

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2010

Item Number 4a

Regional Measure 2: Capital Program Monitoring

Subject: Regional Measure 2 Capital Program Update

Background: Regional Measure 2 was passed in March of 2004 and the Commission began allocating funds in July 2004. Since then, as of December 2009, MTC has approved over \$1.1 billion in capital allocations, almost three-fourths of the \$1.5 billion available.

The attached staff presentation focuses on the capital program in the first half of fiscal year 2009-10. The operating program is reported on an annual basis and will be presented to the commission in October.

As the program enters its sixth year, a number of major projects have seen significant progress or reached major project milestones with many of them entering the construction phase. To address new challenges of implementing projects that have progressed to advanced stages of development and construction, staff has identified 13 major projects for detailed oversight. MTC will monitor these projects and problem solve with a corridor focus and consideration of other regional funding sources and the relationship of projects to regional programs and priorities.

Budget/Schedule Status:

The number of projects 'On Track' has increased since the last update. 'On Track' signifies projects moving forward without any issues. However, there are still some projects 'At Risk' and 'High Risk'. Three projects have not yet been allocated RM2 funds due to major funding shortfalls or because the project scope is still under development. The attached slides provide additional detail on major milestones and critical project issues.

General Assessment:

- Several major projects are entering capital intensive right-of-way and construction phases.
- Federal stimulus funding has enabled significant progress on some major projects.
- A drop in sales tax revenues has led to revenue challenges and the state budget deficit continues to create uncertainty.
- Some projects have completely drawn down RM2 funds, and are now beginning to use complementary RM1/AB 1171 toll funding.
- The bid climate continues to be favorable, resulting in cost savings on some projects; MTC is monitoring projects with substantial bid savings to work out potential revised funding plans.
- MTC is focusing efforts to address new challenges of projects in advanced stages of development and construction.

Issues: None.

Recommendation: Information.

