

Metropolitan Transportation Commission Programming and Allocations Committee

July 11, 2007

Item Number 3a

Resolution Nos. 3647, Revised, 3652, Revised, 3662, Revised, 3663, Revised and 3817, Revised

Subject: Allocation of \$17 million in Regional Measure 2 (RM2) program funds to four capital projects and four operating projects.

Background: To date, MTC has approved \$412 million in capital allocations and \$4.5 million in FY 2007-08 operating allocations. The following allocations and amendments are being proposed this month.

Four capital allocations are being proposed:

- # 4.1 San Mateo County Transportation Authority (SMCTA) is requesting an allocation for \$6.3 million for environmental and preliminary engineering work for the Dumbarton Rail project
- # 28.1 Water Transit Authority is requesting \$1.2 million for final design on the South San Francisco Ferry Terminal at Oyster Point.
- # 29.3 Alameda County Congestion Management Agency (ACCMA) is requesting a \$1 million rescission in final design and a \$6.4 million allocation in construction funds for the SR-84 High-Occupancy Vehicle Lane Extension project.
- # 29.4 ACCMA, with AC Transit's concurrence, is requesting a \$2.1 million allocation in construction funds for signalization improvements along the Grand-MacArthur Express Bus Route in Oakland.

Four operating allocations are being proposed:

- #1 \$1.6 million allocation to Golden Gate Transit for Express Bus Operations over the Richmond Bridge;
- #3 \$0.1 million allocation to Golden Gate Bridge & Highway Transportation District for Express Bus Operations;
- #10 \$0.3 million allocation to County Connection for Owl Bus Operations; and
- #10 \$0.1 million allocation to Livermore/Amador Valley Transit Authority for Owl Bus Operations.

Issues: 1) Staff recommends allocating \$6.3 million (for preliminary engineering) of SMCTA's original allocation request of \$13.2 million for the Dumbarton Rail project. The remainder of SMCTA's request is for final design activities. Due to the uncertainty regarding the project scope, stalled negotiations with Union Pacific on necessary right-of-way acquisitions, and funding shortfalls, staff feels it is prudent to wait until these issues are closer to being resolved before allocating to final design activities for any element of the Dumbarton Rail project.

2) Staff recommends allocating \$1.6 million to Golden Gate Transit (GGT) for 9 months of Route 40/42 Richmond Bridge Express Bus service. The route must meet a 20% farebox recovery standard in FY 2006-07; we will not know until several months after the close of the fiscal year whether this was achieved. However, a change in cost methodology for FY 2007-08 makes it unlikely that the

farebox standard will be met in the future. Since this is a critical regional link, MTC is working with GGT on potential options. The proposed 9-month allocation will continue the service while we assess the options, and also determine if the standard was met in FY 2006-07.

3) Staff recommends allocating \$145,339 to Golden Gate Transit for Route 75 Express Bus operations connecting Santa Rosa and San Rafael. This route is required to meet a 30% farebox recovery ratio in FY 2007-08. In FY 2006-07, the farebox recovery is projected at 13.4%, and will likely drop to 12.4% in FY 2007-08. Unlike the Route 40/42, this is not a critical regional link, since other GGT routes traverse this corridor. We recommend a full allocation be made to this service for FY 2007-08 but, absent significant improvement in the farebox recovery, that this be the final year of funding for this service.

4) Staff recommends allocating \$297,550 to County Connection and \$101,500 to LAVTA for Owl service. Owl service provided by County Connection and LAVTA must meet a 10% farebox recovery standard in FY 2006-07. MTC will work with both operators to optimize the structure of their services to increase ridership. County Connection's farebox recovery is extremely low and MTC may propose to eliminate funding for this service as currently structured by the end of FY 2007-08. LAVTA's ridership is growing steadily, so it is possible that they could eventually meet the standard.

Recommendation: Refer Resolution Nos. 3647, Revised, 3652, Revised, 3662, Revised, 3663, Revised, and 3817, Revised to the Commission for approval.

Attachments: Executive Director's Memorandum
MTC Resolution Nos. 3647, Revised, 3652, Revised, 3662, Revised, 3663, Revised, and 3817, Revised
Letter regarding Dumbarton Rail final design allocations



**METROPOLITAN
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Memorandum

TO: Programming and Allocations Committee

DATE: July 11, 2007

FR: Deputy Executive Director, Policy

RE: Proposed July Allocations for Regional Measure 2

July Allocation Recommendations

To date, approximately \$412 million in capital allocations have been approved and \$4.5 million in FY 2007-08 operating program allocations, including delegated authority approvals. This month, approximately \$15 million in capital project allocations and \$2.1 million in operating allocations are being proposed for approval. Four capital project allocations and four operating project allocations are recommended for approval, as highlighted in Table 1.

TABLE 1: SUMMARY OF PROPOSED JULY ALLOCATIONS/RESCISSIONS

RM2 No.	Project Title	Sponsor/ Implem. Agency	Proposed Allocation	Phase	MTC Res. No.
Capital Program – New Allocations					
4.1	Dumbarton Rail	SMCTA	\$6,271,000	Environ./ Preliminary Eng.	3647, Revised
28.1	South San Francisco Ferry Terminal	WTA	\$1,200,000	Final Design	3652, Revised
29.3	SR-84 Westbound HOV Lane Extension	ACCMA	(\$995,000) \$6,380,000	Final Design Construction	3662, Revised
29.4	Signalization of Grand-MacArthur Express Bus Route	ACCMA	\$2,115,000	Construction	3663, Revised
		<i>Subtotal</i>	<i>\$14,971,000</i>		
Operating Program – New Allocations					
1	Express Bus Service Over the Richmond Bridge	GGBHTD	\$1,646,944	Operating	3817, Revised
3.3	Express Bus Operations	GGBHTD	\$145,339	Operating	3817, Revised
10.1	Owl Bus Operations	County Connection	\$297,550	Operating	3817, Revised
10.2	Owl Bus Operations	LAVTA	\$101,500	Operating	3817, Revised
		<i>Subtotal</i>	<i>\$2,191,333</i>		
Program Total			\$17,162,333		

