

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2011

Item Number 3b

Request for RM2 Public Hearing Authorization

Subject: Request to hold a public hearing for a proposed amendment to Regional Measure 2 (RM2) that would change the project scope for Dumbarton Rail operating project (#5) to allow funds to be used for bus operations in the Dumbarton Bridge corridor rather than for rail operations.

Background: **RM2 Hearing:** Staff requests approval to release a hearing notice and begin a 30-day public comment period for a proposed amendment to the RM2 program to redirect the \$5.5 million in Dumbarton annual operating funds from rail to bus operations. If approved, a public hearing to receive testimony on this proposed scope change would be held during MTC's Programming and Allocations Committee meeting on January 11, 2012. A 30-day public comment period would extend from December 19, 2011 to January 23, 2012, with action to consider the amendments at the January 25, 2012 Commission meeting.

The Dumbarton Policy Advisory Council (PAC) has approved a request to MTC to redirect the operating funds to support bus operations because the rail project is facing funding shortfalls which make completion of the Dumbarton Rail Capital construction project infeasible at this time. While the Dumbarton PAC continues to plan for rail in the long term, in the interim the Dumbarton PAC proposes that the RM2 operating funds be used to support an expanded bus service that could build transit ridership in the corridor for the short and long term.

The RM2 public hearing is being proposed under the provisions of California Streets & Highways Code Section 30914(f): if a project "cannot be completed or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the commission shall consult with the program or project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the program or project. After the hearing, the commission may vote to modify the program or the project's scope..." It is staff's assessment that the original project cannot continue at this time due to financing obstacles, specifically, the lack of a full funding plan (\$400-500 million shortfall). Staff has consulted with Dumbarton Rail project staff and DBROC staff, and the Dumbarton PAC has approved a request for the funds as noted above.

If the program amendment is approved, staff would return to the Commission with a request to allocate the operating funds after AC Transit submits an application for the funds. This could occur as soon as February. All future allocations for funding are subject to RM2 Policies and Procedures, including service performance standards.

Background information on the Dumbarton Rail project and existing bus service in the Dumbarton Corridor is summarized below.

Dumbarton Rail Project: The Dumbarton Rail project is intended to provide rail service across a new or reconstructed Dumbarton Rail bridge (separate from the

auto bridge) to connect the East and West Bay and to provide connections between east bay transit systems and Caltrain. The project is in MTC Resolution 3434, the Region's Transit Expansion Program, and is included in RM2 for both capital and operating support.

The project is currently in the environmental phase. The current capital cost estimate is approximately \$700-\$800 million dollars, depending on which alternative is selected, with about \$300 million in funding available. Regional Measure 2 includes \$5.5 million annually to support rail operations. The project has not requested any operating funds.

Dumbarton Bus Operations: Bus service in the Dumbarton corridor has experienced increased ridership over the last five years.

The Dumbarton bus service currently includes three routes: DB, DB1 and DB3, administered and operated by AC Transit on behalf of AC Transit, BART, VTA, Samtrans, and Union City Transit. This group has recently approved the transition to a private contractor, which will commence operations in December 2011 under a contract administered by AC Transit. Service is proposed to be restructured and expanded in Spring 2012 with about a 50% increase in service hours, in order to better align the service with the anticipated demand in the corridor. Additional details about the proposed bus service expansion are included in Attachment 3.

Issues:

- 1) At its December meeting, the San Mateo County Transportation Authority will be considering whether to concur with the Dumbarton PAC's request to redirect the operating funds. The result of their action is expected to be known before the January Programming and Allocations Committee meeting.
- 2) The Dumbarton PAC noted its intent to return to MTC, once the rail is operational, to request that operating funds be redirected to the rail project. Should such a request be made in the future, MTC would need to undertake another hearing process to consider amending the RM2 program.

Recommendation: Authorize staff to release the hearing notice and begin the 30-day comment period.

