

Attachment 1: July 18th General Manager Proposal with Pre-SAFETEA Revenue Estimate

Operator	Baseline - Score 16 Program	\$1 Million for Transit Capital Inventory	Lift Caps for Caltrain to \$13 Million (for FY 2007 and FY 2008)	20% to Future High Scoring Capital	80% Using Flexible Set-Aside	Total
AC Transit	51,707,945			-	18,938,618	70,646,563
ACE	6,667,662			-	2,183,346	8,851,008
BART	144,116,771			-	49,214,169	193,330,940
Benicia	260,548			-	0	260,548
Caltrain	75,812,251		11,000,000	-	4,017,761	90,830,013
CCCTA	6,318,955			-	3,352,870	9,671,825
ECCTA	4,383,387			-	3,116,935	7,500,323
Fairfield	6,333,177			-	0	6,333,177
GGBHTD	63,667,756			-	6,533,815	70,201,571
LAVTA	8,221,689			-	2,016,580	10,238,269
Napa VINE	4,012,632			-	0	4,012,632
SF Muni	175,373,505			-	49,478,304	224,851,809
Samtrans	29,126,516			-	5,796,601	34,923,117
SR City Bus	7,638,173			-	0	7,638,173
Sonoma Cty	3,497,943			-	150,012	3,647,955
Union City	931,397			-	218,567	1,149,965
Vacaville	4,451,817			-	0	4,451,817
Vallejo	13,421,922			-	2,364,232	15,786,155
VTA	122,788,342		(3,630,000)	-	0	119,158,342
Westcat	2,808,916			-	560,106	3,369,022
Regional - Operator Distribution		1,000,000		36,985,479		37,985,479
Total	731,541,304	1,000,000	7,370,000	36,985,479	147,941,918	924,838,702

Notes:

- 1) The Baseline-Score 16 program includes the proposed program totals based on the consensus reached with the TFWG and PTAC.
- 2) \$1.0 million is proposed to be used to better develop operator transit capital needs.
- 3) The per project caps are lifted for Caltrain from \$7.5 million to \$13 million for FY 2006-07 and FY 2007-08. This results in \$11 million more for Caltrain. This amount is funded 33% from the San Jose urbanized area and 67% from San Francisco Oakland. Because there is no surplus in San Jose, this results in a loss of funds to VTA as identified.
- 4) 20% of the remaining funds are banked for future score 16 capital needs, based on the TCP scoring. The amounts by operator will be determined based on the Regional Priority Model and Multi-County Agreement formula.
- 5) The remaining 80% of the surplus funds are distributed based on the 10% flexible set-aside formula (based on a 50/50 hybrid of revenue generations and ridership).
- 6) Based on urbanized area apportionment eligibility, the following operators are not eligible to receive additional funds: Benicia Transit, Fairfield, Napa VINE, Santa Rosa City Bus, Vacaville, and VTA.
- 7) Operator totals may change as a result of programming corrections and final appropriation amounts.

Attachment 2: July 18th General Manager Recommendation with Updated Revenues

Operator	Baseline - Score 16 Program	\$1 Million for Transit Capital Inventory	Lift Caps for Caltrain to \$13 Million (for FY 2007 and FY 2008)	Funding Set-aside for Future Capital Need	80% Using Flexible Set-Aside	Total
AC Transit	51,707,945				20,856,157	72,564,102
ACE	6,667,662				2,409,224	9,076,886
BART	144,174,018				54,234,558	198,408,576
Benicia	260,548				0	260,548
Caltrain	75,841,890		11,000,000		4,424,561	91,266,451
CCCTA	6,318,955				3,742,249	10,061,204
ECCTA	4,383,387				3,220,471	7,603,858
Fairfield	6,333,177				0	6,333,177
GGBHTD	63,667,756				7,109,362	70,777,118
LAVTA	8,221,689				2,031,009	10,252,698
Napa VINE	4,012,632				0	4,012,632
SF Muni	175,373,505				54,487,992	229,861,497
Samtrans	29,126,516				6,383,508	35,510,024
SR City Bus	7,638,173					7,638,173
Sonoma Cty	3,497,943				124,267	3,622,211
Union City	931,397				240,697	1,172,095
Vacaville	4,451,817				0	4,451,817
Vallejo	13,421,922				2,603,612	16,025,534
VTA	122,788,342		(2,731,690)		0	120,056,652
Westcat	2,808,916				616,817	3,425,733
Regional - Operator Distribution		1,000,000		39,157,502		40,157,502
Total	731,628,190	1,000,000	8,268,310	39,157,502	162,484,485	942,538,488

Notes:

- 1) The Baseline-Score 16 program includes the proposed program totals based on the consensus reached with the TFWG and PTAC.
- 2) \$1.0 million is proposed to be used to better develop operator transit capital needs.
- 3) The per project caps are lifted for Caltrain from \$7.5 million to \$13 million for FY 2006-07 and FY 2007-08. This results in \$11 million more for Caltrain. This amount is funded 33% from the San Jose urbanized area and 67% from San Francisco Oakland. Because there is no surplus in San Jose, this results in a loss of funds to VTA as identified.
- 4) 20% of the remaining funds are banked for future score 16 capital needs, based on the TCP scoring. The amounts by operator will be determined based on the Regional Priority Model and Multi-County Agreement formula.
- 5) The remaining surplus funds are distributed based on the 10% flexible set-aside formula (based on a 50/50 hybrid of revenue generations and ridership).
- 6) Based on urbanized area apportionment eligibility, the following operators are not eligible to receive additional funds: Benicia Transit, Fairfield, Napa VINE, Santa Rosa City Bus, Vacaville, and VTA.
- 7) Operator totals may change as a result of programming corrections and final appropriation amounts.
- 8) BART and Caltrain totals amended from previous analyses to reflect deferral resulting from reduced FY 2004-05 5309 FG post SAFETEA programming adjustments.
- 9) Revenues have been updated to reflect SAFETEA amounts.