Attachments: RM2 Project Status Summary
Presentation Slides

Regional Measure 2: Capital Program Update

May 12, 2010

Programming and Allocations



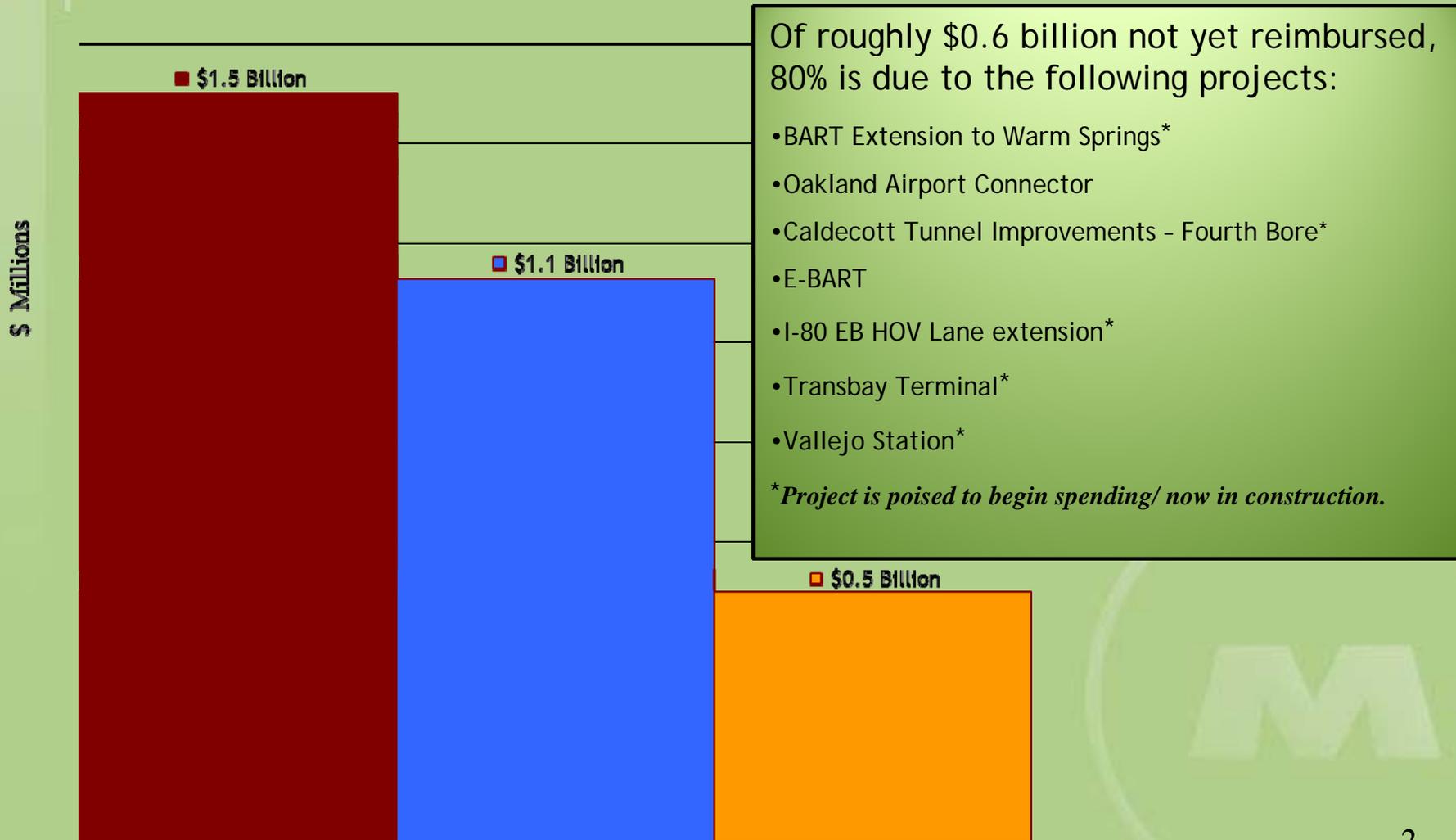
METROPOLITAN TRANSPORTATION COMMISSION

Capital Program Summary

- Passed by Voters in March 2004
- 37 Projects in Statute, \$1.5 billion program
- Allocations through Dec 2009: Over \$1 billion
- Almost 75% of program allocated

Project Phase	No. of Allocations	Amount	
		(\$ millions)	Percentage
PA/ED or Study	68	\$194	17%
Design	32	\$163	15%
Right-of-way	16	\$126	11%
Construction	73	\$645	57%
Total	189	\$1,128	100%

Capital Program Summary



Program Assessment

- 1. Majority of projects “On Track” & “Under Construction” .
- 2. Federal stimulus funding advanced several major projects.
- 3. Bid climate continues to be favorable, resulting in potential cost savings on some projects.
- 4. Drop in Sales Tax Revenues leading to revenue challenges; State budget deficit continues to create uncertainty.
- 5. MTC focusing efforts on projects in advanced stages of development & construction.

Overall Assessment :



San Francisco Chronicle

FRIDAY, JANUARY 29, 2010

Transbay Terminal Project Gets Stimulus Funds

John Coté and Michael Cabanatuan, Chronicle Staff Writers

THE FINAL FUNDING PIECE appears to be in place for a new Transbay Terminal in San Francisco after

costs, including extending the Caltrain rail lines and bringing in high-speed trains, at \$4 billion. The \$400 million would go toward an underground rail station. Transbay officials said they probably will start demolition this spring and hope to open the terminal in

San Francisco Chronicle

WEDNESDAY, JANUARY 27, 2010

Federal Loan to Help Start Transbay Center Work

by John Coté, Chronicle Staff Writer

SAN FRANCISCO — A \$171 million federal loan to help build a cutting-edge replacement for San Francisco's Transbay Terminal will keep construction plans on track, officials said, even as they wait to hear if they will receive \$400 million in federal stimulus funds for a project

The Federal Railroad Administration is expected to make a decision soon on which states will receive the highly competitive high-speed rail grants. Site disagreements. Potentially complicating that bid is a disagreement between the Transbay Joint Powers Authority and the state agency that will



CBS 5/KCBS

WEDNESDAY, SEPTEMBER 30, 2009

Fremont BART Extension Project Breaks Ground

FREMONT (CBS 5 / KCBS) — BART is a big step closer to going all the way to San Jose and Silicon Valley, after a long-awaited groundbreaking in Fremont on Wednesday.

Fremont Mayor Bob Wasserman said the BART Warm Springs project may easily extend the line five miles, but it's still a big deal.

"We've been waiting a long time for this," Wasserman said.

It's also a big deal for a neighboring city. San Jose stands to benefit when the extension connects with a 16-mile line into Silicon Valley.

Carl Guardino President and CEO of the Silicon Valley Leadership Group said that should help with traffic congestion.

"This is a huge step forward for people who want to get out of their stalled cars, and into BART cars," said Guardino.

The Warm Springs extension has been years in the making, with engineers making sure not to get in the way of Central Park in Fremont.

"It will appear that we are building right through the middle of the park, and yet we are doing so in a way that preserves all of the facilities," said project spokeswoman Molly McArthur. "We are moving the dog park and the basketball courts, and realigning them in an adjacent area so that people can still use them while we're doing the construction."

Construction of the \$136 million extension to be completed by the year 2014.

Oakland Tribune

MONDAY, MARCH 30, 2009

EDITORIAL

MTC Made The Right Choice on Funds for Caldecott Tunnel Fourth Bore

EARLIER THIS YEAR it appeared construction of the fourth bore of the Caldecott Tunnel had cleared the last of many hurdles. Unfortunately, one more, a poor bond market, once again delayed progress on a much-needed

Helping to move the settlement along was an effort by Gov. Arnold Schwarzenegger to exempt the tunnel and some other transportation projects from the California Environmental Quality Act. Without the environmental law, the

Oakland Tribune

MONDAY, MARCH 2, 2009

EDITORIAL

MTC Did Good Job Identifying Projects Worthy

THE PRIMARY purpose of federal stimulus money is to help revive a sagging economy by financing needed public works projects that add value to public assets and create jobs. It is with that principle in mind that the Bay Area's Metropolitan Transportation Commission allotted its \$500 million share of the federal stimulus package.

About \$270 million will be used to refurbish buses, DART tracks and hardware. Another \$118 million will go toward repairing roads. \$70 million will help pay for the BART connector to the Oakland airport, and \$10 million will be used to build a median barrier for Visco Road, a safety project that is long overdue.