Proposed Capital Allocations

1) Capital Project #4.1: Dumbarton Rail (MTC Resolution No. 3647, Revised) – Environmental and Preliminary Engineering

The Dumbarton Rail project has an existing allocation of \$2.8 million in RM 2 funds, and \$1 million each from the other funding partners (San Mateo County Transportation Authority (SMCTA), Alameda County Transportation Improvement Agency (ACTIA), and the Valley Transportation Authority (VTA)) totaling \$6 million to conduct the environmental study for the project. SMCTA is currently working on Phase 2 of the environmental study and as part of this work developed an updated detailed engineering cost estimate. From this effort the estimated project cost jumped from \$300 million to \$595 million, factoring for escalation, resulting in a funding shortfall of nearly \$300 million. Over the last year the SMCTA has been exploring various options, including project implementation options, potential new revenue sources, and modifications to the project scope to bridge this funding shortfall.

Before the Commission this month is a request (as approved by the Dumbarton Policy Advisory Committee) for \$13.2 million in RM 2 funds for three project components:

Request	Notes
1) Increased environmental study costs and preliminary design work (\$6.27 million) for Segments A-E (Redwood City to Fremont)	Up to 30% design.
2) Final design for Union City Intermodal Phase 2 (\$2.5 million)	This project is not part of the current scope of the Dumbarton Rail project. An equivalent amount of Alameda County RTIP funds will be programmed to the Dumbarton Rail in a future year in exchange for receiving the RM2 funding now. This component of the request provides cash flow to Union City to complete this work earlier than scheduled.
3) Final design for Segment G, the segment of the Dumbarton Rail project within the vicinity of the Union City Intermodal Station. (\$4.42 million), conditioned upon obtaining a successful agreements with UPRR	Union City has taken the lead on this component and completed 30% design using funds they have secured. As part of the Union City Intermodal Station EIR, the city included the clearance of the Dumbarton Rail segment within the scope of their project, also known as Segment G.

ACTIA, SMCTA, and VTA have approved their contribution of \$2 million each for this scope. Staff recommends allocating component 1 of SMCTA’s request for a total of \$6.2 million. Components 2 and 3 are not recommended for allocation at this time.

The RM2 policies generally call for sequential funding of project phases. Staff has recommended advancing later phases in some circumstances where there are cost efficiencies or timing advantages.

However, on the Dumbarton project, there is currently a significant project funding shortfall, on-going discussions about phasing alternatives – some of which would not include Segment G, and stalled negotiations to-date with Union Pacific over the necessary right-of-way needed for Segment G. Currently, SMCTA and the Dumbarton Rail PAC are examining phasing options to deliver a usable segment of the project. For these reasons, MTC staff does not recommend allocating funds for final design work (component 2 & 3 of the request) until further resolution of the outstanding issues.

In summary, staff recommends approval of component 1 at this time, totaling \$6.27 million.

- 2) Capital Project #28.1: South San Francisco (MTC Resolution No. 3) – Final Design**
The Water Transit Authority is nearly complete with 35% design on the South San Francisco Ferry Terminal at Oyster Point and is requesting an allocation of \$1.2 million to complete the final design work. The terminal construction is funded primarily with federal earmarks and San Mateo Measure A funds; there are no RM 2 funds in the construction phase of the project. WTA has modified the specifications of the terminal during the preliminary design work, which is anticipated to reduce the overall cost of constructing the terminal. Any reductions in construction costs would reduce reliance on private contributions and/or free up federal earmark funding. The WTA will provide the revised cost estimates to MTC upon completion of the 35% design (early August). Because of the narrow timeframe (fall months) for dredging in the project area, staff recommends allocating final design funds to the project in advance of receiving the updated cost estimates.
- 3) Capital Project #29.3: SR-84 Westbound HOV Lane Extension Project (MTC Resolution No. 3662, Revised) – Final Design and Construction**
The Alameda County Congestion Management Agency (ACCMA) is requesting two actions for their SR-84 HOV Lane Extension project. The first action is to rescind part of the previous final design allocation in the amount of \$995,000. The second action is to allocate \$6.4 million in RM2 funds for construction. The construction amount would include the RM2 amount rescinded from final design. The funds will be used to construct the HOV lane extension on westbound SR-84. These funds are supplemented with \$2.5 million in funds from the Regional Transportation Improvement Program (RTIP) augmentation. ACCMA is requesting allocation of those RTIP funds at the July meeting of the California Transportation Commission.
- 4) Capital Project #29.4: Grand-MacArthur Signalization (MTC Resolution No. 3663, Revised) – Construction**
The ACCMA is requesting an allocation of \$2.1 million to construct signalization improvements on 12 intersections along AC Transit's Grand MacArthur Bus Rapid Transit Corridor. The improvements would improve bus service to the Bay Bridge by reducing the bus route travel time along Grand Avenue and MacArthur Boulevard. The Grand Avenue MacArthur Corridor begins in the Mills-Eastmont Area and continues through West Oakland in Oakland. Currently, more than 70% of the bus delay in this corridor is attributed to signals in the eastbound and westbound directions. This project would reduce delay through implementation of Transit Signal Priority (TSP), traffic signal modifications, geometric improvements, and Smart Corridors improvements

utilizing latest Intelligent Transportation Systems (ITS) technology. The improvements are expected to be completed in Summer of 2008.

Proposed Operating Allocations (MTC Resolution 3817, Revised)

A total of \$3.7 million will be allocated to 9 projects this month, some through delegated authority. RM2 Operating Projects are required to meet performance standards adopted by MTC. Audits of RM2 funded services are completed 6 months following the end of each fiscal year to determine if each project has met the adopted performance standards, so the audit for projects funded in FY 2006-07 should be completed by January 2008.

