 14th Street corridors (Enhanced Bus). MacArthur Boulevard/Hegenberger, Shattuck/Santa Clara, and Foothill/Bancroft corridors (BRT).

2. Program Goals and Criteria (refer to Resolution No. 3357)

These projects are intended to increase ridership and service reliability by providing frequent service whose operation is assisted by both high-tech solutions such as bus priority, and low-tech solutions such as proof of payment and relocation of bus stops. As such, existing riders will benefit from the improved service, and new riders will be attracted to the benefits of faster, reliable service. Additional benefits include comfortable and safe loading areas for waiting passengers; direct service to both BART and other AC Transit express and local routes; and faster bus trips that are more competitive with the automobile.

These services also support compact land-use patterns by providing service in one of the most densely developed areas of the city of Berkeley and Oakland, offering enhancements to residents, employers, and retail businesses. Some areas served by the new bus routes are expected to face major redevelopment in the next several years, such as along Market Street, or have been affected by recent development in the adjacent city of Emeryville.

This project would result in faster bus service along several very congested arterial corridors in the region. Faster bus service translates into both increased ridership and increased service efficiencies, because more riders translate into greater farebox returns and faster buses require fewer vehicles to operate the same service. Additionally, the service will operate in areas that have multiple destinations, increasing the likelihood that the service is one consumers really want to use.

All of the corridors are anticipated to generate new transit riders by offering more frequent service along existing and proposed AC Transit routes, providing fast direct bus service in the corridors. Signal priority for buses will allow buses to travel more quickly through the corridors, many of which are highway reliever routes that have been identified in the Blueprint. Bus-only and queue jump lanes will allow the buses to avoid congestion and provide a reliable fast trip. Waiting areas will feature passenger-friendly furniture, traveler information to help passengers navigate the system, real-time information on bus arrivals, and will have distinct design features.

Several of the routes provide direct connection to BART service. However, several of the routes provide a direct bus service to origins and destinations not served directly by the BART network. As such, these improvements would raise the mass transit standard for the area and give transit improvements to communities that will never receive direct BART service.

The majority of services in these corridors operate 24 hours a day, providing lifeline service improvements to people who often do not benefit from peak-period-only improvements.

All of the corridors would have both peak and non-peak high-frequency services, so that passengers would experience benefits during traditional and non-traditional work times.

Issues:

- The project as submitted by the Alameda Congestion Management Agency indicated $3.0 million for project development from RTP Track 1 funds, and only $275 million in Blueprint revenues for unspecified improvements among the various corridors.
- The project sponsors will need to set priorities among future Blueprint funds, should they become available, for either these projects, or for shortfalls identified for the Telegraph Avenue/International Boulevard Bus Rapid Transit project.
- Sources of operating funds for University/College/Broadway and Mission/E. 14th Street corridors need to be specified.

Project Profile: Regional Express Bus

Proposal Elements

- Sponsoring agency: MTC in concert with various transit operators

  Contact names: Lizzie Kemp, Connie Soper
  Phone: (510) 464-7700
  Fax: (510) 464-7848
  E-mail: lkemp@mtc.ca.gov
  csoper@mtc.ca.gov

- Project description: The regional express bus project will expand bus service in the region through strategic investments that will extend the reach of the BART system with feeder buses, connect outlying areas to the region's core employment centers using an expanded carpool lane system, and fill gaps in the region's trunkline transit system. More specifically, the regional express bus project calls for procurement of roughly 300 new transit vehicles and complementary support elements. The result of this project will be an increase in the bus fleet equivalent to a medium-sized transit operator in the region, such as SamTrans. The express bus system will operate regionwide. The first phase, funded by the Traffic Congestion Relief Program, will put 102 buses in express service along 15 congested travel corridors.

- RTP corridor locations: Various

- Project capital cost, in 2001 dollars: $188 million (vehicles and support only)

- Average annual operating cost, in 2001 dollars: $51 million

- Sources of secured and planned funding: For capital, there is $40 million in secured funding through the TCRP. Potential funding sources include federal Bus Discretionary funds. See table below for detail.

Capital Funding	Secured	Planned	Sources/notes
Federal		$128 million	Bus Discretionary*
State	$40 million	20 million	$40 M secured through the TCRP; $20 M could be covered by Blueprint revenues
Regional		See notes	
Local			
TOTAL	$40 million	$148 million	

* Represents regional discretionary request for 2001 RTP Track 1 funding

- Sources of operating funds: State Transit Assistance, fares, other local sources

- Planned start and end of construction, and start of operations: First phase of implementation rolls out in early 2002. Procurement of vehicles takes between six and 18 months. Depending on availability of funds, additional segments can roll out over time.