There was some controversy over funding for BART's airport connector, which was opposed by Genesis, a community organization group that wanted more funds for

rate. The MTC will be able to make the funds available to the various transit agencies immediately. Many projects can be started right away, putting people to work on roads, rail lines and buses. That is the goal of the stimulus package.

Other projects, such as the BART link to the Oakland airport, will take a while longer. More money will be needed for the project and BART has until June 30 to get a financing package together or forfeit the stimulus money. Then the transit agency must award a contract by the end of the year.

We agree with Amy Worth, the MTC commissioner representing Contra Costa County cities, who said the commission's plan is a balance between preserving transit and job creation. It also does much to improve roads.

Oakland Tribune

WEDNESDAY, SEPTEMBER 30, 2009

Recession Fosters Big Savings In Bay Area Transportation Contract Bids

By Denis Cuff, Contra Costa Times

THE RECESSION has inflicted hard times on construction companies, but it has created a silver lining of lower prices for transportation agencies building roads, rails or tunnels. ? as the opening of bids for the fourth bore of the Caldecott Tunnel showed Tuesday.

Tutor-Saliba Corp. of Sylmar, in Southern California, submitted the apparent low bid of \$215 million, 20 percent below Caltrans engineering estimate of \$270 million. A total of four bids were submitted, two below the estimate, for a big, highly specialized tunneling project.

"We're surprised at the bids? No. We were very pleased. Yes," said Caltrans spokesman Jeff Wolfe. "We did not expect the bids to be quite

as low as they were. BART also has benefited from the bidding climate.

The cost for a seismic upgrade of the Transbay Tube between Oakland and San Francisco is about \$100 million, or 49 percent less than expected, the agency reported in December.

In May, BART awarded the first contract for its rail extension to Warm Springs in Fremont to a \$136.7 million bid, 45 percent below the engineers estimate.

The 666 large contracts awarded by Caltrans in the past fiscal year averaged about 24 percent below the engineers' estimates, officials said.

"Construction companies are hungry. They're trying to stay alive. It's saving a lot of money for public agencies," said Jim Farn, executive

San Francisco Chronicle

SATURDAY, JANUARY 23, 2010

Work Begins on Caldecott Tunnel's 4th Bore

Michael Cabanatuan, Chronicle Staff Writer

FOR AT LEAST THREE DECADES, drivers traveling between Contra Costa and Alameda counties on Highway 24 have waited and waited - for a fourth bore to be added to the Caldecott Tunnel.

provide emergency exits. The completed bore will be 41 feet, 3 inches wide and 3,389 feet long.

Stakers Friday hailed the project as a much-needed and long-awaited traffic improvement as well as an important job-generating project. Caltrans officials expect the project to create about 5,000 jobs during the

San Mateo County Times

Tuesday, September 29, 2009

South San Francisco Ferry Project Picks Up \$3 Million, Set to Break Ground

By Neil Gonzales, San Mateo County Times

SOUTH SAN FRANCISCO — A project to build a ferry terminal at Oyster Point Marina has earned a \$3 million federal boost just as it is set to break ground.

The San Francisco Bay Area Water Transportation Authority received

Mateo County Harbor District, said the grant will provide "supplemental funding that (the transportation authority) certainly needs, because as time passes costs go up."

The total cost to build the terminal is estimated at \$26 million.

Earlier this year, the project won permit approval from the San Francisco Bay



THURSDAY, JANUARY 29, 2009

MTC Authorizes Bonds For Threatened Projects

OAKLAND, Calif. (KCBS) -- The Metropolitan Transportation Commission took steps Wednesday to make sure Bay Area transportation projects are not halted because of the state budget crisis.

It voted to authorize its sister agency, the Bay Area Toll Authority, to invest up to \$200 million in state bonds to finance projects threatened by funding cuts.

The MTC said it took that action because of California's budget crisis and uncertain demand in the municipal bond markets.

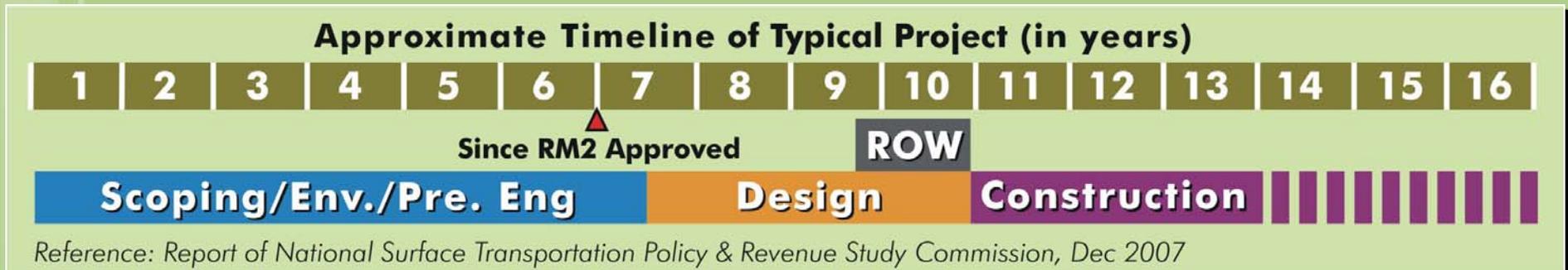
The \$200 million will come from the toll authority's liquid investment account.

