

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
Subtotal by Source	35	75	29	70	30	16	24	279
Total Contribution		209			30	16	24	279

* 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



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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)

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

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
Total	222

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
Subtotal by Source	35	75	29	70	30	16	24	279
Total Contribution	209				30	16	24	279

* 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 (YOY \$)	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
TOTAL		\$ 17,417	\$ 1,002	\$ 6,515	\$ 205	\$ 345	\$ 99	\$ 1,912	\$ 1,512	\$ 86	\$ 50	\$ 25	\$ 176	\$ 807	\$ 360	\$ 437	\$ 10	\$ 188	\$ 29	\$ 3,659

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
Small Starts								
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.