Below is the most recent table of projects, the standards appropriate to each service, and the audited and most recently reported projections from each operator for routes required to meet the standard in FY 06-07 and FY 07-08.

Agency	Route	Standard	FY 05-06 (audited)	FY 06-07
<i>Standards to be met by FY 06-07</i>				
Golden Gate	40/42	20%	19.6%	See Below
Vallejo	85	20%	50.0%	22.0%
AC Transit	LA	20%	29.6%	25.3%
WestCat	30Z/JPX	20%	24.2%	27.0%
Vallejo	80	20%	50.0%	53.0%
<i>Standards to be met by FY 07-08</i>				
AC Transit	Misc.	30%	10.1%	37.5%
AC Transit	MA	30%	12.2%	25.0%
	M	20%	19.1%	25.0%
ECCTA	300	20%	11.4%	17.2%
AC Transit	J	30%	10.7%	21.7%
Golden Gate	75	30%	15.7%	13.4%
Fairfield	90	20%	N/A	36.0%
AC Transit	NL	20%	36.7%	36.1%
AC Transit	U	30%	37.1%	36.4%
Golden Gate	72	30%	56.1%	52.8%
CCCTA	820	10%	0.9%	0.9%
LAVTA	810	10%	2.4%	4.7%
AC Transit	800/801	10%	8.4%	10.0%
Muni	14	10%	14.4%	10.0%
SamTrans	397	10%	18.2%	17.0%

Green	= Meeting standard
Yellow	= Reason for concern
Pink	= Not meeting standard

Projects which may not be in Compliance in FY 2006-07 - Golden Gate route 40/42 Richmond Bridge Express Bus must meet a 20% farebox recovery standard in FY 2006-07. Golden Gate Transit (GGT) originally used its “partner”, or marginal, hourly rate to develop the RM2 services budget. Based on this rate, the route 40/42 may meet the standard in FY 2006-07. However, beginning in FY 2007-08, the service will use a fully allocated hourly rate. Because the revised rate is higher than the “partner” rate, route 40/42 service costs increase from \$2.6 million in FY 2006-07 to \$3.7 million in FY 2007-08. This results in a farebox recovery ratio of roughly 15%. Richmond Bridge service was identified by MTC as a critical regional link between West Contra Costa and Marin Counties, and MTC is working with GGT on identifying service options, which can meet the RM2 farebox recovery requirements. We recommend allocating nine months of funding to Golden Gate for route 40/42 service to allow time for this process while we wait for the audit of the FY 2006-07 performance.

Projects Likely Not to be in Compliance in FY 2007-08 - Golden Gate Transit route 75 provides 4 round trips between Santa Rosa and San Rafael in each commute period. It is required to meet a 30% farebox recovery in FY 2007-08. In FY 2006-07, the farebox recovery is projected at 13.4%, and will likely drop to 12.4% in FY 2007-08. Unlike the route 40/42, this is not a critical regional link, since other GGT routes traverse this corridor. We recommend a full allocation be made to this service for FY 2007-08 but, absent significant farebox improvements, that this be the final year of funding for this service.

Owl service provided by County Connection and LAVTA must meet a 10% farebox recovery standard in FY 2006-07. MTC will work with both operators to optimize the structure of their services to increase ridership. County Connection's farebox recovery is extremely low and MTC may propose to eliminate funding for this service as currently structured by the end of FY 2007-08. LAVTA's ridership is growing steadily, so it is possible that it could eventually meet the standard.

Next Steps - Upon completion of the FY 2006-07 RM2 audit, MTC will bring a report to the Commission in December on the RM2 Operating Program, including the status of the routes discussed above.

Recommendation

Staff recommends that the Programming and Allocations Committee forward Resolution Nos. 3647, Revised, 3652, Revised, 3662, Revised, 3663, Revised and 3817, Revised to the Commission for approval.

Therese McMillan

Attachments:
SH:CV/KK/MC

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January 24, 2007

To: Dumbarton Policy Committee
c/o San Mateo County Transportation Authority
P. O. Box 3006
San Carlos, CA 94070-1306

From: James Dei Rossi

RE: Postponement of Final Design for the Dumbarton rail project

For the same reasons described in the attached letter to MTC, it is requested that the Policy Committee direct project staff to suspend all Final Design activities, and to rescind all requests to MTC for Final Design funding, until and unless funding is obtained to cover the existing shortfall of \$200M.

As with the MTC, the Policy Committee has a fiduciary responsibility to taxpayers to avoid expenditures that are in not compliance with voter intent, i.e., exploratory and environmental analysis for a fully funded project. Final Design and Construction expenditures for the Dumbarton project that is no longer fully funded are not consistent with the project as represented on the voter ballot.

Cc Letter to MTC regarding Final Design funding for Dumbarton rail project.

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January 24, 2007

Mr. Steve Heminger
Executive Director
MTC
Metro Center
101 Eighth St.

Subject: Postponement of Final Design funding for Dumbarton Rail

Dear Mr. Heminger:

Recent capital cost estimates for the proposed Dumbarton rail project have increased from \$300M, as shown on the Regional Measure 2 ballot, to \$500M. Since the sponsoring agency does not have the additional \$200M to cover this cost overrun, the project is no longer fully funded.

Because the project is not longer fully funded, as represented to the voters, we respectfully request that the MCT postpone approval any requests for Final Design funding for Dumbarton, until and unless funds are obtained to cover the \$200M shortfall identified in the environmental assessment and exploratory analysis.

This request postponement of this funding approval is especially cogent since \$200M shortfall still the excludes vital environmental-mitigation costs; both noise and vibration for the 300+ homes in the West Bay within 250 feet of the track (and the 1,000 homes within 500 feet), and for congestion impacts on major West Bay thoroughfares.

We believe postponing Final Design funding until (and if) the project is again fully funded is part of MTC's fiduciary responsibility to cost-effectively prioritize and allocate extremely scarce funds for the regional transportation, as approved by the voters.

This request is submitted on behalf of the numerous taxpayers and many West Bay residents impacted by the proposed rail project.