MTC Executive Director Steve Heminger said the bonds will help pay for five projects that already are under way as well as for three projects waiting to begin.

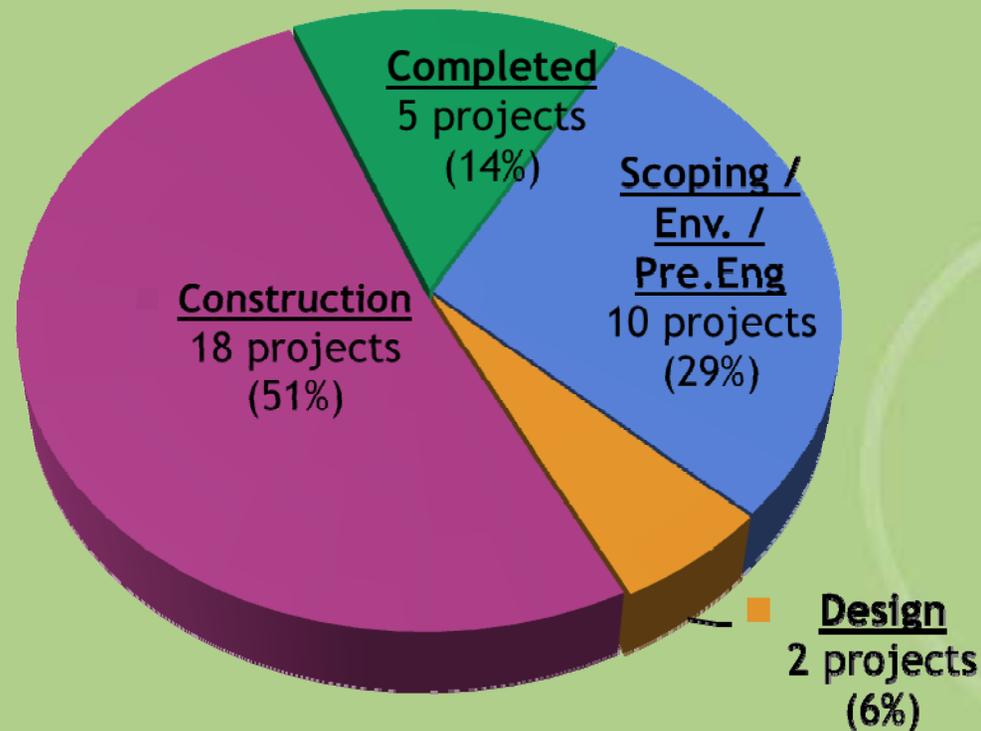
Heminger said President Obama's stimulus package, which is now moving rapidly through Congress, will likely provide funding for some of the other projects that have been threatened by the state's budget woes.

RM2 Project Delivery ahead of National Average

National:



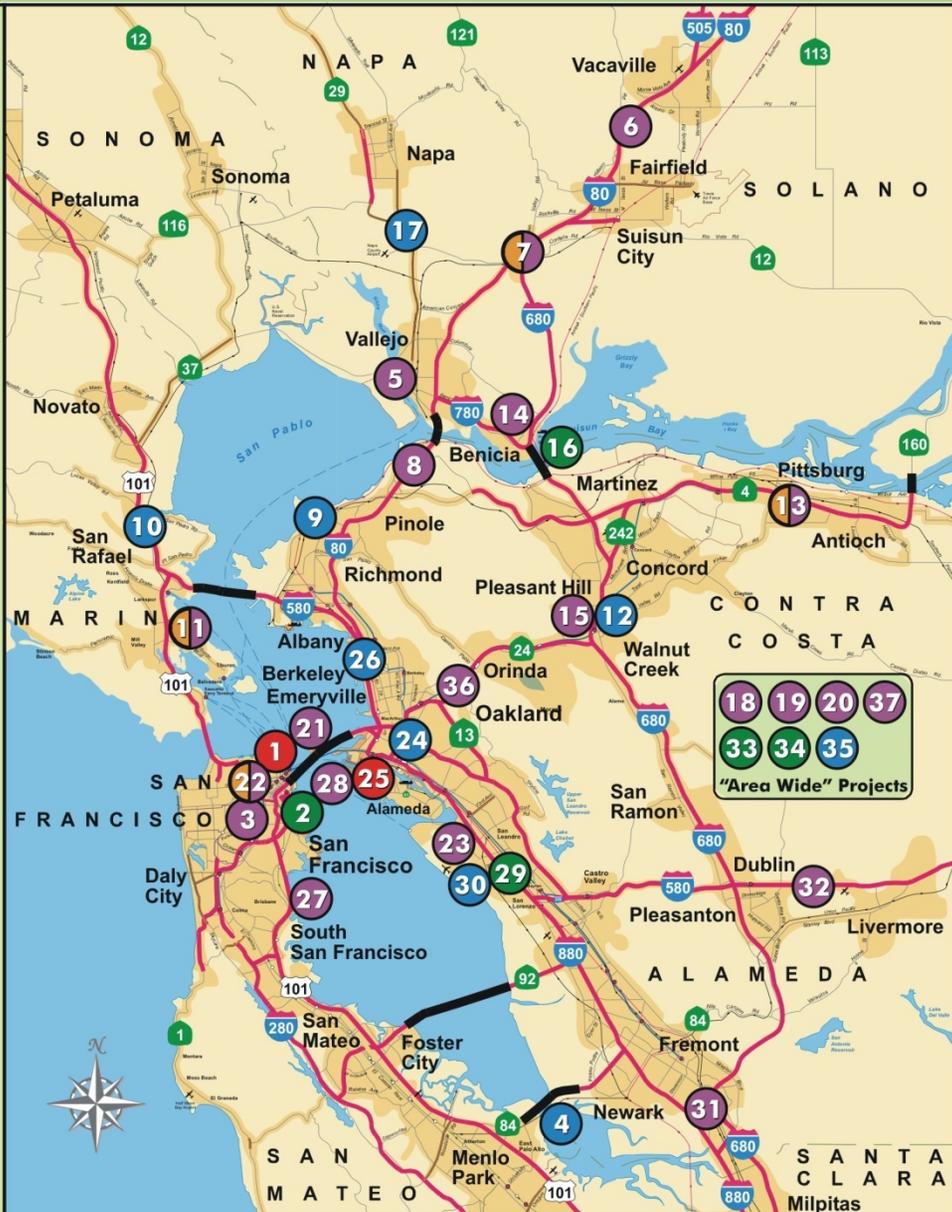
MTC/RM2:



