



**SILICON VALLEY RAPID TRANSIT CORRIDOR  
AND  
BART WARM SPRINGS EXTENSION  
POLICY ADVISORY BOARD MEETING**

**Wednesday, July 2, 2008  
3:00 P.M.**

City Council Chambers  
Milpitas City Hall  
455 East Calaveras Boulevard  
Milpitas, CA

For Information Contact: Jacqueline F. Golzio (408) 321-5680

**AGENDA**

- 1. CALL TO ORDER/ROLL CALL**
- 2. PUBLIC PRESENTATIONS:** This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. **Speakers are limited to 2 minutes.** The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on the next agenda. All statements that require a response will be referred to staff for reply in writing.
- 3. Approve Minutes of January 16, 2008.**
- 4. Conduct voting to determine the Committee's Chairperson and Vice Chairperson for calendar year 2008 to complete the election process. (Gonot) (Verbal Report)**
- 4.X. Discuss administrative procedures of SVRT and WSX PAB. (Verbal Report)**
- 5. Receive and file the SVRT Planning Program Progress Report.**
  - A. Planning Update. (Gonot, VTA)
  - B. Engineering Progress Report. (Robinson, VTA)
  - C. Federal Transportation Administration (FTA). (Gonot, VTA)

6. **Receive** the Warm Springs Extension Planning Update. (Mayo, BART) (Verbal Report)
7. **Adopt** support position for MTC Resolution 3434 Regional Transit Expansion Program Strategic Plan Update. (Gonot)
8. **Approve** the Committee meeting schedule. (Gonot)
9. **Announcements**
10. **ADJOURN**

**NOTE COMMITTEE MEMBERS:** In order to establish a quorum for this meeting, members are asked to call the Office of the Board Secretary (408) 321-5680 or E-mail: board.secretary@vta.org before 5:00 p.m. on the day prior to the meeting. Thank you for your cooperation.



**SILICON VALLEY RAPID TRANSIT CORRIDOR  
BART EXTENSION TO MILPITAS,  
SAN JOSE AND SANTA CLARA  
POLICY ADVISORY BOARD MEETING**

Wednesday, January 16, 2008

**MINUTES**

1. The Regular Meeting of the Silicon Valley Rapid Transit Corridor BART Extension to Milpitas, San Jose, and Santa Clara Policy Advisory Board (PAB) was called to order at 3:06 p.m. by Chairperson Ken Yeager at the City of Milpitas, Community Center 457 East Calaveras Boulevard, Milpitas, California.

**ROLL CALL**

**Members Present**

Tom Blalock, Vice Chairperson  
Joe Kornder  
Sam Liccardo  
Bob Livengood  
Gail Murray  
Madison Nguyen  
Ken Yeager, Chairperson

**Members Absent**

Bob Franklin  
Scott Haggerty  
Anu Natarajan

**Alternates Present**

None

**Alternates Absent**

James Fang  
Patricia Mahan  
Bob Wasserman

\*Alternates do not serve unless participating as a Member.

**A quorum was present.**

## 2. PUBLIC PRESENTATIONS

Robert S. Allen, Interested Citizen, urged the PAB to consider BART to Alum Rock at grade, and construct BART over US 101.

## 3. Minutes of October 18, 2007

M/S/C (Kornder/Blalock) to approve the Minutes of October 18, 2007.

## 4. Federal EIS Update

Tom Fitzwater, Environmental Resources Planning Manager, provided a report on the Federal Environmental Impact Statement (EIS) highlighting: 1) Circulation of the Notice of Intent to prepare SVRT EIS on September 21, 2007; 2) Comments from the Public Scoping meetings held in Milpitas, San Jose, and Santa Clara; 3) Schedule for Federal Transit Administration (FTA) submission (February 29, 2008), public circulation (August 2008), and FTA Record of Decision (ROD) for 2009.

**On order of Chairperson Yeager**, there being no objection, the Committee received the Federal EIS Update.

Member Liccardo took his seat at 3:14 p.m.

### The Agenda was taken out of order.

## 6. MTC Transit-Oriented Development Planning for BART to Silicon Valley

James Corless Senior Planner, Metropolitan Transportation Commission (MTC), distributed a document titled: "BART to Silicon Valley: A Corridor Vision for Transit-Oriented Development (TOD)" highlighting: 1) Bay Area's Transit Expansion Plan: Resolution 3434; 2) Regional Interest in TOD; 3) TOD Ridership Benefits; 4) The Climate Challenge-Greenhouse Gas Emissions; 5) Proposed Priority Development Areas (PDA); 5) MTC's TOD Policy; 6) MTC Station Area Plan Program; 7) Proposed Treasure Island Ferry Terminal; 7) BART to Silicon Valley: Housing Potential; 8) BART to Silicon Valley: Jobs Potential; and 9) Moving Forward.

Will Baumgardner, PE ,Associate Principal ARUP, referenced a brochure titled, "Planning for BART to Silicon Valley." He commented that the extension of BART from Fremont to the Silicon Valley is a major public investment that can also serve as a catalyst for Smart Growth regionally. The investment will be maximized with the encouragement of transit supportive communities near the station and with housing and employment within walking distance of BART. MTC Bay Area transportation leaders have created objectives for station area planning in the corridor.

**On order of Chairperson Yeager**, there being no objection, the Committee received the presentation on the MTC Transit-Oriented Development Planning for BART to Silicon Valley.

**NOTE:** M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

**7. Parking Management Policies for SVRT Stations**

Carolyn M. Gonot, Chief SVRT Program Officer, reported that Kimley-Horn and Associates Study indicated that there is a concern from several of the cities related to parking supply at BART stations.

Ms. Gonot, introduced James M. Daisa, PE, Kimley-Horn and Associates, Inc. Mr. Dayson presented a report titled, “A Toolkit for Assessing SVRT Station Parking Supply” highlighting: 1) Purpose; 2) BART’s Experience; 3) Range of BART Strategies; 4) Best Practices in Parking Management; 5) Toolkit: A Three Step Process; 6) Pricing and Management Strategies; 7) Alternative Access improvements; 8) Station Area TOD Ridership; 9) Station Profiles; 10) Potential Parking Reductions; and 11) Next Steps.

Member Murray stressed the importance of alternative station access strategies when considering station parking space reduction.

Vice Chairperson Blalock commented that with the determination of station parking pricing the community impact must be considered.

**On order of Chairperson Yeager**, there being no objection, the Committee received the Parking Management Policies for SVRT Stations.

Chairperson Yeager congratulated Member Murray as the newly appointed BART President.

**5. Freight Rail Relocation Activities – December 2007**

Mark Robinson, Acting Chief Engineering and Construction Officer, provided a report regarding Freight Rail Relocation (FRR) Activities that include: 1) Purpose of the FRR; 2) FRR Scope; 3) FRR Schedule; and 4) Key Milestone Dates. The FRR is a significant construction project for the SVRT project. The FRR consists of activities required to meet the terms of the purchase agreement between VTA and the Union Pacific Rail Road (UPRR) to maintain freight rail operations along the SVRT Corridor.

