

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

March 9, 2011

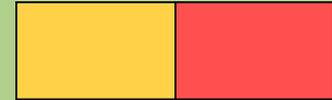
Item Number 3a

**Regional Measure 2 Projects**

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- Subject:** Update on Regional Measure 2 “At Risk” and “High Risk” Projects
- Background:** Two times per year, staff presents a report on the status of the Regional Measure 2 (RM2) Capital Projects. These semi-annual reports typically group projects into categories of “On Track,” “At-Risk,” or “High Risk.” “On Track” signifies projects moving forward without any significant issues. Projects considered “At Risk” or “High Risk,” signify varying levels of schedule or funding difficulties.
- As a result of the semi-annual staff report presented in November 2010, the Committee requested that sponsors of projects considered either “At Risk” or “High Risk” provide updates on their projects. These briefings will be provided at your meeting by staff representing each project:
- AC Transit International Boulevard/Telegraph Avenue Bus Rapid Transit (BRT) project;
  - Sonoma-Marín Area Rail Transit (SMART) project; and
  - Dumbarton Rail project (Caltrain sponsor).
- Issues:** All three projects face significant scope and funding challenges. The Commission has redirected \$35 million in federal capital funds from the BRT project to support AC Transit operations. The Commission also has previously redirected \$91 million in RM2 funds from the Dumbarton Rail project to advance construction of the BART Warm Springs extension. This action included a commitment of future State funds for the Dumbarton Rail project.
- Recommendation:** Information Only.
- Attachments:** Attached as background is the summary slide from the semi-annual report highlighting these three projects, and preliminary project presentation reports compiled by the sponsors.

# Projects: At Risk/ High Risk



[From November 2010 Staff Report]

## AC Transit BRT:

- Support for project at the local level continues to be uncertain.
- AC Transit preparing Final EIS/EIR, expected in early 2011
- Entrance into the FY 2011-12 federal Small Starts grant process scheduled for Fall 2010.

## Sonoma Marin Area Rail Transit District (SMART):

- Sales Tax Revenue estimates are below previous projections
- Draft cost estimate exceeds available funding
- SMART Board to consider adopting an initial deliverable phase within available revenues
- Recommended award for vehicle contract - expected this Fall

## Dumbarton Commuter Rail Service:

- Project underfunded by approximately \$400 million; no potential funding source identified to close shortfall in near term
- Stakeholders looking at a variety of project implementation options
- Publication of draft EIS/EIR delayed; revised strategy to be developed

# East Bay Bus Rapid Transit

presented to

## Metropolitan Transportation Commission

Programming & Allocations Committee

presented by  
AC Transit

March 9, 2011



## Project Description



- > 14 miles in Berkeley, Oakland and San Leandro
- > Signal priority, off-board fare payment, level passenger boarding, safety and security features, pedestrian access improvements
- > 47 rail-like stations (spaced 1/3 mile apart)
- > Dedicated bus lanes (75% of corridor)
- > System is within a 5 minute walk for 240,000 residents and 50% of the jobs in Oakland
- > \$216 million capital cost

## Project Benefits & Performance

- > 3,700 new daily riders in opening year
- > 1,116,600 new annual riders in opening year
- > Creates 900 person-years of construction employment and 2,200 person years of total employment
- > Cost Per New Transit Trip = \$17.58
  - Inc. ann. cost / inc. ann. Transit trips (\$/trip)
- > Cost-Effectiveness = \$12.26
  - inc. ann. cost / ann. user benefits (\$/hr)
- > FTA Small Starts “High” rating

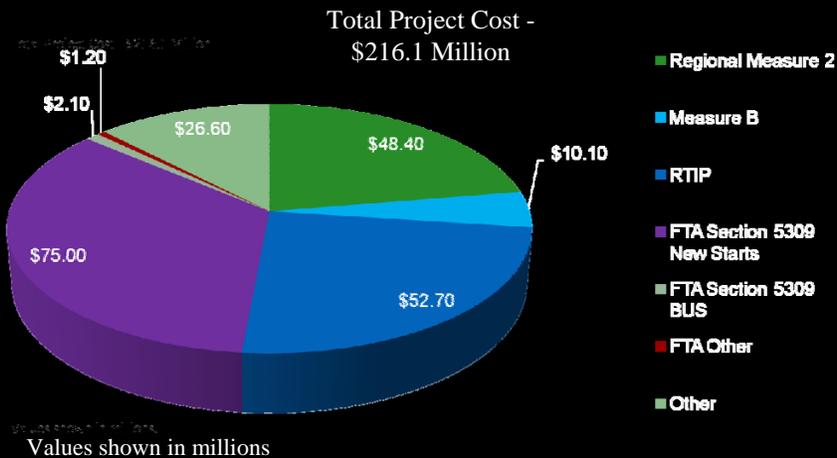
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## Project Changes Since Last Update