Yours truly,


James Dei Rossi

Cc Dumbarton Rail Policy Committee

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Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C

ABSTRACT

MTC Resolution No. 3647, Revised

This resolution approves the allocation of Regional Measure 2 funds for the East to West Bay Commuter Rail over the Dumbarton Rail Bridge project sponsored by the Alameda Congestion Management Agency (ACMA), Alameda County Transportation Improvement Agency (ACTIA), Capitol Corridor, and San Mateo County Transportation Authority (SMCTA), and implemented by SMCTA.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of SMCTA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on July 25, 2007 to allocate an additional \$6.27 million for environmental and preliminary engineering work on Segments A-E of the Dumbarton Rail project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004 and July 11, 2007.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Dumbarton Rail Commuter Service
Sponsor: San Mateo County Transportation Authority
Project Number: 4.1

Allocation No. 4.1-1						
Activities to be funded with Allocation #1:						
The RM2 funded component delivers the environmental document and associated program management.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05364701	22-Sep-04	\$ 1,138,000	ENV	FY 2004-05	\$ 1,138,000	
06364702	22-Sep-04	\$ 1,649,000	ENV	FY 2005-06	\$ 2,787,000	

Allocation No. 4.1-2						
Activities to be funded with Allocation #1:						
1) Additional funds needed to complete the environmental study document 2) 30% Preliminary engineering for Segments A through E. (\$6.270 million), including: - Patronage estimates on the alternatives - Examination of the facilities for the Bus Rapid Transit element of the Transportation System Management (TSM) alternative, approaches to the Dumbarton Bridge - Geotechnical studies on the bridge foundations						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08364703	25-Jul-07	\$ 6,270,000	ENV	FY 2007-08	\$ 9,057,000	
					\$ 9,057,000	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: East to West Bay Commuter Rail over the Dumbarton Rail Bridge
Sponsor: San Mateo County Transportation Authority (SMCTA)
Project Number: 4.1

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. MTC certification of SMCTA's evidence of allocation and commitment of complementary funds.
2. Receipt of these funds by the San Mateo County Transportation Authority is conditioned on working cooperatively with MTC and the relevant local jurisdictions to encourage Transit-Oriented Development with the goal of assuring that an appropriate number of residences, jobs, services and other activities will be planned for and located within proximity to the rail service.
3. Allocations for future phases are dependent upon the environmental analysis of the project. The total project cost as identified in the Initial Project Report is considered conceptual until the completion of the environmental document.
4. The SMCTA shall update and present a revised cost estimate for the entire project and develop a phasing strategy within the constraints of reasonably available revenues by September 30, 2008.



Regional Measure 2 Regional Traffic Relief Plan

RM2 Project Number: 4.1

East to West Bay Commuter Rail over the Dumbarton Rail Bridge

Lead Sponsor San Mateo County Transportation Authority	Other Sponsors(s) ACCMA, ACTIA, and Capitol Corridor	Implementing Agency (if applicable) San Mateo County Transportation Authority
Legislated Project Description 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.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$135,000 4.1 Dumbarton Rail (\$134,900) 4.2 Union City Intermodal EIR (\$100,000)	Total Estimated Project Cost (in \$1,000) \$595,771	
Project Purpose and Description The purpose of the project is to enhance regional connectivity among BART, AC Transit, ACE, Capitol Corridor, Union City Transit, Caltrain, and SamTrans, alleviate traffic congestion on the Dumbarton Bridge, and accommodate future travel demand through improved mobility options. The Dumbarton Rail Project will extend commuter rail service across the Bay between the Peninsula and the East Bay by rehabilitating and reconstructing rail facilities on the existing railroad alignment and right-of-way. Service will consist of six trains originating from the East Bay and traveling west in the morning peak and six trains returning in the evening peak. Daily ridership is projected at approximately 6,350 passengers in 2012 and 6,900 passengers by 2025.		
Funding Description Committed Funds: The RM 2 funds contribute to slightly less than one-fourth of the overall project. ACCMA, SCVTA, and SMCTA have committed local sales tax funds. Uncommitted Funds: The ACCMA RTIP shares still need to be programmed to the project. Other uncommitted funds, some already identified for pursuit, equals approximately \$334 million that must be secured for the full construction of the project. Operating Capacity: Based on current operating projections, fare revenues, Capitol Corridor Trackage fees, and the Regional Measure 2 operating subsidy are sufficient to operate the service.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	07/2004	03/2009	\$5,776
2	Plans, Specifications and Estimates	09/2007	12/2010	\$16,690
3	Right-of-Way	01/2007	07/2010	\$43,356
4	Construction	03/2009	09/2012	\$529,949

Total: \$595,771

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	East to West Bay Commuter Rail over the Dumbarton Rail Bridge					Project No. 4.1				
Lead Sponsor	San Mateo County Transportation Authority									

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
Committed										
ACTIA	ENV, PSE, Construction		413	550	600	900	500	2,000	13,537	18,500
SMCTA	ENV, PSE, Construction		413	550	600	900	500	8,000	39,037	50,000
VTA	ENV, PSE, Construction		413	550	600	900	500	6,000	35,037	44,000
RM 2	ENV, PSE, Construction		1,238	1,649	3,190	4,250	3,250	20,500	100,923	135,000
										0
Total:		0	2,477	3,299	4,990	6,950	4,750	36,500	188,534	247,500
Uncommitted										
Alameda RTIP	Construction								14,000	14,000
Regional ITIP	Construction								39,000	39,000
Capitol Corridor	Construction							12,000		12,000
Other	Construction								283,271	283,271
Total:		0	0	0	0	0	0	12,000	336,271	348,271
Total Project Committed and Uncommitted										
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
Total:		0	2,477	3,299	4,990	6,950	4,750	48,500	524,805	595,771

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan and Complementary Fund Sources

Project Title: Dumbarton Rail Commuter Service
Sponsor: San Mateo County Transportation Authority
RM2 Project Number: 4.1