**On order of Chairperson Yeager**, there being no objection, the Committee received the Freight Rail Relocation Activities – December.

**8. SVRT Program Progress Report**

**A. Planning Update**

Carolyn M. Gonot, Chief SVRT Program Officer, provided a Planning Progress Report highlighting: 1) Station Area Planning; 2) BART Core Modifications Study; 3) Travel Forecasting; 4) Economic Impact Analysis; and 5) Financial Plan.

Ms. Gonot discussed the Station Area Planning and noted that in the past year VTA and city partners have focused on developing the long-term land use visions for the stations.

Ms. Gonot discussed the update of the SVRT ridership projections using the FTA accepted travel forecast model is pending based on verification of land use input from the Association of Bay Area governments (ABAG) Projections 2007. She commented that VTA is conducting a study of the economic effects of the BART Extension at the local and regional levels. This work will be utilized in the FTA New Starts submittal as part of the economic development discussion.

**B. Engineering Progress Report – December 2007**

Mark Robinson, Acting Chief Engineering and Construction Officer, provided a report regarding the Engineering Progress Report – December 2007 highlighting: 1) 65 percent Engineering Phase, which begun in January 2007 is now 51 percent complete; 2) Completed purchase of Mitchell Block property; 3) Implementation strategy with City of San Jose to utilize Bank of America building as Downtown San Jose Station entrance; 4) Architectural design themes for all stations have been presented to cities and stakeholders; and 5) Santa Clara and Milpitas station designs were approved by their respective cities.

Mr. Robinson commented that the Budget Summary indicates that of the total approved budget of \$651.4 million, \$363.4 million has been incurred to date (56 percent), leaving a balance of \$288 million.

**On order of Chairperson Yeager**, there being no objection, the Committee received the SVRT Program Progress Report.

**9. PAB Work Plan**

Chairperson Yeager inquired about combining the VTA SVRT PAB and the Warm Springs Extension (WSX) Policy Board. Ms. Gonot answered that item would appear on the May 21, 2008 agenda for discussion.

**On order of Chairperson Yeager**, there being no objections, the Committee reviewed the PAB Work Plan.

**10. Announcements**

There were no Announcements.

**11. ADJOURNMENT**

**On order of Chairperson Yeager**, there being no objections, the meeting adjourned at 4:23 p.m.

Respectfully submitted,

Jacqueline F. Golzio, Board Assistant  
VTA Board of Directors



## MEMORANDUM

**DATE:** July 2, 2008

**TO:** Silicon Valley Rapid Transit Corridor Policy Advisory Board  
BART Extension to Milpitas, San Jose and Santa Clara

**FROM:** Carolyn M. Gonot  
Chief SVRT Program Officer

**SUBJECT:** SVRT Planning Update

---

### FOR INFORMATION ONLY

The following activities are being conducted in support of policy and program level decisions for the SVRT project.

#### Station Area Planning

During the past year, VTA and city partners have been focused on developing the long-term land use visions for the station areas and working to make appropriate changes to the station campus engineering plans to support the cities' and communities' long-term visions. The consultant team completed a draft *Station Areas Vision Plan* document in December 2007. City partners have reviewed the draft plan and provided comments. VTA has worked with the consultant to address comments, revise the draft, and finalized the plan. City partner comments on the final draft companion document, *A Toolkit for Assessing SVRT Station Parking Supply*, were addressed and incorporated into a final report. Both documents were finalized in June 2008.

VTA continues to work with city partners to finalize the *Santa Clara Station Area Plan* (SCSAP). An administrative draft of the *Santa Clara Station Area Plan* was prepared in March 2008 and reviewed by VTA and city partners. A Final Draft SCSAP was prepared in June 2008 and will go before the City of Santa Clara and City of San Jose councils this fall for adoption. An Open House has been scheduled for late July 2008 to present the final draft plan to area stakeholders and the public. A *Draft Santa Clara Station Area Plan Environmental Impact Report* (EIR) for the SCSAP is currently under way and a public draft has been targeted for late fall 2008.

VTA is also a participant in the Diridon Station Area TOD Planning Grant, which is being lead by the City of San Jose's Department of Transportation. MTC Commission has selected this project and the project is anticipating a grant \$750,000.

#### BART Core Modification Study

In 2001, BART and VTA entered into an agreement to identify BART core system improvements to support the SVRT project. Under this agreement, two studies were completed: "BART Core Systems Impact" and "Systems Integration Modification Analysis". BART, in coordination with VTA is updating the evaluation for core stations and systems due to a change in planning horizon from 2025 to 2030 and new regionally adopted land use projections. In addition, the updated analysis will include additional core stations. BART and VTA began this evaluation in August 2007 and it is anticipated to be completed in 2009.

Since January, the study team completed a passenger survey for the Station Profile Study task of the evaluation. More than 110,000 surveys were distributed to BART passengers, with approximately 40,000 surveys returned. Data processing and geocoding of origin and destination information will be complete in July.

The study team is completing the list development of core stations in the BART system that should be analyzed as part of the capacity study, based on updated ridership projections and land use inputs from the 2007 Association of Bay Area Governments (ABAG) Projections; station parking demand; station typology; and estimated capital costs from the previous study. The final station selection list is expected to be determined in July.

#### Travel Forecast

Update of SVRT ridership projections using the FTA accepted travel forecast model is pending, based on verification of the land use inputs from the Association of Bay Area Governments (ABAG) Projections 2007. MTC and VTA have had discussions with ABAG regarding the land use projections as it relates to the diverse changes from the previously adopted set of projections. Once the issue regarding the land use inputs is resolved, VTA will finalize the ridership projections and the modeling team will conduct a sensitivity analysis. The Federal EIS and BART Core Modification Study will use the updated projections.

The SVRT ridership forecasts were prepared using the Association of Bay Area Governments (ABAG) Projections series 2007 for the year 2015 and 2030 forecast horizons. VTA, MTC and ABAG staff were unable to resolve the issues VTA staff identified with employed resident forecasts for Santa Clara County in the Projections 2007 series, and it was agreed that ABAG staff would work more closely with VTA and local jurisdiction staff in the development of the Projections 2009 data series. Since the ABAG Projections 2007 series are the latest regionally adopted regional forecasts of job and population growth, it is a requirement that VTA use the data for the current ridership forecasts. Ridership forecasts were prepared to support planning activities for both the SVRT DEIS and the BART Core Modification Study.

AECOM Consult, Inc. (AECOM) prepared risk analysis assessments of the year 2030 ridership forecasts by varying the input assumptions for population and employment growth and highway and transit level-of-service characteristics for the New Starts Baseline and Federally Funded

Segment. The change in transportation system user benefits was also calculated as a part of the risk analysis assessment.