REGIONAL TRANSIT EXPANSION POLICY AND CRITERIA: MTC RESOLUTION NO. 3357

Express/Rapid Bus Criteria (Resolution No. 3357-Section B)

1. Corridor Identification

Eastshore-North/South, Delta, Diablo, Fremont-South Bay, Golden Gate, Tri-Valley, North Bay, Silicon Valley, Peninsula, Transbay

2. Program Goals and Criteria (refer to Resolution No. 3357)

The regional express bus service, as envisioned in MTC's Blueprint, will provide an attractive alternative to driving alone by supporting one or more of the following features: reduced travel time; increased convenience by providing amenities for reading, relaxation, office work, etc.; competitive pricing to driving alone; and/or direct or convenient access to origins and destinations, including connections to the region's rail network. Future express bus expansion will be linked to the ability of proposed routes to meet these objectives.

New express bus routes will provide new service or significantly expand on existing services, take advantage of existing infrastructure such as the region's HOV network, park-and-ride facilities, rail network and intermodal transfer facilities, and generate new transit riders. The regional express bus system also will provide a seamless regional identity for the customer through use of coordinated marketing, and provide the customer with easy access to information, schedules, and fare payment.

New express bus services also will address congestion relief by providing a clearly attractive alternative (i.e., improved travel time, improved customer convenience, etc.) to single occupancy vehicle (SOV) travel along Bay Area travel corridors.

Issues

As envisioned in MTC's Blueprint Phased Implementation Plan, the regional express bus program will require both capital and operating funds. As with the first increment funded under the Traffic Congestion Relief Program, MTC would need to collaborate with its various transit operators to determine the capacity of individual providers to implement these services in the short and long term.

Project Profile: S.F. Muni Geary Corridor/Environmental Impact Statement

Proposal Elements

- Sponsoring agency: San Francisco County Transportation Authority

  Contact name: José Luis Moscovich
  Phone: (415) 522-4803
  Fax: (415) 522-4829
  E-mail: Jose_Luis_Moscovich@sfcta.org

- Project description: The Geary Corridor runs from downtown San Francisco to the Pacific Ocean and currently carries 49,841average weekday passengers. The line is proposed to be underground from downtown to Taylor or Laguna Street and then at-grade to 48th Avenue in the outer Richmond District.

- RTP corridor location: San Francisco

- Project study cost, in 2001 dollars: $15 million for the Environmental Impact Statement

- Average annual operating cost, in 2001 dollars: Not determined

- Sources of secured and planned funding: San Francisco has proposed $15 million in Blueprint STIP funding to cover environmental studies for the project.

Project Profile: Napa Valley Passenger Train Study

Proposal Elements

- Sponsoring agency: Napa County Transportation Planning Agency (NCTPA)

  Contact name: Mike Zdon
  Phone: (707) 259-8634
  Fax: (707) 259-8638
  E-mail: mzdon@co.napa.ca.us

- Project description: Study that would (1) investigate the possibilities of acquiring abandoned rail right of way between St. Helena and Calistoga, (2) determine the effectiveness of a Calistoga-to-Vallejo passenger rail service for commuter or visitor travel, and (3) explore ways to reduce the volume of freight traffic on State Route 29 and the Silverado Trail.

- RTP corridor location: Napa Valley

- Project cost, in 2001 dollars: $200,000

- Sources of secured and planned funding: Not identified.

Issues:

Project sponsor has requested identification of funds in RTP Track 1.

Project Profile: 30th/Mission BART Station Study

Proposal Elements

- Sponsoring agency: Bay Area Rapid Transit District (BART)

  Contact name: Peter Albert
  Phone: (510) 287-4702
  Fax: (510) 464-7673
  E-mail: palbert@bart.gov

- Project description: The study will investigate the feasibility of constructing an infill station and pocket track at 30th Street and Mission in San Francisco. Adding this station would halve the longest gap between adjacent San Francisco stations (24th Street station and the Glen Park station), and the pocket tracks would enable BART to store disabled trains without affecting revenue service. The proposed location is currently zoned for high-density, mixed-use development, and is well served by connecting Muni lines, but lacks high-speed, direct access to downtown or San Francisco International Airport.

- RTP corridor location: San Francisco

- Project cost, in 2001 dollars: $0.5 million

- Sources of secured and planned funding: The FY 2000-01 state budget included $0.5 million for this study.