RM2 Project # 4.1	PRIOR	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	TOTAL
RM2 Funds Total	-	1,138,000	1,649,000	-	6,270,000	-	9,057,000
Environmental (ENV)	0	2,377,000	3,299,000	0	9,792,000	0	15,468,000
RM 2		1,138,000	1,649,000		6,270,000		9,057,000
ACTIA		413,000	550,000		1,174,000		2,137,000
SMCTA		413,000	550,000		1,174,000		2,137,000
VTA		413,000	550,000		1,174,000		2,137,000
Final Design (PS&E)	0	0	0	0	0	0	0
RM 2							0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
							0
TOTAL FUNDING							
Environmental	0	2,377,000	3,299,000	0	9,792,000	0	15,468,000
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	0	2,377,000	3,299,000	0	9,792,000	0	15,468,000

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C
07/26/06-C
01/24/07-DA
03/28/07-DA
07/25/07-C

ABSTRACT

MTC Resolution No. 3652, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Water Transit Facility Improvements, Spare Vessels and Environmental Review project sponsored and implemented by the Water Transit Authority (WTA).

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of WTA's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 27, 2005, to allocate funds for the construction of two Spare Ferry Vessels.

This resolution was amended on July 26, 2006, to allocate an additional \$5 million to cover a cost increase on the procurement of two Spare Ferry Vessels. The \$5 million comes from a) shifting (rescinding and reallocating of) \$2 million from the environmental studies project to the spare vessels and b) allocating an additional \$3 million from the available funds for the overall project. The amended total allocations for the vessels are \$17 million and for the environmental studies \$5 million. The net change in allocations to the overall project is \$3 million (from \$19 million to \$22 million). Additionally, the WTA is updating the scope for the existing environmental study allocation.

This resolution was amended on January 24, 2007 to allocate \$750,000 for preliminary design of South San Francisco Ferry Terminal project.

This resolution was amended on March 28, 2007 to allocate an additional \$550,000 for preliminary design of the South San Francisco Terminal project. This will bring the total for preliminary design work on this scope to \$1.3 million. Additionally, this request allocates \$25,000 to prepare for the request for proposal on the procurement of two ferry vessels for a future South San Francisco ferry service.

This resolution was amended on July 25, 2007 to allocate \$1.2 million for final design work on the South San Francisco Ferry Terminal project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and/or cover sheet to the MTC Programming and Allocations Committee memorandum dated September 8, 2004, April 13, 2005, July 12, 2006, January 10, 2007 and July 11, 2007.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Water Transit Facilities Improvements and Environmental Review
Sponsor: Water Transit Authority
Project Number: 28.1

Allocation No. 28.1 - Environmental Studies						
Activities to be funded with Allocation #1:						
The RM2 funded component delivers the environmental studies and impact reports, resulting in the following deliverables:						
1. South San Francisco Environmental/Conceptual Design						
2. Berkeley Environmental/Conceptual Document						
3. Hercules Environmental/Conceptual Document						
4. Richmond TOD						
5. WTA Berthing Facility						
6. Environmental Assessment Studies on Wake Wash						
7. Environmental Assessment Studies on Rafting Birds						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05365201	22-Sep-04	\$ 1,300,000	ENV	FY 2004-05	\$ 1,300,000	
06365202	22-Sep-04	\$ 1,600,000	ENV	FY 2005-06	\$ 2,900,000	
07365203	22-Sep-04	\$ 1,800,000	ENV	FY 2006-07	\$ 4,700,000	
08365204	22-Sep-04	\$ 1,500,000	ENV	FY 2007-08	\$ 6,200,000	
09365205	22-Sep-04	\$ 800,000	ENV	FY 2008-09	\$ 7,000,000	
07365209	26-Jul-06	\$ 300,000	ENV	FY 2006-07	\$ 7,300,000	
08365204	26-Jul-06	\$ (1,500,000)	ENV	FY 2007-08	\$ 5,800,000	
09365205	26-Jul-06	\$ (800,000)	ENV	FY 2008-09	\$ 5,000,000	

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Water Transit Facilities Improvements and Environmental Review
Sponsor: Water Transit Authority
Project Number: 28.1

Allocation No. 28.1 -						
Activities to be funded with Allocation #2:						
A. The WTA will use the funds to complete 35% of the preliminary design for the South San Francisco Ferry Terminal project located at Oyster Point for \$1.3 million. Scope of work includes:						
1) Update and confirm design criteria and ferry terminal program						
2) Update the conceptual design for the Oyster Point Ferry Terminal						
3) Preliminary design for In-water construction (35% PS&E)						
4) Project management, coordination and permitting assistance						
B. Construction management services for the request for proposal document regarding the procurement of two ferry vessels for the future South San Francisco Route. (\$25,000)						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07365210	24-Jan-07	\$ 750,000	ENV/ PAED	FY 2006-07	\$	5,750,000
07365211	28-Mar-07	\$ 550,000	ENV/ PAED	FY 2006-07	\$	6,300,000
07365212	28-Mar-07	\$ 25,000	PSE	FY 2006-07	\$	6,325,000

Allocation No. 28.1 -						
Activities to be funded with Allocation #3:						
Completion of the Final Design for the South San Francisco Ferry Terminal located at Oyster Point. WTA will provide a copy of the final plans, specifications, and estimates to MTC upon completion of this phase.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365213	25-Jul-07	\$ 1,200,000	PSE	FY 2007-08	\$	7,525,000

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan and Complementary Fund Sources

Project Title: Water Transit Environmental Review and Final Design

Sponsor: Water Transit Authority

RM2 Project Number: 28.1

RM2 Project No. 28.1	PRIOR	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	TOTAL
RM2 Funds Total	-	1,300,000	1,600,000	3,425,000	1,200,000	-	7,525,000
Environmental (ENV)	0	1,300,000	1,600,000	3,400,000	0	0	6,300,000
RM2		1,300,000	1,600,000	2,100,000			5,000,000
RM2				1,300,000			1,300,000
Final Design (PS&E)	0	0	0	25,000	1,200,000	0	1,225,000
RM 2				25,000	1,200,000		1,225,000
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
TOTAL FUNDING							
Environmental	0	1,300,000	1,600,000	3,400,000	0	0	6,300,000
Final Design (PS&E)	0	0	0	25,000	1,200,000	0	1,225,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	0	1,300,000	1,600,000	3,425,000	1,200,000	0	7,525,000