#### Economic Impact Analysis

VTA is conducting a study of the economic effects of the BART extension at the regional and local levels. This work will be used in the FTA New Starts submittal as part of the economic development discussion.

The Study's scope has been extended to include a Return On Investment (ROI) component. The ROI will include updated cost and operating and maintenance information, as well as take into account the project's estimate "years of useful life." It is expected that the Study will be completed this summer and presented to VTA Committees and the SVRT PAB in fall 2008.

#### Financial Plan

In April, the VTA Board of Directors held a workshop that began the process to update the Measure A Revenue and Expenditure Plan. VTA has engaged AECOM Consult, Inc. (AECOM) to develop the financial model that will support the development of this update as well as the SVRT New Starts application. At the workshop, AECOM refined the financial model based on updated SRTP and 2000 Measure A capital construction costs, and updated documentation of VTA operating and capital financial information.



## MEMORANDUM

**DATE:** June 23, 2008

**TO:** Silicon Valley Rapid Transit Policy Advisory Board (PAB)

**FROM:** Mark S. Robinson  
Acting Chief Engineering and Construction Officer

**SUBJECT:** Silicon Valley Rapid Transit Project  
Engineering Progress Report – May 2008

---

### FOR INFORMATION ONLY

#### **Engineering Activities:**

The Project's 65% Engineering phase progressed with the design teams focusing on design development, geotechnical activities, third party utility relocation and engineering support agreements, and evaluating Value Engineering alternatives. As of the end of May 2008, 65% Engineering work is 74% complete. The 65% Engineering phase is scheduled for completion by December 2008.

To facilitate management and reporting during the 65% Engineering phase, the Project has been organized into three geographic areas plus Project-Wide Systems. Design of the guideway, stations, campus facilities and parking structures from the end of the proposed Warm Springs extension to the East Tunnel Portal is included in the **Northern Area**. The **Central Area** design efforts include approximately five miles of tunnel guideway, three underground stations, campus facilities and parking structures from the East Tunnel Portal to the West Tunnel Portal. The **Western Area** includes design of the guideway, Yard & Shops facilities, Santa Clara Station, campus facilities and parking structure from the West Tunnel Portal to the end of the tail track. **Project-Wide Systems** is responsible for design of Project-wide train control, security, communications, and traction power systems.

#### **Northern Area**

The Guideway Design Team issued the Formal Design Review Plan and subsequently circulated the 65% designs for C203-Civil Construction Curtis Avenue to Trade Zone contract for review. Efforts progressed on the development of the 65% design package for C204-Civil

Construction North of Curtis Avenue and Track Installation contract. Other on-going efforts include the development of cost estimates and construction schedules for the Northern Area Guideway contract packages. The Team issued updated reports on geotechnical and traffic studies.

The Stations Design Team circulated the C240-Milpitas Station 65% designs for review and plan to conduct a workshop in June to facilitate the review process. They initiated review of comments received on the C250-Berryessa Station 65% designs and will issue a report in June. The Team's efforts on the development of a schedule for the construction of stations, campus, and parking structures in the Northern Area progressed with a draft schedule circulated for informal review.

### **Central Area**

The Guideway Design Team circulated a report on the investigation of private properties in the vicinity of the proposed Downtown San Jose Station and Crossover structures. They finalized the Geotechnical Data Report, addressing review comments, and issued the report for use. A Technical Coordination Memorandum outlining an approach to the relocation of the gravity lines in Downtown San Jose was issued for the City of San Jose concurrence. The Team updated a report on the impacts of tunneling on a State Route 87 bridge superstructure. The Team finalized 65% progress prints for C390-West Vent Structure and C304-Trackwork Installation contracts for internal review. The Team responded to comments received on the 65% designs for the C310 Advance Utility Relocation contract.

The Stations Design Team conducted a workshop presenting the 65% designs for the C370-Diridon/Arena Station contract, facilitating the review process. The Team continued to review comments received on the 65% designs for the C340-Alum Rock Station. The Team's efforts on the development of a schedule for the construction of stations, campus, and parking structures in the Central Area progressed with a draft schedule circulated for informal review.

### **Western Area**

The Yard & Shops Design Team circulated Pre-Bid plans, specifications and the Statement of Work for the C420-Yard & Shops Design-Build contract for review. They circulated for review a preliminary construction schedule for the C420-Design-Build contract and a technical memorandum comparing concrete and timber switch ties for yard turnouts. On-going efforts include the development of checklists for the safety and security certification of the Yard & Shops.

The Stations Design Team circulated a preliminary construction cost estimate for the C430-Santa Clara Station Design-Build contract for review. The Team continued to review comments received on the design package for the C430-Santa Clara Station contract. The development of a construction schedule for the station, campus, and parking garage at Santa Clara Station continued with the Team circulating a draft for internal review.

### **Project Wide Systems**

The Systems Design Team circulated preliminary construction cost estimates for the S510-Subway Ventilation system, S518-High Voltage Substations for Tunnel Boring Machines, and S520-Traction Power contract packages. They issued for review the 65% designs for the

S520-Traction Power contract. An analysis to determine the feasibility of use of common high voltage equipment for the temporary and the permanent substation contracts was completed and the Team issued a report with their recommendations. Efforts continued on the development of specifications and drawings for the five trackwork procurement packages.

### **Design Integration**

The Design Development Board reviewed and resolved two Design Development Memorandums. Efforts continued on the update of the Project Management Plan and the Real Estate Acquisition and Management Plan. The Risk Management Team completed an analysis of the data collected from the risk assessment workshops held with each of the Design Teams. The team presented their analysis of the cost and schedule risks to the project in May.

### **Community Outreach:**

The Community Outreach Team continued notification of property owners, tenants and the general public via flyer drops, email notifications, site visits and stakeholder meetings with Santa Clara Street businesses, Freight Rail Relocation communities, San Jose Downtown Association and the Newhall Yard community on an as needed basis. They continued to support the Permit-To-Enter process for both SVRT Program and Freight Rail Relocation project.

The VTA Community Outreach Team accomplished several deliverable objectives and goals laid out in the Coyote Creek and Stockton community action plans. A successful meeting with the Coyote Creek community was held May 19, 2008 which narrowed down two preferred locations for a ventilation structure. A scheduled briefing with the City San Jose's District 6 Councilmember representing the Stockton community will be held in mid-June to familiarize the Councilmember with VTA's community action plan.

### **Fire/Life/Safety:**

The Fire/Life/Safety Team made a presentation of the proposed Emergency Response Plan for the FRR projects to the Fremont, Milpitas, San Jose and Santa Clara Fire Departments. San Jose and Santa Clara Fire Departments have confirmed their acceptance of the Fire Flow Design and Fire Access Roads Design for the Yard & Shops. The Team has scheduled a meeting with the San Jose Fire Department to discuss the Under-car Deluge System at Sierra/Lundy.