Attachments:

1. Proposed Public Hearing Notice (including draft of MTC Resolution No. 3801, Revised)
2. Request for RM2 Funds from Dumbarton Policy Advisory Council
3. Dumbarton PAC Staff Report on Expanded Bus Proposal

Metropolitan Transportation Commission Notice of Public Hearing

In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on seven of the state-owned bridges in the Bay Area, creating approximately \$115 million annually in new funding for a list of projects to reduce traffic congestion in the region. Pursuant to Section 30914(f) of the California Streets and Highways Code, the Metropolitan Transportation Commission (MTC) is to consult with the project sponsor and hold a public hearing in advance of consideration of any request to modify an RM2 project's scope, if a project cannot be completed or cannot continue due to financing obstacles making the completion or continuation of the project unrealistic. MTC proposes to modify the scope of the Dumbarton Rail operating project (RM2 Operating Project #5) in MTC Resolution 3801 so that RM2 funds may be used to support bus service in the Dumbarton corridor rather than rail service, as described below.

At its regularly scheduled January 2012 meeting, MTC's Programming and Allocations Committee will hold a public hearing and review the public comments received on the proposed RM2 changes listed below (and further described in proposed MTC Resolution No. 3801, Revised) and will refer recommendations to the MTC Commission for final action. The MTC Commission will consider the proposed RM2 fund programming changes at the Commission's January 25, 2012 meeting.

Bay Area citizens are invited to comment on the following funding changes in RM2:

RM2 Operating Project #5: Dumbarton Rail

Proposed Action: Modify project description/scope so that the funds may be used to support bus service in the Dumbarton corridor rather than rail service.

Current Project Description: Dumbarton Rail. Five million five hundred thousand dollars (\$5,500,000).

Proposed Project Description: Dumbarton Bus. Five million five hundred thousand dollars (\$5,500,000).

Dumbarton Scope Change

The Dumbarton Rail project is intended to provide rail service across a new or reconstructed Dumbarton Rail bridge (separate from the auto bridge) to connect the East and West Bay and to provide connections between East Bay transit systems and Caltrain. The project is currently in the environmental review phase. The current capital cost estimate is approximately \$700-\$800 million, depending on which alternative is selected, with about \$300 million in funding available. Presently, bus service operates in the Dumbarton Bridge corridor. This service is operated by AC

Transit, on behalf of a cooperative arrangement called the Dumbarton Bridge Route Operations Committee (DBROC), comprising AC Transit, BART, Santa Clara Valley Transportation Authority (VTA), Samtrans, and Union City Transit.

The governing body for the Dumbarton Rail project, the Dumbarton Policy Advisory Council (PAC), has requested that MTC redirect the \$5.5 million in annual operating funds that are currently included in RM2 for rail operations to support bus operations instead. The Dumbarton PAC continues to plan for rail in the long term and is preparing a funding plan to address the existing shortfall on the capital project. In the interim, due to the lack of a full funding plan for the rail project, the Dumbarton PAC proposes that the RM2 operating funds be used to support an expanded bus service that could build transit ridership on the corridor for the short and long term.

The RM2 public hearing is being held pursuant to California Streets & Highways Code Section 30914(f): if a project “cannot be completed or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the Commission shall consult with the program or project sponsor. After consulting with the sponsor, the Commission shall hold a public hearing concerning the program or project. After the hearing, the Commission may vote to modify the program or the project’s scope...” It is MTC staff’s belief, supported by the Dumbarton PAC’s request, that the original rail project cannot continue at this time due to financing obstacles, specifically, the lack of a full funding plan (\$400-\$500 million shortfall). MTC staff has consulted with Dumbarton Rail project staff and DBROC staff, and the Dumbarton PAC has approved a request for the funds as noted above.

The project description in the California Streets & Highways Code 30914(d) (5) is for: “Dumbarton Rail. Five million five hundred thousand dollars (\$5,500,000).” Therefore, a public hearing is necessary in order to change the project description so that the funds can be used for operating bus service in the corridor rather than rail.

A public hearing to receive public testimony on this proposed project description/scope change will be held during MTC’s Programming and Allocations Committee meeting on:

Wednesday, January 11, 2012, at 10 a.m.

(or immediately following the Administration Committee meeting, whichever occurs later)

Joseph P. Bort MetroCenter Auditorium

101 Eighth Street, Oakland

(Across from the Lake Merritt BART Station)

Written comments may be submitted to MTC’s Public Information Office at 101 Eighth St.,

Oakland, CA 94607; faxed to MTC at 510-817-5848; or sent via e-mail to <info@mtc.ca.gov>. Written comments must be received by MTC no later than 4 p.m. on January 23, 2012. Oral comments will be received at the public hearing on January 11, 2012. The comment period will close at 4 p.m. on January 23, 2012.