Date: October 27, 2004
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-DA
07/25/07-C

ABSTRACT

MTC Resolution No. 3662, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Route 84 Westbound HOV Lane Extension from Newark Boulevard to I-880 Project, an element of the Regional Express Bus South program, sponsored by Alameda County Congestion Management Agency (ACCMA) and Alameda Contra Costa Transit (AC Transit) and implemented by ACCMA in partnership with the California Department of Transportation (Caltrans).

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of ACCMA's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised through Commission Action on July 25, 2007 to rescind \$995,000 in design funds and allocate \$6,380,000 in construction funds to the SR-84 HOV Lane Extension project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004 and July 11, 2007.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Route 84 Westbound HOV Lane Extension from Newark Boulevard to I-880
Sponsor: Alameda County Congestion Management Agency
Project Number: 29.3

Allocation No. 29.3-1						
Activities to be funded with Allocation #1:						
The RM2 funded component delivers the design for the HOV westbound lane extension from Newark Boulevard to I-880 on Route 84.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05366201	27-Oct-04	\$ 850,000	Design	FY 2004-05	\$	850,000
06366202	27-Oct-04	\$ 200,000	Design	FY 2005-06	\$	1,050,000

Allocation No. 29.3-2						
Activities to be funded with Allocation #2:						
The RM2 funded component delivers the construction of the HOV westbound lane extension from Newark Boulevard to I-880 on Route 84. This action also rescinds \$995,000 in previously allocated design funds.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05366201	25-Jul-07	\$ (795,000)	Design	FY 2004-05	\$	255,000
06366202	25-Jul-07	\$ (200,000)	Design	FY 2005-06	\$	55,000
08366203	25-Jul-07	\$ 6,380,000	Construction	FY 2007-08	\$	6,435,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Route 84 Westbound HOV Lane Extension from Newark Boulevard to I-880
Sponsor: Alameda Congestion Management Agency
Project Number: 29.3

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. ACCMA may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.

RM2 Project Number: 29.3

Route 84 WB - HOV Lane Extension from Newark Blvd to I-880

Lead Sponsor Alameda County Congestion Management Agency (ACCMA)	Other Sponsors(s) Alameda Contra Costa Transit	Implementing Agency (if applicable) ACCMA
Legislated Project Description Regional Expres 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.		
RM2 Legislated Funding (in \$1,000)	Total Estimated Project Cost (in \$1,000) \$10,585	
Total Overall Funding \$22,000 29.1 AC Transit Rolling Stock (\$5,300) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$6,435) 29.4 I-880 North - Maritime Street HOV On-ramp (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,750)		
Project Purpose and Description The existing westbound HOV lane on Route 84 begins at the Newark Boulevard overcrossing and ends just west of the Dumbarton Bridge toll plaza. There is a distance of approximately 1.2 kilometers from I-880 to Newark Boulevard where buses and carpoolers are queued up with mixed flow traffic before reaching the carpool lane. This project will extend the HOV lane on Route 84 from Newark Boulevard to I-880. The RM2 funds complete the design and construction of this project.		
Funding Description Committed Funds: The environmental phase and a small portion of the design is funded through the Regional Transportation Improvement Program. The remaining project costs are fully funded through the RM2 program. Uncommitted Funds: None Operating Capacity: The facility will be operated and maintained by Caltrans.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	4/2002	6/2003	\$295
2	Designs, Plans, Specs, & Estimates	10/2004	11/2006	\$1,385
3	Right-of-Way Acquisition	10/2004	9/2005	\$35
4	Construction	11/2007	11/2008	\$8,870

Total: \$10,585

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Route 84 WB - HOV Lane Extension from Newark Blvd to I-880	Project No.	29.3
Lead Sponsor	Alameda County Congestion Management Agency	Last Updated	6/14/2007

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
Committed										
RIP	Environmental	295								295
RIP	PS&E	1,330								1,330
RM2	PS&E		55							55
RIP	ROW	35								35
RIP	Construction					2,490				2,490
RM2	Construction					6,380				6,380
Total:		1,660	55	0	0	8,870	0	0	0	\$ 10,585
Uncommitted										
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Future	Total
Total:		1,660	55	0	0	8,870	0	0	0	\$ 10,585

Date: October 27, 2004
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-DA
10/25/06-C
07/25/07-C

ABSTRACT

MTC Resolution No. 3663, Revised

This resolution approves the allocation of Regional Measure 2 funds for signalization improvements along the Grand MacArthur Express Bus Route, an element of the Regional Express Bus South program, sponsored by Alameda County Congestion Management Agency (ACCMA) and Alameda Contra Costa Transit (AC Transit) and implemented by ACCMA in partnership with the California Department of Transportation (Caltrans).

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of ACCMA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised on October 25, 2006 to transfer \$175,000 in environmental and preliminary engineering funds to the final design phase, allocate \$425,000 in new funds to the final design phase, refine the project scope to limit it to operational improvements along Grand Avenue MacArthur Boulevard corridor and remove the Maritime On-ramp improvements from this project scope.

This resolution was revised on July 25, 2007 to allocate \$2,115,000 in construction funds to implement signalization improvements on 12 intersections along the Grand-MacArthur Express Bus Route.