### **Right-of-Way, Railroad & Third-Party Coordination:**

The VTA Board of Directors is scheduled to approve in June, a settlement for severing the rail services to one of the industries along the Northern Area Guideway. The Board is also scheduled to adopt one Resolution of Necessity required for the C210 Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Relocation Project.

The Right-of-Way Team continued to review preliminary reports of properties impacted by the project. To date, 134 requests for permit-to-enter for field activities that support engineering design have been received. The number of requests executed is 90.

The Right-of-Way Team is revising the appraisals of three properties needed for the C101-UPRR Crossings - Mission Boulevard, Warren Avenue and Truck Rail Project.

The Third-Party Coordination Team continued to expedite the execution of third-party utility relocation and engineering support agreements. The Team coordinated with design teams and public agencies, facilitating the development and approval of technical coordination memoranda.

The Railroad Coordination Team continued to work with representatives of the Union Pacific Railroad (UPRR) on issues relating to the Freight Railroad Rrelocation Project. The Team continued developing solutions for severing the freight rail services to industries along the alignment in the Northern Area.

**Budget Status:**

The current authorized budget for the SVRT Project through May 2008 is \$651.4 million and includes the Environmental, Conceptual, Preliminary and 65% Engineering Phases of project development and Right-of-Way acquisition. Approximately 70% of the approved budget has been incurred through May 2008, as shown on Table 1.

**Table 1: SVRT Budget Report**

(Status as of May 2008; \$ in millions)

Phase	Approved Budget	Incurred To-Date	% Incurred	Balance
Conceptual Engineering/EIR	\$45.2	\$44.8	99%	\$0.4
UPRR Right-of-Way <sup>Note 1</sup>	\$81.7	\$61.6	75%	\$20.1
Newhall Yard Property	\$38.4	\$38.4	100%	\$0.0
Early ROW Requirements	\$80.0	\$40.8	51%	\$39.2
UPRR Relocation	\$45.0	\$4.2	9%	\$40.8
Preliminary Engineering	\$149.1	\$149.1	100%	\$0.0
65% Engineering	\$212.0	\$117.7	56%	\$94.3
<b>TOTALS</b>	<b>\$651.4</b>	<b>\$456.6</b>	<b>70%</b>	<b>\$194.8</b>
<sup>Note 1</sup> \$20.1 million balance generated from sale of Warm Springs Extension Right-of-Way to BART.				



**DATE:** June 23, 2008

**TO:** Silicon Valley Rapid Transit Corridor and Bart Warm Springs Extensions Policy Advisory Board

**FROM:** Carolyn M. Gonot, Chief SVRT Program Officer

**SUBJECT:** MTC Resolution 3434 Regional Transit Expansion Program Strategic Plan Update

---

**RECOMMENDATION:**

Adopt support position for MTC Resolution 3434 Regional Transit Expansion Program Strategic Plan Update, attached.

**DISCUSSION:**

The purpose of the Strategic Plan is to provide a framework for successful program and project delivery by initially addressing: 1) escalating project costs; 2) near-term funding requests; and 3) the development of the financially constrained element of the Transportation 2035 Plan.

The Draft Strategic Plan recommends the following: 1) place projects into four categories to address specific program and project challenges; 2) continue to monitor project progress and milestones; 3) provide advocacy support; 4) take specific programming actions to deliver otherwise ready-to-go projects; and 5) endorse one additional regional Small Starts project.

The Strategic Plan Update places projects into the following four tiers:

Tier 1: No Current Scope, Schedule, or Budget Issues Reported by Sponsor

Tier 2: Projects Needing More Scope/Cost Refinement

(Includes BART Extension to Warm Springs)

Tier 3: Projects Needing On-Going Operating Funds

(Includes BART Extension to San Jose/Santa Clara.)

Tier 4: Projects with a Capital Shortfall greater than 50% of Total Cost

The Draft 2008 Strategic Plan Update also identifies strategies to close the funding gap on the BART Extension to Warm Springs, and provides for MTC's continued advocacy for local operating funding solutions for the BART to San Jose/Santa Clara.

The Policy Advisory Board Endorsement of the Resolution 3434 – Regional Transit Expansion Program – Draft 2008 Strategic Plan Update will demonstrate local commitment to MTC's efforts in resolving regional transit funding priorities.

# Metropolitan Transportation Commission Programming and Allocations Committee

June 11, 2008

Item Number 4d

## Resolution No. 3434 Strategic Plan Update

---

- Subject:** Resolution 3434 – Regional Transit Expansion Program – Draft 2008 Strategic Plan
- Summary:** At the July 2007 meeting, this Committee directed staff to develop a Strategic Plan for Resolution 3434, the Regional Transit Expansion Program. Staff provided a status update and received further direction from this Committee in December 2007. Working with project sponsors and funding partners, staff has developed the attached Draft 2008 Strategic Plan.
- Background:** As part of the 2001 Regional Transportation Plan (RTP), the Commission approved a consensus agreement on Bay Area transit expansion. Resolution 3434 – the successor plan to Resolution 1876 – identified 19 rail and bus projects as priority for transit expansion. Roughly \$9.7 billion in funding was identified for \$10.5 billion in project costs. The plan included an array of funding from federal, state, and local sources and matched funds to projects based on competitiveness and eligibility. During the 2006 update to Resolution 3434, the project cost increased to over \$13 billion and the shortfall grew to over \$2 billion.
- Staff has worked with project sponsors and funding partners to update project cost, funding and scope information. The overall project costs have increased to \$17.4 billion. It is important to note that over 65% of the increase in project costs is a shift from 2006 dollars to year of expenditure dollars and is not accompanied by an increase in revenues. The shortfall is estimated at \$3.7 billion.
- Summary:** The purpose of the Strategic Plan is to provide a framework for successful program and project delivery by initially addressing: 1) escalating project costs; 2) near-term funding requests; and 3) the development of the financially constrained element of the Transportation 2035 Plan.
- The Draft Strategic Plan recommends the following: 1) place projects into four categories to address specific program and project challenges; 2) continue to monitor project progress and milestones; 3) provide advocacy support; 4) take specific programming actions to deliver otherwise ready-to-go projects; and 5) endorse one additional regional Small Starts project.
- Four projects were identified as “Projects Needing More Scope/Cost Refinement” with project shortfalls within the magnitude of additional funding available (*Attachment A, Tier 2*). Working with project sponsors and funding partners, staff has developed strategies to close the funding gap on the AC Transit Bus Rapid Transit project, the BART Extension to Warm Springs, and the BART Oakland Airport Connector (OAC). In the case of the OAC project, the exact amount of the public funding shortfall is being established through the procurement process between BART and its

proposed public/private partnership contractor. The funding identified to close the shortfalls, summarized below, includes contributions from MTC, BART, Alameda County, and Santa Clara County. Staff will continue to work on delivery solutions with the remaining Tier 2 project sponsors.