- > Shorter Corridor
  - No Major Capital Investment in Berkeley
  - Southern Terminus is San Leandro BART versus Bayfair BART
  - 75% dedicated lanes instead of 85%
- > Cost is Less
  - \$216 M versus \$235 M in last RTP (YOE \$)
- > Considering New Technology to Mitigate Impacts
  - Dual Door Buses with Center Platform
- > In New Starts Pipeline
  - Only Project In Nation with “High” Rating

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## Project Funding Plan



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## Risks to Project

- > **Fund Timing Uncertainty**
  - STIP and other fund capacity may require financing or refining project phasing
  - Federal allocations may be delayed by congress
- > **May Call For Mitigations That Go Beyond Those in the FEIS**
  - As required by local jurisdictions
- > **Construction Cost Escalation**
  - If project gets delayed, may incur additional costs
  - Current low-cost construction climate may not continue
  - City approvals may delay the schedule

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## Schedule

- > June 2011 Release Final EIS/EIR
- > June 2011 Begin Preliminary Engineering
- > December 2011 Record of Decision (ROD / NOD)
- > May 2012 Begin Final Design
- > November 2013 Issue Construction Bids
- > April 2014 Begin Construction
- > December 2015 Begin Revenue Service

## Dumbarton Rail Corridor Project

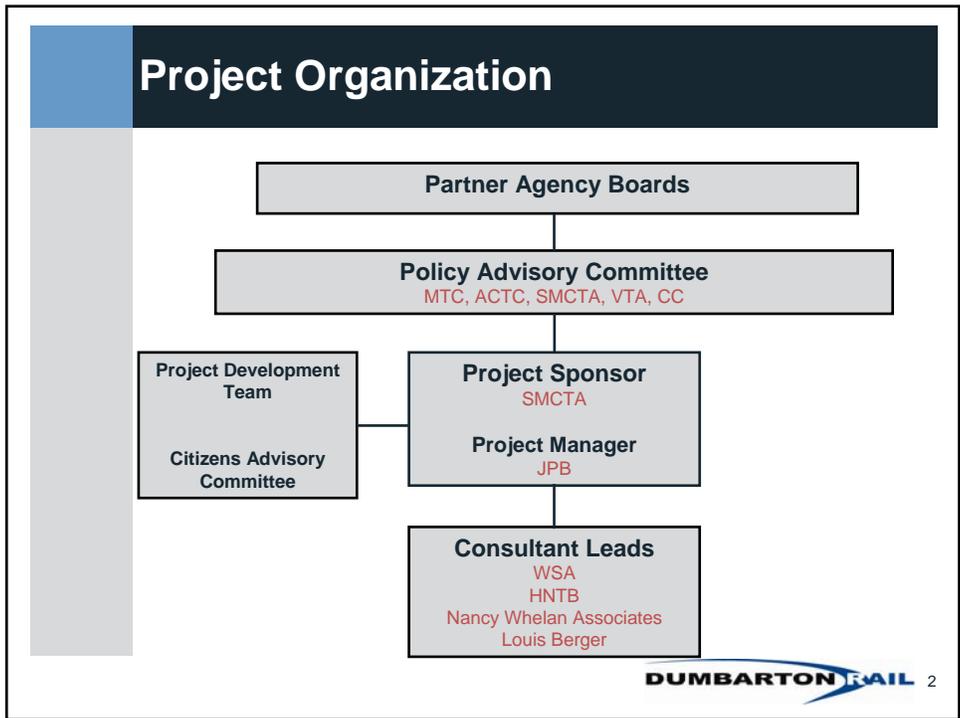


### Project Status

Prepared for: MTC Programming & Allocations Committee

Prepared by: DBR Project Team

*Date: March 9, 2011*



## Project Milestones

- **Project Inception**

- 1991 Feasibility Study
- 1992 Right-of-Way Purchased
- 2004 PSR Completed
- 2005 DRC in RTP
- 2006 Environmental Studies Initiated