RM2 Projects by Phase

1. BART/SF MUNI Connection at Embarcadero & Civic Station Center
2. SF MUNI Metro 3rd St LRT Extension Metro East Maintenance Facility
3. MUNI E- Line
4. Dumbarton Rail
5. Vallejo Station
6. Solano County Express Bus Intermodal Facilities
7. I-80/I-680/SR-12
8. I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge
9. Richmond Parkway Park & Ride
10. SMART Extension to Larkspur or San Quentin
11. U.S. 101 Greenbrae Corridor and Bike/Ped Improvements
12. Direct HOV Lane Connector from I-680 to Pl. Hill BART - Study
13. E-BART
14. Capital Corridor
15. Central Contra Costa BART Crossover
16. Benicia-Martinez Bridge: New Span (Fund Augmentation)
17. Express Bus North
18. TransLink*
19. Real-Time Transit*
20. Safe Routes to Transit*
21. BART Tube Seismic Retrofit
22. Transbay Terminal/Downtown Caltrain Extension
23. Oakland Airport Connector
24. AC Transit Enhanced Bus
25. Commute Ferry Service for Alameda/Oakland/Harbor Bay
26. Commute Ferry Service for Berkeley/Albany
27. Commute Ferry Service for South San Francisco
28. Water Transit Facility Improvements
29. Express Bus South
30. I-880 North Safety Improvements
31. BART Warm Springs Extension
32. I-580 (Tri Valley) Rapid Transit Corridor Improvements
33. San Francisco Bay Area Rail Study*
34. Integrated Fare Structure Program*
35. Transit Commute Benefits Promotion*
36. Caldecott Tunnel Improvements - Fourth Bore
37. Transit Capital Rehabilitation*

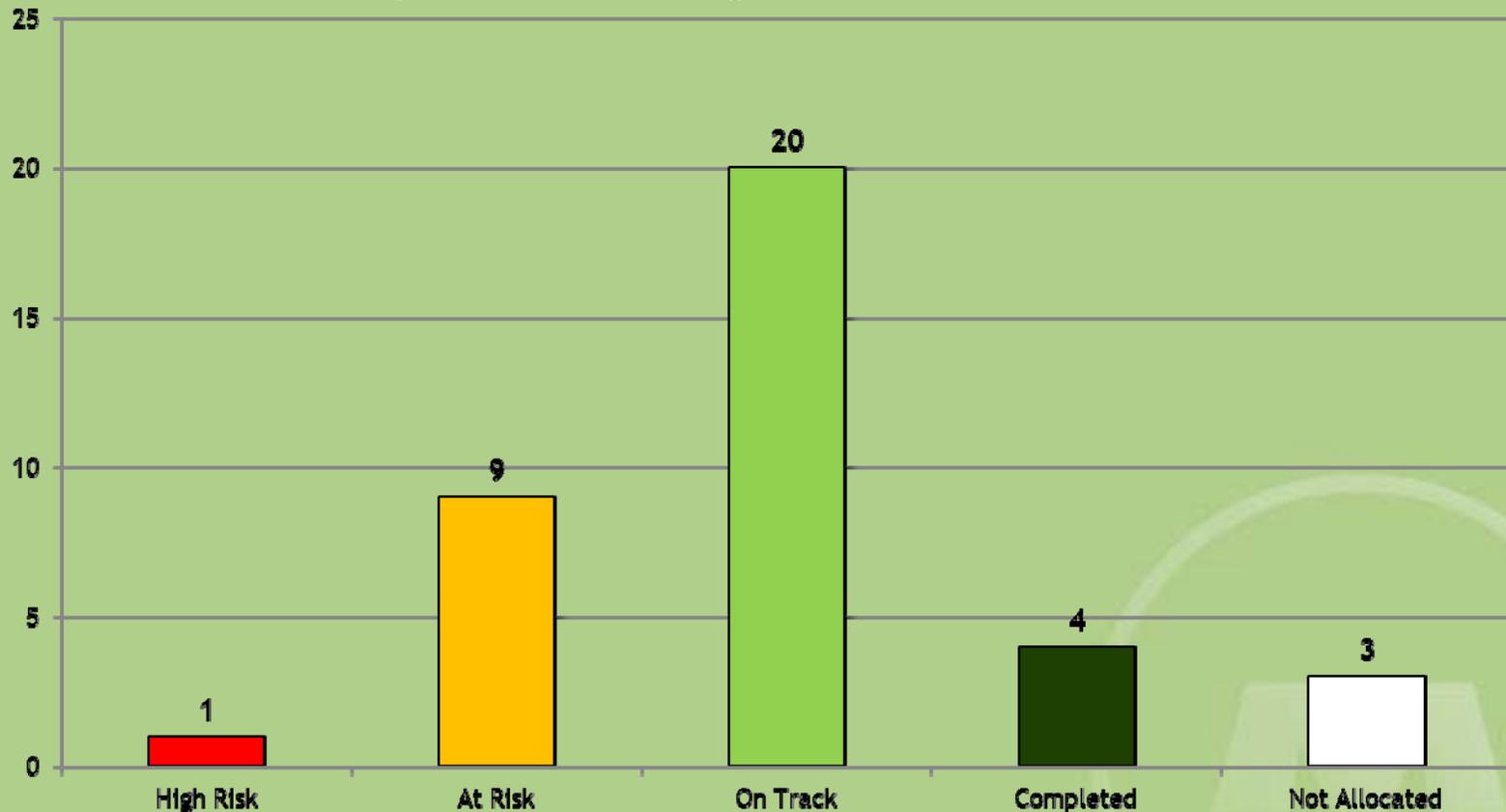
Note: * "Area Wide" Projects
 Project #23 - Awarded and on Hold