**Resolution 3434 - Draft Strategic Plan - Summary of Funding Contributions**

(\$ in millions)	MTC				Alameda	Santa Clara	BART	Total
	CMAQ	SLPP	Revised RM1	Revised AB 1171	SLPP	SLPP/ Other	SLPP/ Other	
AC BRT	35							35
BART to WSX*		40	29	5*	30	16	24	144
eBART				5				5
BART Oakland Airport Connector		35						35
Northern Bridge Group				60				60
<b>Subtotal by Source</b>	<b>35</b>	<b>75</b>	<b>29</b>	<b>70</b>	<b>30</b>	<b>16</b>	<b>24</b>	<b>279</b>
<b>Total Contribution</b>		<b>209</b>			<b>30</b>	<b>16</b>	<b>24</b>	<b>279</b>

\* Requires change to AB 1171 requirements of Res 3434 to redirect Tri-Valley portion to WSX.

**Recommendation:** Staff recommends that the Committee review and provide direction on the Resolution 3434 Strategic Plan. Staff plans to return in July to recommend approval of the Strategic Plan and any companion changes to Resolution 3434.

**Attachment:** Executive Director’s memorandum



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Programming and Allocations Committee

DATE: June 11, 2008

FR: Executive Director

RE: Resolution 3434 – Draft 2008 Strategic Plan

At the July 2007 meeting, this Committee directed staff to develop a Strategic Plan for Resolution 3434, the Regional Transit Expansion Program. Staff provided a status update and received further direction from this Committee in December 2007. Working with project sponsors and funding partners, staff has developed the attached Draft 2008 Strategic Plan.

### **Background**

As part of the 2001 Regional Transportation Plan (RTP), the Commission approved a consensus agreement on Bay Area transit expansion. Resolution 3434 – the successor plan to Resolution 1876 – identified 19 rail and bus projects as priority for transit expansion. Roughly \$9.7 billion in funding was identified for \$10.5 billion in project costs. The plan included an array of funding from federal, state, and local sources and matched funds to projects based on competitiveness and eligibility. The Commission acted in 2005 to update Resolution 3434 to add a transit-oriented development policy element to the transit expansion program.

Resolution 3434 was updated in April 2006 to reflect changes in the cost and funding picture of projects, select an initial federal Small Starts project candidate, and add one new project – expansion of the region's ferry network. Roughly \$11.2 billion in funding was identified for \$13.5 billion in project costs as part of this update. In short, both program costs and revenues had grown since 2001, but so had the overall funding shortfall – to over \$2 billion.

Staff has worked with project sponsors and funding partners to update project cost, funding and scope information. The overall project costs have increased to \$17.4 billion. It is important to note that over 65% of the increase in project costs is a shift from 2006 dollars to year of expenditure dollars and is not accompanied by an increase in revenues.

### ***Funding Plan Improvements***

Since the April 2006 update, about \$550 million in additional funding has been secured for several Resolution 3434 projects, as noted in the chart below. The additional funding secured includes:

- MTC adopted the Proposition 1B Regional Transit Program, including an investment of \$140 million in Resolution 3434 projects, with an equivalent operator match requirement from revenue-based proceeds from the state bond.
- The BART Oakland Airport Connector project secured \$25 million from a federal pilot program for public/private partnership projects.

- The recently completed design competition for the Transbay Transit Center in San Francisco included revised development fee estimates, \$246 million above previous estimates for Phase 1 of the project.
- Cash flow and financing issues had threatened to delay the eBART project. In December 2007, the Commission approved a policy commitment of bridge toll funding, totaling roughly \$241 million in unallocated revenues, to the project. In addition, Contra Costa Transportation Authority committed to a bond issuance so that full funding to eBART could be achieved by FY2015, subject to availability during the same time period of MTC bridge toll funds.

**Additional Funding Secured Since April 2006 (in millions)**

<b>Proposition 1B</b>	<b>MTC Contribution - Population-based</b>	<b>Operator Match from Revenue-based</b>	<b>Total</b>
San Francisco Central Subway	100	100	200
eBART	20	20	40
BART to Warm Springs	20	20	40
Subtotal - Prop 1B	140	140	280
<b>Federal Public/Private Partnership Pilot Program</b>			
BART Oakland Airport Connector			25
<b>Transbay Transit Center - Estimated Additional Development Fees</b>			
			246
<b>Total New Funding</b>			<b>551</b>

**Potential New Funding Sources**

Staff has identified the following funds as potential sources to close the funding gaps on otherwise ready-to-go projects in Resolution 3434.

*Surface Transportation Program (STP)/Congestion Mitigation Air Quality (CMAQ) Bonus Round*

In November 2007, the Commission adopted the Third Cycle STP/CMAQ Bonus Round, including \$35 million available to close the funding gap on otherwise ready-to-go projects in Resolution 3434.

*Proposition 1B State Local Partnership Program*

Included in the \$20 billion Proposition 1B bond measure is a \$1 billion portion known as the State/Local Partnership Program (SLPP). This program was included in the bond measure to reward local jurisdictions for their financial contributions to California’s transportation system.

We have been anticipating the needed implementation legislation on the SLPP since the November 2006 vote. In addition, \$200 million was requested by the Governor in his FY 2008-09 budget to fund appropriations for this program. At present, however, the SLPP remains without a distribution formula or guidelines and funds cannot be accessed.

SB 748 (Corbett) contains a proposal including a broad range of local funding including county sales taxes, transit sales taxes, and voter-approved bridge tolls such as Regional Measures 1 and

2, and we have been working to secure a Bay Area consensus such that we can unite Bay Area legislators so they can engage their southern and central California colleagues on a unified front. Under this proposal, up to \$75 million may be available for MTC to direct to ready-to-go projects to match Regional Measure 1 and 2 funding, with additional SLPP funds going directly to sales tax counties and potentially to eligible transit operators.

*Revised Regional Measure 1 and AB 1171 Bridge Tolls Estimates*

Regional Measure 1 (RM1) and AB 1171 authority provided funding for specific congestion relief projects in the toll bridge corridors, \$176 million and \$500 million respectively, based on bridge toll revenue estimates currently embodied in Resolution 3434. Additional bridge tolls of roughly \$112 million are available based on revised estimates of the AB 1171 and RM1 revenues.

The potential new sources are summarized below.

**Potential New Funding Available for Programming**

Source	(\$ in millions)
MTC Third Cycle STP/CMAQ Bonus Round	35
Proposition 1B - MTC State Local Partnership Program	75
Revised RM1 and AB 1171 Bridge Toll Estimate	112
<b>Total</b>	<b>222</b>

In November 2008, California voters are scheduled to decide whether the state will issue roughly \$10 billion in bonds for the construction of a high-speed rail network. Current legislation directs close to \$1 billion of this funding to current rail operators, including BART, SFMTA, Caltrain and VTA. This is another potential near-term funding source for Resolution 3434 projects.