Copies of proposed MTC Resolution 3801, Revised, will be available for public review beginning on December 19, 2011 at the MTC-ABAG Library, located at 101 Eighth Street in Oakland, California. The proposed resolution also can be viewed on MTC's Web site at <<http://www.mtc.ca.gov>>, or you may request a copy from the MTC Library by e-mail at <library@mtc.ca.gov>, or by telephone at 510-817-5836. For more information, contact the MTC Public Information Office at 510-817-5757.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit www.mtc.ca.gov for more information. We require at least three days notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C
07/22/09-C
09/28/11-C
01/25/12-C

ABSTRACT

MTC Resolution No. 3801, Revised

This resolution approves amendments to the Regional Measure 2 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914 *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 2 Project List.

This resolution was revised on January 28, 2009 to reassign \$91 million in RM2 funds from the East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge project to the BART to Warm Springs Extension project, and to reassign \$10 million in RM2 funds from the BART Tube Seismic Strengthening project to the BART Oakland Airport Connector project.

This resolution was revised on July 22, 2009 to reassign \$37 million in RM2 funds from the BART Tube Seismic Strengthening project to the Oakland Airport Connector project.

This resolution was revised on September 28, 2011 to change the project description for the SMART project to include the rail line from San Rafael to Santa Rosa, and to reassign \$1.5 million in RM2 funds from the Greenbrae Interchange/Larkspur Ferry Access Improvement project to the SMART project.

This resolution was revised on January 25, 2012, to change the project description for operating project #5 from Dumbarton Rail to Dumbarton Bus operations.

Additional discussion of this allocation is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, July 13, 2011, September 14, 2011, and January 11, 2012.

Date: June 27, 2007
 W.I.: 1255
 Referred by: PAC
 Revised: 01/28/09-C
 07/22/09-C
 09/28/11-C
 01/25/12-C

Attachment A
 Resolution No. 3801
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Summary of Project/Program Changes

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$62 million (hearing date June 13, 2007)	Project is to be implemented with other funds not derived from tolls, including \$24 million from state bond financing and \$38 million from state-provided STIP funds	Contingent upon the California Transportation Commission approving an allocation of \$38 million in STIP funds to the project in FY 07-08
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$38 million (hearing date June 13, 2007)	Local funding needed for project due to nature of procurement method	Contingent upon the allocation of STIP funds to the BART Tube Seismic Strengthening project as described above
BART Transit Capital Rehabilitation (new Streets and Highways Code Section 30914(c) project)	BART	Provide \$24 million in funding as local matching funds for BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in fiscal years 2006-07 and 2007-08 (hearing date June 13, 2007)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets and Highways Code Section 30914(c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$91 million (hearing date January 14, 2009)	a) Project not in a state of readiness to proceed b) Project is to be implemented with future Alameda County State Improvement Program (STIP) funds to be committed by the ACCMA in December 2008	None — Alameda County Congestion Management Agency committed \$91 million in future year STIP funds to the project in December 2008

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$91 million (hearing date January 14, 2009)	Project is ready-to-go and \$91 million helps to close the funding shortfall	None — Alameda County Congestion Management Agency committed \$91 million in future year STIP funds to the Dumbarton Rail project in December 2008
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$10 million (hearing date January 14, 2009)	Project is to be implemented with other funds not derived from tolls, including \$10 million from state Interregional Improvement Program (IIP) funds	None - California Transportation Commission programmed IIP funds to this project in July 2008
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$10 million (hearing date January 14, 2009)	Local funding needed for project due to potential nature of procurement method	None
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Sponsor certified cost savings and use of alternate funding on project. Sponsor requested reassignment of savings to the Oakland Airport Connector project	None
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Funding needed to complete project funding plan	None

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Sonoma Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	Sonoma Marin Area Rail Transit District	Modify project description to include rail line from San Rafael to Santa Rosa, and increase funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Funding to be directed to San Rafael to Santa Rosa segment due to funding shortfall in overall project, and funding increased due to funds being reassigned from Greenbrae Interchange/Larkspur Ferry Access Improvements.	None
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Reduce funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Sponsor certifies use of alternate funding on project.	None
Dumbarton Rail Operations (Streets & Highways Code Section 30914 (d)(5))	NA	Modify description so funds may be used on bus operations in the Dumbarton Bridge corridor rather than rail (hearing date January 11, 2012).	The Dumbarton Rail project is experiencing financing obstacles making the completion of the project unrealistic at this time; bus operations are proposed to build ridership in the corridor in the short and long term.	None