● Scoping/Env./Pre. Eng
 ● Design
 ● Construction
 ● Completed
 ● Not Started

Project Progress - Budget/Schedule Status

Semi-Annual Report Findings:*



* Does not include subproject details

Projects: Completed

- Express Bus South - Ardenwood Park & Ride Lot
- South San Francisco Ferry Services - Scorpio Delivered, Dredging work completed
- Transbay Terminal - Construction of Temporary Terminal
- Construction of I-80 HOV widening/extension - b/w Red Top Road & Airbase Pkwy
- Direct HOV Lane Connector from I-680 to Pleasant Hill BART - Study Completed



WETA Ferry Vessel-SCORPIO

Projects: On Track



Transit -

Under Construction -

- ❁ BART Extension to Warm Springs (Tunnel Segment)
- ❁ BART Tube Seismic Strengthening
- ❁ SF Muni Historic Vehicle Rehabs
- ❁ Vallejo Station
- ❁ Vacaville Intermodal Station
- ❁ Central Contra Costa BART Crossover
- ❁ Express Bus North - Diablo Valley College Transit Center
- ❁ Capitol Corridor Station & Track Improvements - Construction of 2nd Crossover

Nearing Construction -

- ❁ Water Transit Facility Improvements - Pier 9 Berthing Facilities, SSF Ferry terminal
- ❁ Transbay Terminal - Demolition of existing terminal and relocation of underground utilities



Projects: On Track



Highway -

Under Construction -

- ✿ I-580 Eastbound HOV Phase 2
- ✿ I-80/I-680/SR12 Interchange - North Connector b/w Abernathy Rd and Green Valley Rd
- ✿ Fremont Grade Separation
- ✿ Caldecott Tunnel Fourth Bore - Main tunneling Contract & associated roadway realignment work

Nearing Construction -

- ✿ E BART Median Widening



I-580 EB HOV-Phase 2



Caldecott Tunnel Fourth Bore - Groundbreaking



Washington Boulevard Grade Separation - Overpass

Projects: At Risk



Oakland Airport Connector:

- ARRA funds redirected per funding deadlines
- Continuing bid extensions; evaluating alternate funding options

Sonoma Marin Rapid Transit (SMART):

- Sales Tax Revenue estimates are below previous projections
- Draft cost estimate exceeds available funding
- MTC to assist SMART in developing funding options and delivery strategies

Projects: At Risk/ High Risk



AC Transit BRT:

- At AC Transit's request, MTC authorized the transfer of \$35 million in CMAQ funds from the BRT project to the AC Transit operating budget
 - Achieving consensus with local jurisdictions on project scope and layout proves to be challenging
 - Federal environmental clearance and entrance into the FY 2011-12 federal Small Starts grant process scheduled for Fall 2010.