In Marin and Sonoma counties, the Sonoma Marina Area Rail Transit (SMART) Board of Directors has indicated its intent to place a ¼ cent sales tax measures on the November 2008 ballot to provide the majority of the capital and operating funding for the SMART rail project. The Santa Clara Valley Transportation Authority Board of Directors is exploring placing a measure on the November ballot to secure additional operating funding for Resolution 3434 projects in Santa Clara County, including the BART extension to Silicon Valley.

**Strategic Plan Framework**

The purpose of the Strategic Plan is to provide a framework for successful program and project delivery by initially addressing: 1) escalating project costs; 2) near-term funding requests; and 3) the development of the financially constrained element of Transportation 2035.

Over the past six months, staff has worked with project sponsors and funding partners to better understand project scopes, schedule and budget issues. In some cases, based on further project refinement work by sponsors; cost, scope or schedule have been adjusted. To address specific project and program challenges, staff has placed projects into the four categories summarized below and listed in Attachment A; these were revised from a prior draft based on input from Committee members.

*Tier 1: No Current Scope, Schedule, or Budget Issues Reported by Sponsor*

Based on the information submitted, projects in this category are proceeding without the need for significant changes to project scope, schedule, or budget. Staff will continue to work with sponsors to monitor progress.

However, it is important to note that Tier 1 projects may face significant funding challenges. Several projects are dependent on State Transportation Improvement Program (STIP) funds, which have become increasingly unreliable over the last STIP funding cycle. Additionally, projects vying for New Starts and Small Starts funding must compete with projects nationwide and meet the requirements of these federal programs. Finally, staff continues to focus on project delivery with staff from the newly formed Water Emergency Transportation Authority during the agency transition period.

*Tier 2: Projects Needing More Scope/Cost Refinement*

As presently scoped and cost estimated, the four projects identified in this category need to secure additional funding and/or refine the current scope. Working with project sponsors and funding sponsors, staff has developed strategies to close the funding gap on the AC Transit Bus Rapid Transit project and the BART Extension to Warm Springs. The funding identified to close the shortfalls includes contributions from MTC, BART, Alameda County and Santa Clara County.

Currently, the BART Oakland Airport Connector (OAC) project is the only Resolution 3434 project pursuing a public private partnership agreement. BART is currently in the procurement phase and is likely to require additional public funding to finalize the contract. If the procurement is successful, work could begin in winter 2008 and be completed in 2012. Staff expects to report more detailed information on the OAC shortfall and potential funding solutions at your July meeting.

Staff will continue to work on delivery solutions for the remaining Tier 2 project, the electrification of Caltrain service between San Jose and San Francisco. At present, there is no consensus about how to close the project's funding shortfall among the three Peninsula counties.

*Tier 3: Projects Needing On-Going Operating Funds*

The primary concern of projects in this category is annual operating needs. While capital construction challenges may also exist, projects in this category are dependent on passage of a local sales tax to provide sufficient operating funds once the projects are constructed.

*Tier 4: Projects with a Capital Shortfall greater than 50% of Total Cost*

Staff will continue to work with sponsors to identify long range funding and scoping solutions on projects in this category. However, the magnitude of capital shortfalls, relative to the overall project cost, in this category are beyond the scope of the 2008 Strategic Plan.

### **Recommended Program Strategies**

The overall program shortfall combined with the program and project delivery challenges listed above underscore the need for a Strategic Plan. Staff recommends the following strategies to include in the Strategic Plan.

#### **Monitor Project Progress and Milestones**

- Continue to monitor projects in the *No Current Scope, Schedule, or Budget Issues Reported by Sponsor* category and work with project sponsors to minimize future risks.

#### **Provide Advocacy Support**

- Continue to advocate for local operating funding solutions for the BART to San Jose/Santa Clara and SMART projects.
- For projects in the *Projects with a Capital Shortfall greater than 50% of Total Cost* category, continue to work with sponsors to advocate for long-term funding solutions.
- Advocate for federal New Starts/Small Starts candidate projects

#### **Make Policy Decisions to Deliver Projects**

- Work with project sponsors in the *Projects Needing More Scope/Cost Refinement* category to
  1. Refine project scopes;
  2. Provide funding/financing to close funding gaps for projects otherwise ready-to-go; and
  3. Shift funds between projects to accelerate project delivery for one and commit potential new funding to the project from which funds are shifted.

#### **Project Specific Recommendations**

In the framework described above, staff recommends specific actions related to projects in the *Projects Needing More Scope/Cost Refinement* category. Specific Commission actions related to projects in this category can accelerate project delivery and close the funding gap of otherwise ready-to-go projects. The specific actions are listed below by project and summarized in the table at the end of this section.

#### ***AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit***

The current shortfall for the AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit project is \$75 million. The staff proposal is to program \$35 million in regional discretionary CMAQ funds, reserved for Resolution 3434 projects per MTC Resolution 3831 conditioned on the programming of \$40 million in Alameda County RTIP funds beginning with a contribution in the 2010 STIP. Additional RTIP funding may be required to advance the funding into the project construction period. The recommended MTC commitment of \$35 million is subject to the following conditions:

1. Alameda County Congestion Management Agency (ACCMA) adopts an RTIP funding commitment plan.
2. AC Transit submits documentation for inclusion into the 2009 Federal Transit Administration (FTA) Small Starts report.

3. AC Transit adopts a board resolution committing to the following: 1) use the \$35 million to deliver a useable bus rapid transit segment; and 2) develop a phasing plan to deliver the full Berkeley/Oakland/San Leandro Bus Rapid Transit project, if the entire project as submitted to FTA for the Small Starts program, is not immediately deliverable.

***BART to Warm Springs***

The current budget shortfall for the BART to Warm Springs project is \$144 million. Staff proposes committing the following regional funds to closing the shortfall: \$40 million from MTC’s share of Proposition 1B State Local Partnership Program and \$34 million from the higher estimated bridge toll revenues described above. The commitments are subject to the following conditions:

1. BART contributes an additional \$24 million.
2. Alameda and Santa Clara Counties contribute \$30 million and \$16 million, respectively, from Proposition 1B State Local Partnership Program proceeds.
3. The \$40 million from MTC’s share of Proposition 1B State Local Partnership Program and \$34 million in bridge tolls are conditioned on a full funding plan for an operable BART segment in Santa Clara County.

The project funding plan includes \$145 million derived from the projected surplus in operating funds on the BART SFO Extension. These funds are not available during the BART to Warm Springs construction period. To address this cash flow issue, staff recommends shifting \$91 million in RM2 funds currently programmed to the Dumbarton Rail projects to the BART to Warm Springs project. In exchange, the Dumbarton Rail project would receive \$91 million in future year (FY 2019-20 to FY 2026-27) Alameda County Regional Transportation Improvement Program (RTIP) funds, recently pledged through the ACCMA 2008 RTIP programming resolution, to the BART to Warm Springs project. This exchange would allow the BART to Warm Springs project access to cash flow within the project’s construction timeframe. This exchange will need to be memorialized through both an amendment to Regional Measure 2 and an Alameda County Congestion Management Agency board adopted resolution. In addition, MTC and ACTIA/BART would each contribute \$27 million to advance the remainder of the BART SFO Extension surplus. Staff proposes MTC advance \$27 million in bridge tolls to be repaid with BART SFO Extension surplus. The funding exchange and advance are summarized in the tables below.