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C
07/22/09-C
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Attachment B
Resolution No. 3801
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**Regional Measure 2 Program: Project List as Amended
(changes are noted in italics)**

Streets and Highways Code Sections 30914(c)

- (1) BART/MUNI Connection at Embarcadero and Civic Center Stations. Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are TransLink® ready. Three million dollars (\$3,000,000). The project sponsor is BART.
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009). Present Amount: Forty four million dollars (\$44,000,000).*

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo.
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority.
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct parking structure and associated improvements to expand bus capacity. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation.
- (10) Sonoma-Marin Area Rail Transit District (SMART) Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur. Thirty-five million dollars (\$35,000,000). Funding increased by \$1,500,000; present amount thirty-six million, five hundred thousand dollars (\$36,500,000). The project sponsor is SMART. (Project description changed and funding increased by \$1.5 million, hearing dates July 13, 2011 and September 14, 2011.)
- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by constructing a new full service diamond interchange at Wornum Drive south of the Greenbrae Interchange, extending a multiuse pathway from the new interchange at Wornum Drive to East Sir Francis Drake Boulevard and

the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal. Sixty-five million dollars (\$65,000,000). *Funding reduced by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011.); present amount is sixty-three million, five hundred thousand dollars (\$63,500,000).* The project sponsor is Marin County Congestion Management Agency.

- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.
- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.
- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.
- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the

I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.

- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). The project sponsor is the Metropolitan Transportation Commission.
- (18) TransLink. Integrate the Bay Area's regional smart card technology, TransLink, with operator fare collection equipment and expand system to new transit services. Twenty-two million dollars (\$22,000,000). The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.
- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- 21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).*

Present Amount: Thirty-three million eight hundred one thousand dollars (\$33,801,000).

- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).* Present Amount: *One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).*
- (24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). Develop enhanced bus service on these corridors, including bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment shall improve the AC connection to BART on these corridors. Sixty-five million dollars (\$65,000,000). The project sponsor is AC Transit.
- (25) Commute Ferry Service for Alameda/Oakland/Harbor Bay. Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.

- (26) Commute Ferry Service for Berkeley/Albany. Purchase two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements. If the Water Transit Authority does not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that meets its requirements, the funds described in this paragraph and the operating funds described in paragraph (7) of subdivision (d) shall be transferred to another site in the East Bay. The City of Richmond shall be given first priority to receive this transfer of funds if it has met the planning milestones identified in its special study developed pursuant to paragraph (28).
- (27) Commute Ferry Service for South San Francisco. Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.
- (28) Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs. Provide two backup vessels for water transit services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.
- (29) Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock. Twenty-two million dollars (\$22,000,000). The project sponsors are AC Transit and Alameda County Congestion Management Agency.
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). The project sponsors are Alameda County Congestion Management Agency, City of Oakland, and the Department of Transportation.
- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars

(\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009).*
Present Amount: One hundred eighty-six million dollars (\$186,000,000).

- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.
- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). The project sponsors are Caltrain and BART.
- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion. Marketing program to promote tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000).
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). The project sponsor is the Contra Costa Transportation Authority.
- (37) *BART Transit Capital Rehabilitation. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY*

06-07 and FY 07-08. Twenty-four million dollars (\$24,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)

Streets and Highways Code Sections 30914(d)

Not more than 38 percent of the revenues generated from the toll increase shall be made available annually for the purpose of providing operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in Section 30914.5. If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds shall be obligated for other operations consistent with this chapter.

Except for operating programs that do not have planned funding increases and subject to the 38-percent limit on total operating cost funding in any single year, following the first year of scheduled operations, an escalation factor, not to exceed 1.5 percent per year, shall be added to the operating cost funding through fiscal year 2015 -16, to partially offset increased operating costs. The escalation factors shall be contained in the operating agreements described in Section 30914.5. Subject to the limitations of this paragraph, the Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Traffic Relief Plan:

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).
- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) **Dumbarton ~~Rail~~ Bus. Five million five hundred thousand dollars (\$5,500,000)**
(Eligibility changed from Rail to Bus; hearing date January 11, 2012.)
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to

landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).

- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.

The logo for Dumbarton Rail features the word "DUMBARTON" in a bold, black, sans-serif font, followed by a vertical line and the word "RAIL" in a bold, orange, sans-serif font. The text is set against a light blue, stylized background that resembles a train or a signal.

DUMBARTON RAIL

October 7, 2011

Alix Bockelman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Subject: Request for RM2 Funding

The Dumbarton Rail Policy Advisory Committee (PAC) request that Metropolitan Transportation Commission (MTC) redirect currently programmed Regional Measure 2 (RM2) funds allocated to operating assistance for Dumbarton Rail transit services to support operations for bus services on the Dumbarton Corridor. The Dumbarton Bridge Route Operations Committee (DBROC) is the sponsor of the Dumbarton Bus Service and they confirmed their support of this request at their meeting on September 15, 2011.

In the event that the request is successful, Alameda- Contra Costa Transit District (AC Transit) will submit a formal request to MTC for the use of RM2 funds to support the Dumbarton bus service. AC Transit is part of the DBROC and currently both operate and administer the Dumbarton Service on behalf of DBROC. While a new operator, MV Transportation, will operate the service from December 19, 2011, AC Transit will continue to be the administrator.

Proposal

According to California Streets and Highways Code Section 30914(d), MTC may provide operating assistance for Dumbarton Rail transit services in an amount of \$5.5 million annually. The request is that, due to financing obstacles which make the completion of the rail project unrealistic at this time, these funds be redirected to support an expanded bus service in the Dumbarton corridor. The expanded bus service will be provided in compliance with all required performance measures (including farebox recovery) stated in the RM2 policies and procedures.

The re-assignment of the funds to the bus service will meet existing demand and build transit ridership in the corridor in the immediate timeframe while strengthening the justification to invest in the rail project in the long term

In due course, once the rail service is in place, the PAC will, in compliance with Section 30914(f), request MTC to re-assign the RM2 funds to support rail operations. At that time it is anticipated that the bus service would evolve to support rail as a complementary transit service in the corridor.

Justification

The current rail proposal for the Dumbarton Corridor is progressing through an EIS/EIR process with a scheduled submission date for the Final EIS/EIR scheduled in the fall of 2012 and an anticipated Record of Decision in spring 2013. The rail project is not fully funded due to circumstances beyond local control. While the PAC continues to plan for rail in the long term and is preparing a funding plan it hopes will address the existing shortfall, in the interim, the PAC proposes the best use of the RM2 funds would be to build on the existing bus service in the corridor by providing an expanded bus service. Such use is consistent with Section 30194(f).

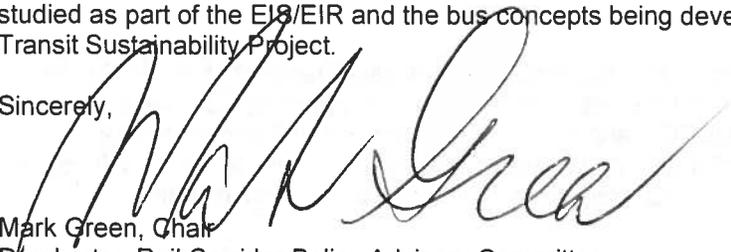
Alix Bockelman
October 7, 2011
Page 2

The current Dumbarton bus service is operated by AC Transit on behalf of the Dumbarton Bridge Regional Operations Committee – a consortium of 5 operators (AC Transit, VTA, SamTrans, BART and Union City Transit). The service comprises 3 routes, DB, DB1 and DB3. DB3 is under-performing and is scheduled to be discontinued in December 2011. The Dumbarton bus service has experienced increased ridership over the last 5 years and has some 1,100 daily riders (April 2011) with standing loads on some trips. It is operating at a farebox recovery of 36%. The expanded service is forecast to significantly increase ridership and maintain a farebox recovery at or above 30%. The detailed service plan is described in Appendix A. It is anticipated that service will be implemented in stages starting in spring 2012. If MTC assigns RM2 funding to the bus service, AC Transit would continue to administer the bus service and would provide an annual report to MTC as per RM2 procedures.