Dumbarton Commuter Rail Service:

- New project cost estimate released: \$701 million (was \$595 million)
- Project underfunded by approximately \$400 million
- Stakeholders looking at a variety of project options
- Revised environmental review process strategy to be developed

METROPOLITAN TRANSPORTATION COMMISSION
Regional Measure 2 Project Status Summary (ending Dec 2009)¹

No.	Project Name	Sponsors/ Implementation Agency	Current Project Phase	Current Total Project Cost	RM2 Funding	RM2 Allocation thru 12/09	Other Bridge Tolls	% Bridge Tolls of Total cost	Cost Status	Schedule Status	Remarks
Legend: Significant schedule delay, cost increase or funding shortfall, scope deviation Schedule delays, cost increase or funding shortfall, scope deviation warranting concern Proceeding according with planned budget and schedule Project completed											
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	PE/Environmental	\$3,000,000	\$3,000,000	none		100%	N/A	N/A	Project scope is still under discussion.
2	SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility	SF Muni	Completed	\$214,612,000	\$30,000,000	\$30,000,000		14%			RM2 elements completed. Facility is open for service. Additional work funded by others being added to the project.
3	SF MUNI Historic Streetcars Rehabilitation	SF Muni	Design/CON	\$20,257,000	\$10,000,000	\$10,000,000		49%			The contract was awarded. The refurbishment will be completed in 2012 to be followed by a 2 year warranty period.
4	Dumbarton Commuter Rail	SMCTA, ACTIA, ACCMA, VTA	PE/Environmental	\$595,771,000	\$44,000,000	\$9,157,000		7%			Dumbarton Commuter Rail Service: Project underfunded: cost continues to increase and major policy decision is pending. Union City Intermodal EIR: Final EIR/EIS certified by City in February 2006.
5	Vallejo Station	Vallejo Transportation Program, STA	CON	\$91,867,000	\$28,000,000	\$26,445,031		30%			ROW for first phase is secured. Discussion on post office relocation is ongoing. Construction of the initial phase, transit center and administration building, started in November 2009.
6	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	PE/Environmental/CON	\$63,126,000	\$20,000,000	\$7,297,275		32%			Only 2 of 4 sub-projects are fully funded. Sponsor may phase under-funded projects to deliver operable segments. Vacaville Intermodal Station: \$482K ARRA funds secured. Project is under construction.
7	I-80 / I-680 SR 12	Solano Transportation Authority	PE/Environmental/Design/Construction	\$909,217,000	\$100,000,000	\$79,422,000	\$100,000,000	22%			Projects progressing.
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	CON	\$50,000,000	\$50,000,000	\$46,710,000		100%			Project construction started in November 2009. MTC and Caltrans are in discussion over the use of bid savings.
9	Richmond Parkway Park & Ride	AC Transit	PE/Environmental	\$28,780,000	\$16,000,000	\$700,000		56%			Project has missed the RM2 3-year deadline. Sponsor now expects environmental approval in June 2010.
10	SMART Extension to Larkspur or San Quentin	SMART, TAM	CON	\$25,116,000	\$35,000,000	\$9,800,000		100%			Cal Park Hill Tunnel : Phase A construction is complete. Bids for Phase B were received and low bid was 40% below Engineer's Estimate.Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension: Updated cost estimate exceeds funding and an implementation strategy needs to be developed.
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transp. Auth. Of Marin	PE/Environmental/CON	\$172,279,000	\$65,000,000	\$12,958,000		38%			U.S. 101 Greenbrae I/C: Total costs exceed funding. Sponsor and Caltrans need to develop consensus on an alternative that can be supported by the community. Sir Francis Drake Widening: Construction complete and operational. Cal Park Hill Tunnel : Phase A construction is complete. Bids for Phase B were received and low bid was 40% below Engineer's Estimate.Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera: Project alternative and phasing have been developed and environmental studies should be concluded in the summer 2010.
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	CCTA	Scoping	\$1,000,000	\$15,000,000	\$1,000,000		100%			Final report recommending design alternatives including direct HOV connector was provided in Sept 2009. Final project will also receive Measure J funds.
13	E-BART	BART	Design/ROW/CON	\$463,250,000	\$96,000,000	\$96,000,000	\$167,000,000	57%			e-BART / Rail Extension to East Contra Costa: Design is proceeding. Construction of Bay Point/Pittsburg Transfer Station to begin in 2010. City of Antioch is still seeking to move Hillcrest Station to the east. SR4 (e) Widening Project: Loveridge Rd to SR160 - ROW for Future Transit in Median: ROW acquisition and design for additional widening are ongoing. State budget shortfall may create cashflow issues.
14	Capital Corridor Station and Track Improvements in Solano County	CCJPA	PE/Environmental/CON	\$37,259,000	\$25,000,000	\$3,365,000	\$9,000,000	91%			Bahia Benicia Crossover Project: Construction for first crossover was completed in February 2009 and work on second crossover is ongoing. Fairfield/Vacaville Intermodal Train Station: Environmental document is under preparation. Consultant was hired to develop final design.
15	Central Contra Costa BART Crossover	BART	CON	\$38,000,000	\$25,000,000	\$25,000,000		66%			BART secured ARRA funds and project is under construction.
16	Benicia-Martinez Bridge: New Span (Fund Augmentation)	BATA	Completed	\$1,351,200,000	\$50,000,000	\$50,000,000	\$1,174,700,000	91%			Bridge opened in September 2007.