(\$ in millions)	RM2	ALA RTIP
BART to WSX	91	-91
Dumbarton Rail	-91	91

1. Shift \$91M in RM2 Funds from Dumbarton Rail project to BART to Warm Springs project.
2. Shift \$91M in Alameda County RTIP funds from BART to Warm Springs project to Dumbarton project.

### SFO Extension Surplus

Total Expected	145
Programmed to BART to Warm Springs (ACTIA/BART and MTC each will advance \$27 Million)	54
Remaining for Cost Increase	91

3. MTC and ACTIA/BART advance \$27 million each to the BART to WSX project because SFO Surplus not yet available.
4. When SFO Surplus is available, MTC and ACTIA/BART are paid back on the same schedule.
5. After MTC and ACTIA/BART are paid back, the remaining SFO Surplus of \$91 million is available for cost increases on the BART to Warm Springs extension.

#### ***BART Oakland Airport Connector***

BART is currently in the procurement phase of a public-private partnership agreement and is likely to require additional public funding to finalize the contract. If the procurement is successful, work could begin in winter 2008 and be completed in 2012. Staff proposes holding the remaining \$35 million of Proposition 1B State/Local Partnership Program funds available to MTC in reserve, if needed to close the funding gap for the project. A more complete report on BART's financial plan should be available in July. This new MTC financial commitment is conditioned upon BART providing a full funding plan for the project.

#### ***Caltrain Electrification***

The current shortfall for the Caltrain Electrification project is \$182 million. Staff met with the funding partners to explore a funding plan to close the shortfall. Presently, a funding agreement between the member agencies has not been reached. Staff recommends that the Commission direct staff to continue working with the partner agencies to develop a funding plan solution for the project. The passage of the High Speed Rail bond in November would bring additional funding to Caltrain and the Joint Powers Board members which could contribute to a funding plan solution, as could pending action in Congress on global climate change that includes consideration of additional funding for public transit and other strategies to reduce greenhouse gas emissions.

The chart below summarizes the recommended programming actions.

**Resolution 3434 - Draft Strategic Plan - Summary of Funding Contributions**

(\$ in millions)	MTC				Alameda	Santa Clara	BART	Total
	CMAQ	SLPP	Revised RM1	Revised AB 1171				
AC BRT	35							35
BART to WSX*		40	29	5*	30	16	24	144
eBART				5				5
BART Oakland Airport Connector		35						35
Northern Bridge Group				60				60
<b>Subtotal by Source</b>	<b>35</b>	<b>75</b>	<b>29</b>	<b>70</b>	<b>30</b>	<b>16</b>	<b>24</b>	<b>279</b>
<b>Total Contribution</b>	<b>209</b>				<b>30</b>	<b>16</b>	<b>24</b>	<b>279</b>

\* Requires change to AB 1171 requirements of Res 3434 to redirect Tri-Valley portion to WSX.

Based on current Resolution 3434 policy, the first \$60 million of additional AB 1171 funds would be directed to congestion relief improvements in the Northern Bridge corridors. The next increment would be distributed equally between eBART and the Tri-Valley Transit Access Improvements project. The staff recommendation would redirect \$5 million in AB 1171 funds from the Tri-Valley Transit Access Improvements project to the BART to Warm Springs project.

**Additional Small Start Candidate Endorsement**

The April 2006 update noted that the Commission may consider endorsing an additional regional candidate for the federal Small Starts funding category. Staff issued a call for projects and received candidate projects from San Francisco, San Mateo, and the East Bay. The majority of the projects submitted were in the Very Small Starts category, projects with a total cost of less than \$50 million. Staff evaluated projects based on the following: 1) program eligibility; 2) ready-to-go status; 3) ridership; and 4) funding plan. Attachment B summarizes the submittals received and the evaluation criteria.

Based on evaluation of the proposals, staff recommends the endorsement of one additional Small Starts project, the Van Ness Bus Rapid Transit project sponsored by the San Francisco County Transportation Authority and the San Francisco Municipal Transportation Agency. Staff does not recommend endorsing specific Very Small Start projects at the regional level, given the relatively small funding requests and overall project cost.

**Recommendation**

Staff recommends that the Committee review and provide direction on the Resolution 3434 Strategic Plan. Staff plans to return in July to recommend approval of the Strategic Plan and companion changes to Resolution 3434.

---

Steve Heminger

**ATTACHMENT A: Resolution 3434 Updated Funding Summary and Proposed Tiers**

Project Capital Cost/Funding in Millions and Year of Expenditure \$ Alphabetical by Tier			Committed Funding					Regional Discretionary Funding										Capital Shortfall		
Project	Sponsor	Project Cost (YOE \$)	TCRP	Sales Tax	Resolution 1876	RTIP	Federal Earmarks	Other [see notes]	Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	Prop 1B - Transit	ITIP	ITIP Intercity Rail	CARB/ AB 434	Capital Shortfall
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	Caltrain JPB	128	127					1												-
Regional Express Bus **OPEN FOR SERVICE**	MTC	102	40											62						-

**Tier 1 - No Current Scope, Schedule, Budget Issues as Reported By Sponsors**

East Contra Costa BART Extension (eBART)	BART/CCTA	525	7	196		14		6					52	96	115	40				-
Capitol Corridor Expansior	CCJPA	108	24			4		15										64		-
Capitol Corridor: Phase 2 Enhancements	CCJPA	89	1											3				85		-
MUNI Third Street Light Rail Transit Project - Central Subway	SFMTA	1,290	14	126		92		45	762							250				-
Transbay Transit Center: Phase 1	TJPA	1,189		105		28	64	646				53	142	150						-
Tri-Valley Transit Access Improvements to/from BART	BART/ACCMA/LAVTA	168	3	10				14		11		16	16	95	2					-
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	465		318		58									90					-
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WETA	180		47			19				25		89							-

**Tier 2 - Projects Needing More Scope/Cost Refinement**

BART/Oakland Airport Connector	BART	459		99		21		231				31	68			10				TBD
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	AC Transit	250		24		10	2			75			65							74
BART to Warm Springs	BART	890	100	221	205	69		2				24	85		40					144
Caltrain Electrification	Caltrain JPB	626		360		28		23			4								29	182

**Tier 3 - Projects Needing Ongoing Operating Funds**

Sonoma-Marin Rail	SMART	606	37	24			14	42					35							454
BART: Warm Springs to San Jose/Santa Clara	VTA	6,133	649	4,734					750											-