Consistency with Other Policies and Programs

The expanded bus service would be implemented without the need for any capital support for infrastructure. In due course, should capital funds be available, the expanded service could grow to a more substantive bus proposal consistent with the TSM bus alternative currently being studied as part of the EIS/EIR and the bus concepts being developed by MTC for the Regional Transit Sustainability Project.

Sincerely,



Mark Green, Chair
Dumbarton Rail Corridor Policy Advisory Committee

Attachments (3):

1. A copy of the action item approved by the Dumbarton PAC at their September 30, 2011 meeting, including a description of the expanded bus service.
2. Draft schedule for the expanded bus service.
3. A copy of the TSM bus alternative currently being studied as part of the Dumbarton Rail EIS/EIR.

Cc: Dumbarton Rail Corridor PAC



Memorandum

Date: September 7, 2011

To: Policy Advisory Committee

From: Aidan Hughes, JBP

Re: DBROC Expanded Bus Proposal

At the previous PAC meeting (June 24 2011), staff presented a proposal for a) an expanded DBROC bus service in the Dumbarton Corridor and for b) the PAC to request MTC to assign RM2 funds currently assigned to rail operations and temporarily re-assign them to support the expanded bus service. The PAC commented on both proposals and asked staff to address comments and present a recommendation to this meeting.

Accordingly, staff has developed a more robust service plan for the expanded bus service increasing service by 47% over the existing service – the previous expanded bus service increased service by 36%. Staff has also prepared draft language to support the request for RM2 funding.

Recommendation

Staff recommends that the PAC support the expanded bus proposal included in this memo and direct staff to request the re-assignment of RM2 funds as set out in Attachment A.

Background

At its Board meeting on Sept 14 2011, the SamTrans Board approved the appointment of a new operator for the DBROC supported Dumbarton Service. At its meeting on Sept 15 2011, DBROC agreed the schedule and procedures for the service with the new operator to be in place on December 19 2011. At the same meeting DBROC also supported the proposed “expanded bus service” for the Dumbarton Corridor and agreed that the Dumbarton PAC request RM2 funds to support the expanded bus service.

The service that starts December 19, 2011 will consist of the following routes:

- DB - Union City BART via Willow and Lytton Avenues to the Palo Alto Caltrain Station and Stanford Research Park - Peak Headways: 30 min – Weekday Hours of Service: 13
- DB1- Union City BART to the Stanford Research Park via the Oregon Expressway – Peak Headways -30 min – Weekday Hours of Service: 5

Note that the current DB Express Route DB3 will be discontinued once the new operator takes over the service. This decision was made because this route which consists of 9 daily trips only serves 47 people.

Expanded Bus Service Plan

The Expanded Bus Service Proposal involves the following modification of these routes as shown on the map on the following page:

- DB – This route would be shortened to terminate at the Stanford University Oval instead of the Stanford Research Park – the peak headway would remain at 30 minutes – the daily hours of services would be unchanged at 13.
- DB1 – The route would remain the same – the peak headway would be reduced to 20 minutes – the daily hours of service would be expanded from 5 to 14.5

The table below provides a comparison of the total daily bus hours of service required to operate both the current existing and the expanded bus service options.

<i>Service Category</i>	<i>In Service Hours</i>	<i>Layover Hours</i>	<i>Total Revenue Hours</i>
Proposed Service (Total)	82.88	11.17	94.05
Existing Service (includes route DB3)	57.40	6.65	64.05
Difference	25.48	4.52	30.00
Percent Change	44%	68%	47%

The expanded plan represents an increase in service hours of 47 percent. This plan would cost between \$2.5 - \$3.0 million per year to operate.