17	Express Bus North	MTC	PE/Environmental/Design/CON	\$15,842,742	\$20,000,000	\$2,832,000		N/A			Pacheco Transit Center: Design was completed and is being refined. Bidding is on hold pending identification of funding sources for maintenance. Diablo Valley College Transit Center: Construction work is ongoing. RM2 funds were used to leverage ARRA funds.
18	TransLink®	TransLink® Consortium	PE/Environmental/Design/CON	\$27,354,000	\$22,000,000	\$20,739,000		80%			Deployment of new Translink-enabled ticket vending machines are ongoing on various transit systems. Software and cross-system issues continue to result in delay and possible cost increases
19	Real Time Transit	Various	PE/Environmental/Design/CON	\$53,923,000	\$20,000,000	\$19,681,000		37%			Installation of real-time display units for Muni, AC transit and WestCAT vehicles is ongoing. Individual systems are being deployed as they are being completed.
20	Safe Routes to Transit	Various	PE/Environmental/Design/CON	\$20,158,127	\$22,500,000	\$8,690,364		100%			Projects progressing on schedule.
21	BART Tube Seismic Retrofit	BART	CON	\$329,300,000	\$33,801,000	\$33,801,000		10%			The SF Tube seismic joint upgrade is in progress. Final recommendations for tube retrofit near the Port of Oakland to be available in summer 2010
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	ROW/CON	\$4,185,000,000	\$150,000,000	\$150,000,000	\$203,000,000	8%			Property acquisition is ongoing. Temporary terminal construction is completed and will be operational in Summer/Fall 2010 when the old terminal will be demolished. TIFIA loan and ARRA fund applications were both successful.
23	Oakland Airport Connector	BART	CON	\$492,185,000	\$115,199,000	\$115,199,000	\$31,000,000	30%			Design-build bids were received in September 2009. Fed Title VI finding resulted in loss of ARRA funding. BART is currently reviewing its funding options.
24	AC Transit Enhanced Bus	AC Transit		\$34,241,000	\$65,000,000	\$21,657,000		100%			BRT project is in ENV phase. All 15 buses placed into revenue service. Uptown Transit Center project substantially completed; canopy is being modified to improve rain protection. Estudillo Transit Center Construction complete. Signalization project substantially completed.
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WETA		\$3,000,000	\$12,000,000	\$3,000,000		N/A	N/A	N/A	
26	Commute Ferry Service for Berkeley/Albany	WETA			\$12,000,000	none		N/A	N/A	N/A	
27	Commute Ferry Service for South San Francisco	WETA	CON	\$17,763,000	\$12,000,000	\$12,000,000		68%			One ferry vessel was delivered and the second one will arrive in late April/ early May 2010. The dredging work for the terminal is complete and proposals for the terminal and docks are due in spring 2010.
28	Water Transit Facility Improvements	WETA	PE/Environmental/CON	\$27,525,000	\$48,000,000	\$27,525,000		100%			Environmental documents are completed. Site for Berkeley ferry terminal was determined.
29	Express Bus South	ACCMA & AC Transit	CON/Complete	\$36,184,000	\$22,000,000	\$21,988,882		61%			10 AC Transit buses delivered and in service. SR 84 Newark Blvd HOV On-ramp project suspended due to lack of funding. SR 84 WB HOV Lane Extension is complete and open to traffic in September 2008. Grand-MacArthur Express Bus construction was completed. Ardenwood PNR - construction complete.
30	I-880 North Safety Improvements	ACCMA	PE/Environmental	\$97,000,000	\$10,000,000	\$4,100,000		10%			Project Report/Environmental Document is under preparation.
31	BART Warm Springs Extension	BART	CON	\$1,000,986,000	\$186,000,000	\$153,907,000	\$118,000,000	30%			Fromont Grade Separation: Construction is over 95% complete and is partially open. Cost and schedule are on track. Warm Springs Extension Subway: Tunnel construction work is ongoing. BART is evaluating timing for advertising the line segment contract.
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCMA	Design/CON	\$326,005,000	\$65,000,000	\$40,332,000	\$111,000,000	54%			EB I-580 Improvements: Phase I of Eastbound HOV construction is complete and Phase 2 work is ongoing. Design of aux lane is ongoing.I-580I-680 Interchange Modification and WB I-580: Env document for the westbound HOV project was approved. Project scope to be revised to replace BART station bus ramp.
33	San Francisco Bay Area Rail Study	MTC	PE/Scoping	\$7,075,000	\$6,500,000	\$6,465,108		92%			Forecast Study Report completed in September 2007. Transit Connectivity Plan adopted in April 2008; project completed. Regional Rail Plan Study completed in September 2007; the regional rail ROW study is progressing on schedule.
34	Integrated Fare Structure Program	TransLink Consortium/SFMTA	Completed	\$1,500,000	\$1,500,000	\$1,000,000		100%			
35	Transit Commute Benefits Promotion	MTC	Scoping	\$5,000,000	\$5,000,000	\$3,220,000		100%			Program to be rolled out to Bay Area employers.
36	Caldecott Tunnel Improvements - Fourth Bore	CCTA	CON	\$420,500,000	\$50,500,000	\$50,500,000		12%			Three construction contracts were awarded below Engineer's Estimate. Main tunnel contract has commenced. Project contingency is on the low side.
37	BART Transit Capital Rehabilitation	BART	CON	\$210,152,000	\$24,000,000	\$24,000,000		11%			Various projects ongoing.
Total				\$11,375,427,869	\$1,515,000,000	\$1,128,491,660	\$1,913,700,000	30%			

Notes: 1. Total allocations through December 2009 are reported on this table. Remarks include information that reflects activities through April 2010.
2. Total project costs are estimated escalated costs.
3. Schedule shown is for Transbay Terminal only. Downtown rail extension is currently scheduled to be completed in 2020 if funding can be secured.