ABSTRACT

MTC Resolution No. 3663, Revised

Page 2

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004, October 4, 2006, and July 11, 2007.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Grand-MacArthur Express Bus Project
Sponsor: ACCMA
Project Number: 29.4

Allocation No. 29.4-1						
To complete the environmental document and begin preliminary engineering.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05366301	27-Oct-04	\$ 350,000	ENV	FY 2004-05	\$	350,000
06366302	27-Oct-04	\$ 625,000	ENV	FY 2005-06	\$	975,000
06366302	25-Oct-06	\$ (175,000)	ENV	FY 2005-06	\$	800,000

Allocation No. 29.4-2						
Final design for operational improvements at 12-14 intersections along the Grand-MacArthur Boulevard Corridor.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
07366303	25-Oct-06	\$ 600,000	PSE	FY 2006-07	\$	1,400,000

Allocation No. 29.4-3						
1. Construct Signalization improvements on 12 intersections along the Grand-MacArthur Boulevard Corridor in Oakland. Refer to IPR for improvements at each intersection and the list of twelve intersections being improved. 2. Construction Management 3. System Integration						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08366304	25-Jul-07	\$ 2,115,000	CON	FY 2007-08	\$	3,515,000

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Grand-MacArthur Express Bus
 Sponsor: Alameda County Congestion Management Agency
 RM2 Project Number: 29.4

	PRIOR	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	TOTAL
RM2 Funds Total	-	350,000	450,000	600,000	2,820,000	-	4,220,000
Environmental (ENV)	0	350,000	450,000	0	0	0	800,000
RM2		350,000	450,000				800,000
							0
							0
							0
Final Design (PS&E)	0	0	0	600,000	0	0	600,000
RM2				600,000			600,000
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
RM2							0
							0
							0
							0
Construction	0	0	0	0	2,820,000	0	2,820,000
RM2					2,115,000		2,115,000
TFCA					205,000		205,000
CMAQ					500,000		500,000
							0
TOTAL FUNDING							
Environmental	0	350,000	450,000	0	0	0	800,000
Final Design (PS&E)	0	0	0	600,000	0	0	600,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	2,820,000	0	2,820,000
PROJECT TOTAL	0	350,000	450,000	600,000	2,820,000	0	4,220,000

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C 07/25/07-DA

ABSTRACT

Resolution No. 3817, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2007-08.

Additional discussion of these allocations is contained in the Executive Director's memoranda to the MTC Programming and Allocations Committee and/or the Summary Sheets dated June 13, 2007.

This resolution was revised on July 25, 2007 to allocate operating funds to Golden Gate for Richmond Bridge Express Bus Operations; to County Connection, Golden Gate, Tri-Delta Transit, and WestCAT for Regional Express Bus Operating Programs (through delegated authority); and to County Connection and LAVTA for Owl Bus Operations (through delegated authority).

**FY 2006-07 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING**

<u>Implementing Agency</u>	<u>Project Description</u>	<u>Allocation Amount</u>	<u>Allocation Code</u>	<u>Approval Date</u>
RM2 Marketing	Marketing of Operating and Capital Projects	\$1,125,000	01	06/27/07
TransLink® Marketing	Marketing of TransLink® Launch	\$400,000	02	06/27/07 - DA
Water Transit Authority	Planning and administration	\$3,000,000	03	06/27/07
County Connection	Express Bus Route 980	\$414,090	04	07/25/07 - DA
County Connection	Owl Bus Service	\$297,550	05	07/25/07
Golden Gate	Richmond Bridge Express Bus	\$1,646,944	06	07/25/07
Golden Gate	Express Bus Route 72x	\$151,264	07	07/25/07 - DA
Golden Gate	Express Bus Route 75	\$145,339	08	07/25/07
Tri-Delta	Express Bus Route 300	\$531,835	09	07/25/07 - DA
WestCat	Express Bus Route: LYNX	\$226,294	10	07/25/07 - DA
WestCat	Express Bus Route JPX/30Z	\$249,294	11	07/25/07 - DA
LAVTA	Owl Bus Service	\$101,500	12	07/25/07
	TOTAL	\$8,289,110		

Regional Measure 2 Operating Assistance Proposal Fact Sheet
Legislative Project #: 10.1
Project Description: County Connection - Owl Bus Service

Operating Plan - Request for RM2 Funds

	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Operating Budget							
Total Operating Cost	193,081	325,737	330,605				
-- Fare Revenue	1,595	32,584	33,055				
-- RM 2 Operating Assistance Request	154,418	293,153	297,550				
-- Other Subsidy	37,068						
Total Revenues	193,081	325,737	330,605				
Surplus/(Deficit)	-	-	-	-	-	-	-

Service Parameters

	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Estimated Annual Ridership	1,687	21,650	22,000				
Average Weekday Ridership	2	4	5				
Annual Revenue Vehicle Hours	2,307	4,056	4,056				
Annual Revenue Vehicle Miles	41,721	73,351	73,351				

Performance Measures

	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Required Measures Per MTC Resolution 3668							
Farebox Recovery Ratio	1%	10%	10%				
Passengers/Revenue Vehicle Hour	1	5	5				
Change in Passenger Per Revenue Vehicle Hour		630%	2%				

Environmental Clearance

County Connection has filed a CEQA Categorical Exemption for this project.

Regional Measure 2 Operating Assistance Proposal Fact Sheet
Legislative Project #: 1
Project Description: Golden Gate Express Bus Service Over the Richmond Bridge

Operating Plan - Request for RM2 Funds

	FY 06/07	FY 07/08 *	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Operating Budget							
Total Operating Cost	2,692,921	3,745,929	3,877,037	4,012,733	4,153,179	4,298,540	4,448,989
-- Fare Revenue	528,727	555,163	582,922	612,068	642,671	674,805	708,545
-- RM 2 Operating Assistance Request	2,163,473	2,195,925	2,228,864	2,262,297	2,296,231	2,330,675	2,365,635
-- Other Subsidy (GGB Toll Revenue)	721	994,841	1,065,251	1,138,368	1,214,276	1,293,060	1,374,809
Total Revenues	2,692,921	3,745,929	3,877,037	4,012,733	4,153,179	4,298,540	4,448,989
Surplus/(Deficit)	-	-	-	-	-	-	-