**Tier 4 - Shortfall is equal to or greater than 50% project cost**

AC Transit Enhanced Bus: Grand-MacArthur corridor	AC Transit	41				7		1					3							30
Caltrain Express: Phase 2	Caltrain JPB	427						13		41					15					358
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	596		113		15							135					39		295
Altamont Commuter Express (ACE) Right-of-Way Acquisition for Service Expansior	SJRRC, ACCMA, VTA	150		67				3		5										75
Transbay Transit Center: Phase 2	TJPA	2,996		73				868					8							2,047
<b>TOTAL</b>		<b>\$ 17,417</b>	<b>\$ 1,002</b>	<b>\$ 6,515</b>	<b>\$ 205</b>	<b>\$ 345</b>	<b>\$ 99</b>	<b>\$ 1,912</b>	<b>\$ 1,512</b>	<b>\$ 86</b>	<b>\$ 50</b>	<b>\$ 25</b>	<b>\$ 176</b>	<b>\$ 807</b>	<b>\$ 360</b>	<b>\$ 437</b>	<b>\$ 10</b>	<b>\$ 188</b>	<b>\$ 29</b>	<b>\$ 3,659</b>

**Notes: For all projects, see Terms and Conditions.**

Detail on 'other' funding is provided below:

1. East Contra Costa BART Extension: \$6 million in developer fees. Prop 1B Transit funds are 50% MTC and 50%
2. Capitol Corridor Expansion: Other includes \$10 million in ACE funds, \$5 million in Caltrain funds, \$2.1 million in CCJPA funds, \$2.3 million in State PTA funds and \$0.5 million in Prop 116 funds.
3. Muni Third Street Light Rail Project: New Starts request is \$762 million in Year of Expenditure dollars. Prop 1B Transit funds are 40% MTC and 60% SFMTA.
4. Transbay Transit Center Phase 1: Other funds include \$411 million in land sales and tax increment revenue, \$8.8 million in FTA 1601 funds, and \$227 million in TIFIA loan proceeds.
5. Tri-Valley Transit Access Improvements to BART: \$6 million in federal CMAQ funds, \$6.4 million in federal 5307 funds, and \$1.6 million in TDA funds. Prop 1B Transit funds are LAVTA Revenue-based.
6. VTA Downtown to East Valley: Prop 1B Transit funds are 50% MTC and 50% VTA.
7. BART/Oakland Airport Connector: \$31.5 million is Port of Oakland funds, \$25 million federal Public/Private Pilot Program and \$174 million private financing.
8. BART to Warm Springs: \$2.2 M local CMA funds. Prop 1B Transit funds are 50% MTC and 50% BART.
9. Caltrain Electrification: \$12 million in regional STP/CMAQ funds and \$11.3 million in PJPB funds.
10. Sonoma-Marin Rail: Other includes \$28 million in Prop. 116 and \$14 million in North Coast Rail Authority funds
11. BART: Warm Springs to San Jose/Santa Clara: New Starts request is \$750 million in Year of Expenditure dollars.
12. AC Transit Enhanced Bus: Grand MacArthur Corridor: \$.8 million is Transportation Fund for Clean Air funds through BAAQMD
13. Caltrain Express: \$13.2 million is Joint Powers Board member contributions.
14. ACE Service Expansion: Other includes \$3 million in San Joaquin federal fund contributions.
15. Transbay Transit Center Phase 2: Other funds include \$424 million in land sales and tax increment revenue and \$445 million in TIFIA loan proceeds.

Attachment B  
Small Starts - Project Analysis  
Resolution 3434 Strategic Plan

Very Small Starts	Sponsor	Eligible*	Begin Revenue Service	Ridership		Funding (\$ in thousands)		
				Annual Total Riders in Corridor	Projected Ridership Increase	Total Cost (YOE)	Committed Funding	SS/VSS Request
Grand MacArthur (Sponsor Agency Priority)	AC Transit	Y	2012	3,000,000	15%	41,050	4,000	25,000
Broadway - College Avenue	AC Transit	Y	2013	6,600,000	15%	36,700	600	25,000
Route 10 BRT (Sponsor Agency Priority)	LAVTA	Y	2009	880,000	57%	14,075	4,825	3,394
Dublin Boulevard BRT	LAVTA	Y	2012	228,234	197%	14,593	-	11,669
22 Fillmore TPS and Extension to Mission Bay	SFCTA and SFMTA	Y	2012	5,670,000	TBD	11,988	3,500	8,488
Geneva Ave Transit Preferential Street Project	SFCTA and SFMTA	Y	2010	5,010,000	TBD	8,190	2,250	5,940
Mission Transit Preferential Street Project	SFCTA and SFMTA	Y	2012	9,600,000	TBD	3,750	1,150	2,600
19th Ave Transit Preferential Street Project	SFCTA and SFMTA	Y	2012	5,340,000	TBD	1,783	500	1,283
E-Embarcadero Turnaround and Corridor TPS	SFCTA and SFMTA	Y	2015	5,970,000	TBD	10,377	3,114	7,263
<b>Small Starts</b>								
Van Ness BRT (Sponsor Agency Priority)	SFCTA and SFMTA	Y	2011	17,800,000	27%	87,558	17,511	70,047
Geary BRT	SFCTA and SFMTA	Y	2012	16,000,000	25%	218,000	36,000	75,000
Platform Level Boarding	Caltrain	?	2013	10,980,802	TBD	250,000	-	75,000
South Terminal Project (Diridon Station)	Caltrain	?	2011	10,980,802	TBD	168,200	34,600	42,050

\* Staff requested FTA review projects for eligibility but did not receive a response. The eligibility analysis is based on staff's interpretation of program guidelines.



**DATE:** June 23, 2008

**TO:** Silicon Valley Rapid Transit Corridor BART Extension to Milpitas, San Jose and Santa Clara/Warm Springs Extension Policy Advisory Board

**FROM:** Carolyn M. Gonot, Chief SVRT Program Officer

**SUBJECT:** Revised SVRT/Warm Springs Extension PAB 2008 Meeting Schedule

---

**RECOMMENDATION:**

Approve the proposed SVRT/Warm Springs Extension PAB 2008 Meeting Schedule.

**DISCUSSION**

Listed below is the proposed 2008 Meeting Schedule for the SVRT/Warm Springs Extension. The meetings will be held at Milpitas City Council Chambers, 455 East Calaveras Boulevard, Milpitas, California.

**Wednesday, January 16, 2008, 3:00 p.m.**

**Wednesday, May 21, 2008, 3:00 p.m. (Cancelled)**

**Wednesday, July 2, 2008, 3:00 p.m.**

**Wednesday, August 20, 2008, 3:00 p.m.**

**Wednesday, October 15, 2008, 3:00 p.m.**

Please review the schedule and notify your alternate and Jacqueline Golzio, Board Assistant, at 408.546.7977 or email [Jacqueline.Golzio@vta.org](mailto:Jacqueline.Golzio@vta.org) of any meeting you cannot attend.

Prepared by: Jacqueline Golzio, Board Assistant