- **Today**

- 2010 Project rescope
- 2011 DEIR/EIS circulation



## Rescoped Alternatives

- **Evaluated 14 bus and rail alternatives**
- **4 selected for EIS/EIR**

- **1 bus**

- Average weekday ridership: 7,500 – 9,400
- Capital cost range: \$43 - \$63 million
- Operating cost range: \$14 - \$16 million

- **3 rail**

- Average weekday ridership: 8,600 to 14,400
- Capital cost range: \$700 - \$820 million
- Operating cost range: \$7 - \$16 million



## Funding Status

- **Project Capital Cost: \$700 – \$820 million**
  - Funding status

Funding Sources	Millions
SMCTA	\$97
ACTIA	\$19
MTC RM-2	\$44
<i>MTC/ACCMA RTIP (Timing ?)</i>	<i>\$91</i>
<i>VTA Measure A (Not in SRTP)</i>	<i>\$44</i>
ACCMA	\$14
<i>ITIP (Timing ?)</i>	<i>\$39</i>

- **Project Operating Cost: \$7 - \$16 million**
  - \$5.5 million / year (RM2)



## Funding Strategy

- **2 Tiered Approach for EIR/EIS**
  - Draft: Possible
  - Final: Reasonable
- **Key Funding Opportunities**
  - Alameda County Sales Tax Renewal
  - Future Bridge Tolls



## Next Steps / Schedule

- **Next Steps**
  - Complete EIR/EIS
  - Complete 15% engineering
- **Approximate EIR/EIS Schedule**
  - Draft to FTA (Summer 2011)
  - Draft to public (Fall 2011)
  - Finalize EIR/EIS (Fall 2012)\*

\* Dependent on solid funding plan



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## Contact Information

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*MTC, Programming and Allocations Committee*

*Update on SMART*

**March 9, 2011**

## **SMART District Milestone Timeline**

**2003** - SMART District Created by CA. Legislation

**2006** - CEQA Clearance

*Sumitomo Corp. of America/Nippon Sharyo*

**2008**

➤ Sales Tax Passes (1/4 cent; 69.6% Approval)

➤ 70-mile train and Multi-User Pathway



*Manufacturing Facility – Rochelle, Illinois*

**2010**

➤ Preliminary Engineering Complete – Oct. 2010

➤ Rail Car Procurement – Award in Dec. 2010/NTP Jan. 2011

➤ Project Phasing/Segmentation – Nov. 2010/Jan. 2011

**2011**

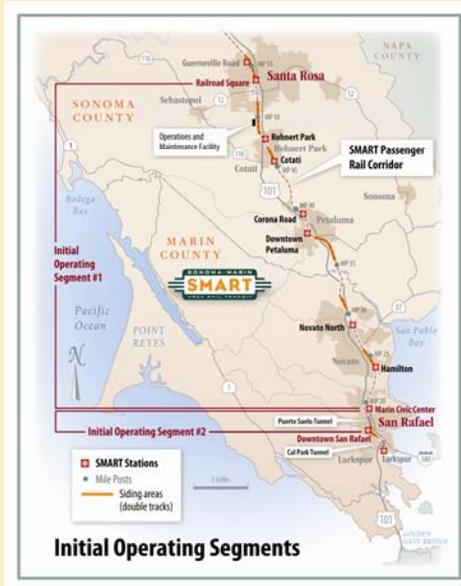
➤ RFQ for Design/Build Track Contract Issued – Feb 2011

➤ Anticipated Board Authorization to Sell Bonds – April 2011

➤ NEPA Clearance Commences for Pathway/Southern Project Segment



## SMART Phasing/Segmentation



### Full SMART Corridor

Cloverdale to Larkspur (70 miles)  
Full Project Cost Estimate = \$700m

### Initial Operating Segment (IOS)

Santa Rosa Railroad Square to  
Downtown San Rafael (36.8 miles)

IOS Cost Estimate = \$415m



## Current Issues/Near Term Activities

### **Solving funding gap on Initial Operating Segment**

- Current funding gap \$100m - \$125m
- Cost savings analysis discussions with partners/Board
- Potential for additional fund sources discussions with regional partners

### **Need to maintain project momentum**

- Current interest climate is favorable
- Current bid climate is favorable

### **Start of IOS Service Scheduled in 2014**

- Requires Design/Build contracts to commence in Fall 2011