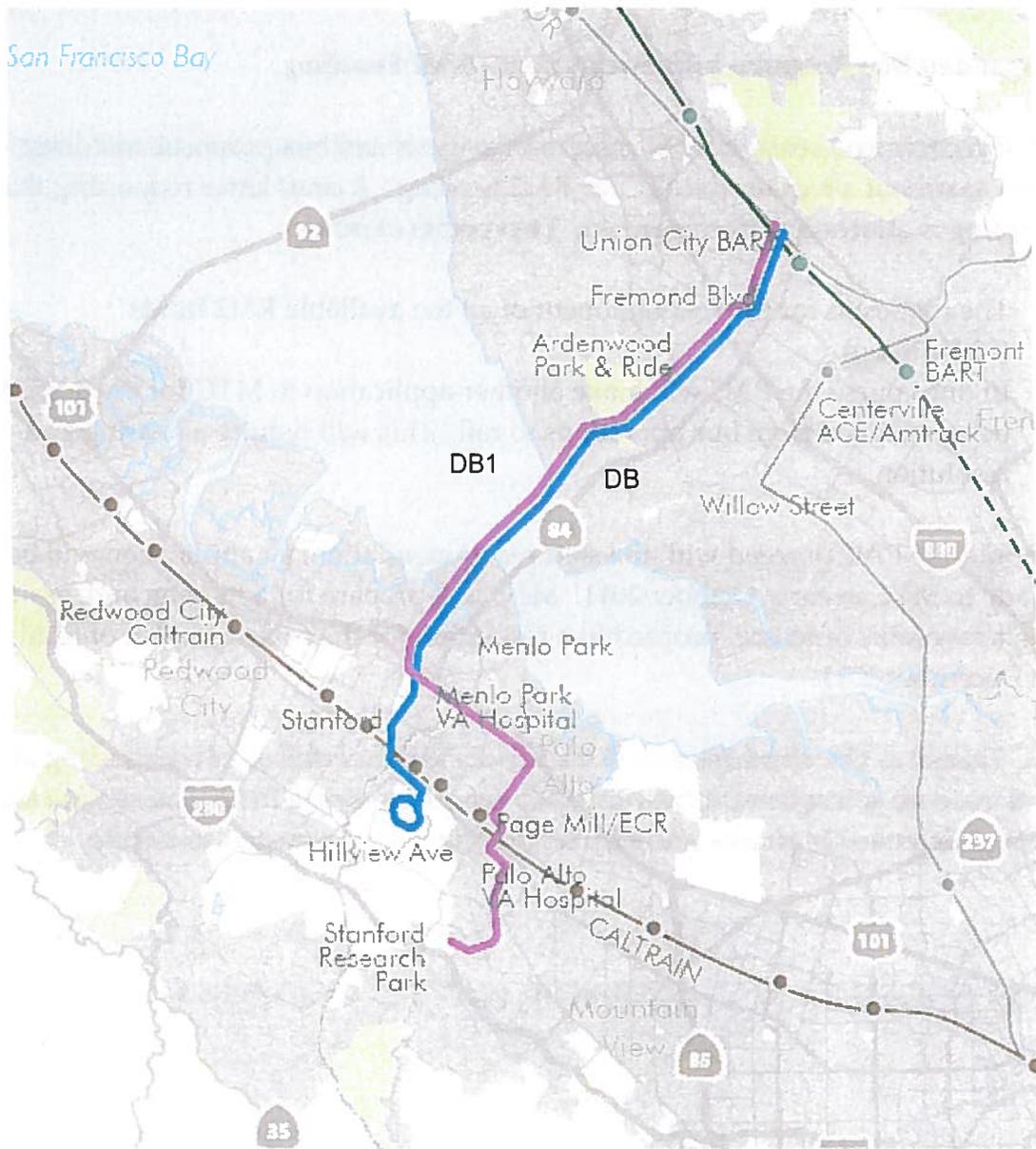


Figure 1 Proposed Dumbarton Express Routes DB and DB1

Expanded Bus Program Implementation – RM2 Funding

Staff recommends that the PAC support the expanded bus proposal and direct staff to submit a request to MTC for RM2 funding. A draft letter requesting that funding is attached (Attachment A). Two points of note:

1. The request is for the re-assignment of all the available RM2 funds (\$5.5million).
2. In due course the PAC will make another application to MTC for the funds to be re-assigned from bus operations to rail. This will require a hearing and resolution.

Should the PAC proceed with the staff recommendation, an application will be made to MTC in early October 2011. MTC will prepare for a hearing and, assuming a favorable outcome, proceed to a resolution for the re-assignment of funds in December 2011.

AC Transit as the administrator of the service will be notified of the funding and will proceed to implement the expanded service in spring 2012. The service will be implemented in phases and may be modified as circumstances dictate.