Service Parameters

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Estimated Annual Ridership	247,720	247,720	247,720	247,720	249,650	249,650	249,650
Average Weekday Ridership	900	900	900	900	900	900	900
Annual Revenue Vehicle Hours	20,327	20,327	20,327	20,327	20,327	20,327	20,327
Annual Revenue Vehicle Miles	273,962	273,962	273,962	273,962	273,962	273,962	273,962

Performance Measures

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Required Measures Per MTC Resolution 3668							
Farebox Recovery Ratio	20%	15%	15%	15%	15%	16%	16%
Passengers/Revenue Vehicle Hour	12	12	12	12	12	12	12
Change in Passenger Per Revenue Vehicle Hour	4%	0%	0%	0%	1%	0%	0%

Environmental Clearance

Notice of Exemption filed with the County Clerk's Office

operating through March 31, 2007. If the service successfully meets the standards outlined in MTC Resolution 3668, additional funding may be allocated in April of 2008.

Regional Measure 2 Operating Assistance Proposal Fact Sheet

Legislative Project #: 3.2

Project Description: Golden Gate Regional Express Bus Route 72x

Operating Plan - Request for RM2 Funds

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Operating Budget							
Total Operating Cost	467,207	530,870	549,450	568,681	588,585	609,185	630,507
-- Fare Revenue	219,347	230,314	241,830	253,921	266,617	279,948	293,946
-- RM 2 Operating Assistance Request	149,029	151,264	153,533	155,836	158,173	160,546	162,954
-- Other Subsidy (GGB Toll Revenue)	98,831	149,292	154,087	158,924	163,794	168,691	173,607
Total Revenues	467,207	530,870	549,450	568,681	588,585	609,185	630,507
Surplus/(Deficit)	-	-	-	-	-	-	-

Service Parameters

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Estimated Annual Ridership	40,022	40,022	40,022	40,022	40,022	40,022	40,022
Average Weekday Ridership	200	200	200	200	200	200	200
Annual Revenue Vehicle Hours	2,401	2,401	2,401	2,401	2,401	2,401	2,401
Annual Revenue Vehicle Miles	78,680	78,680	78,680	78,680	78,680	78,680	78,680

Performance Measures

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Required Measures Per MTC Resolution 3668							
Farebox Recovery Ratio	47%	43%	44%	45%	45%	46%	47%
Passengers/Revenue Vehicle Hour	17	17	17	17	17	17	17
Change in Passenger Per Revenue Vehicle Hour	-11%	0%	0%	0%	0%	0%	0%

Environmental Clearance

Notice of Exemption filed with the County Clerk's Office

Regional Measure 2 Operating Assistance Proposal Fact Sheet

Legislative Project #: 3.3

Project Description: Golden Gate Regional Express Bus Route 75

Operating Plan - Request for RM2 Funds

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Operating Budget						
Total Operating Cost	924,165	1,050,092	1,086,845	1,124,885	1,164,256	1,205,005
-- Fare Revenue	124,143	130,350	136,868	143,711	150,897	158,441
-- RM 2 Operating Assistance Request	143,191	145,339	147,519	149,732	151,978	154,257
-- Other Subsidy (GGB Toll Revenue)	656,831	774,403	802,459	831,442	861,382	892,306
Total Revenues	924,165	1,050,092	1,086,845	1,124,885	1,164,256	1,205,005
Surplus/(Deficit)	-	-	-	-	-	-

Service Parameters

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Estimated Annual Ridership	45,825	45,825	45,825	45,825	45,825	45,825
Average Weekday Ridership	175	175	175	175	175	175
Annual Revenue Vehicle Hours	4,750	4,750	4,750	4,750	4,750	4,750
Annual Revenue Vehicle Miles	109,400	109,400	109,400	109,400	109,400	109,400

Performance Measures

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Required Measures Per MTC Resolution 3668						
Farebox Recovery Ratio	13.4%	12.4%	13%	13%	13%	13%
Passengers/Revenue Vehicle Hour	10	10	10	10	10	10
Change in Passenger Per Revenue Vehicle Hour	-6%	0%	0%	0%	0%	0%

Environmental Clearance

Notice of Exemption filed with the County Clerk's Office

FY 12/13
1,247,180
166,364
156,571
924,245
1,247,180
-

FY 12/13
45,825
175
4,750
109,400

FY 12/13
13%
10
0%

--

Regional Measure 2 Operating Assistance Proposal Fact Sheet

Legislative Project #: 10.2

Project Description: LAVTA Owl Bus Service

Operating Plan - Request for RM2 Funds

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Operating Budget							
Total Operating Cost	260,907	274,013	282,233	290,700	299,421	308,404	317,656
-- Fare Revenue	12,238	17,073	19,896	20,493	21,107	21,740	21,740
-- RM 2 Operating Assistance Request	100,000	101,500	103,023	104,568	106,136	107,728	109,344
-- Other Subsidy	148,669	155,440	159,314	165,639	172,178	178,936	186,572
Total Revenues	260,907	274,013	282,233	290,700	299,421	308,404	317,656
Surplus/(Deficit)	-	-	-	-	-	-	-

Service Parameters

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Estimated Annual Ridership	16,764	20,086	23,407	24,109	24,832	25,577	25,557
Average Weekday Ridership	20	23	26	27	28	30	31
Annual Revenue Vehicle Hours	3,319	3,332	3,319	3,323	3,311	3,323	3,323
Annual Revenue Vehicle Miles	86,139	86,547	86,190	86,292	85,986	86,292	86,292

Performance Measures

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Required Measures Per MTC Resolution 3668							
Farebox Recovery Ratio	5%	6%	7%	7%	7%	7%	7%
Passengers/Revenue Vehicle Hour	5	6	7	7	7	8	8
Change in Passenger Per Revenue Vehicle Hour	108%	19%	17%	3%	3%	3%	0%

Environmental Clearance

LAVTA has filed a Categorical Exemption for this project.
