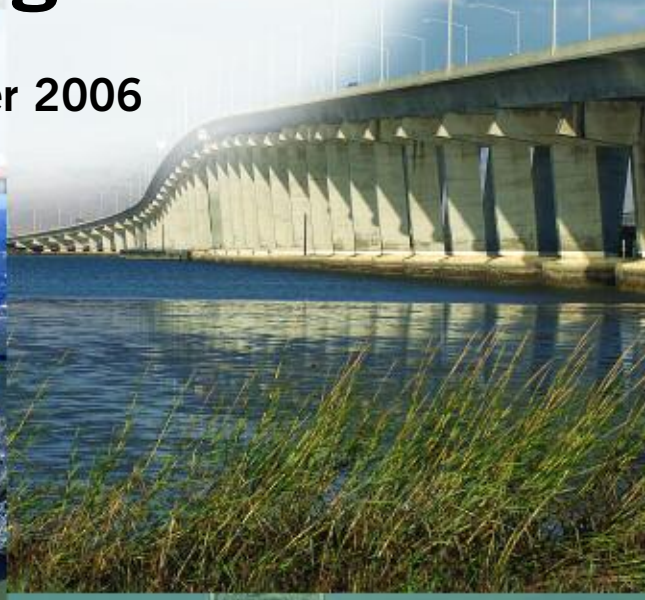
Bay Area Toll Authority

Long-Range Plan

December 2006



BAY AREA TOLL AUTHORITY

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December 2006

Published by the
Bay Area Toll Authority

Joseph P. Bort MetroCenter

101 Eighth Street | Oakland, CA | 94607-4700

TEL 510.817.5700 | FAX 510.817.5848 | TTY/TDD 510.817.5769

E-MAIL info@mtc.ca.gov | WEB www.mtc.ca.gov

BAY AREA TOLL AUTHORITY

December 26, 2006

The Honorable Alan Lowenthal
Chair, Senate Transportation & Housing Committee
California State Capitol
Sacramento, CA 95814

The Honorable Pedro Nava
Chair, Assembly Transportation Committee
California State Capitol
Sacramento, CA 95814

The Bay Area Toll Authority (BATA) is pleased to provide you with our updated Long-Range Plan, pursuant to Streets and Highways Code Section 30914(g) and 30950.3. When last updated in 1998, BATA's Long-Range Plan outlined cost estimates and a schedule for projects funded by Regional Measure 1, the 1988 voter-approved toll increase for major rehabilitation and congestion-relief projects on Bay Area bridges and their approaches. Much has happened since that time:

- All but three of the Regional Measure 1 (RM 1) projects have been delivered, with two of the remaining projects well underway and a construction contract for the third project to be advertised in January 2007.

- In 2004, Bay Area voters approved passage of Regional Measure 2 (RM 2), which authorized a $1 toll increase to fund projects, under the oversight of BATA, to improve transit options and relieve congestion in the bridge corridors.

- In 2005, BATA assumed responsibility for all revenues from the region's seven state-owned toll bridges, including the $1 seismic surcharge. At the same time, oversight for the delivery of the state's Toll Bridge Seismic Retrofit Program (SRP) was shifted from Caltrans exclusively to a newly formed Toll Bridge Program Oversight Committee (TBPOC), which includes representatives from BATA, Caltrans and the California Transportation Commission.

This update to BATA's Long-Range Plan is required by Chapter 715, Statutes of 2003 (SB 916, Perata) — the statute that placed RM 2 on the ballot in March 2004. The law requires BATA to integrate the RM 2 capital and transit operating projects into BATA's long-range plan "in order to maintain its viability as a strategic plan." Since BATA has funding and oversight responsibility for the RM 1, RM 2 and Seismic Retrofit programs, this plan reports on the current status of all three toll-funded programs.

Should you have any questions about this report, please don't hesitate to contact Steve Heminger, BATA Executive Director at 510.817.5810.

Sincerely,

Jon Rubin
Chair

JOSEPH P. BORT METROCENTER | 101 EIGHTH STREET | OAKLAND, CA 94607-4700
TEL 510.817.5700 | **TTY/TDD** 510.817.5769 | **FAX** 510.817.5848 | **E-MAIL** info@mtc.ca.gov | **WEB** www.mtc.ca.gov

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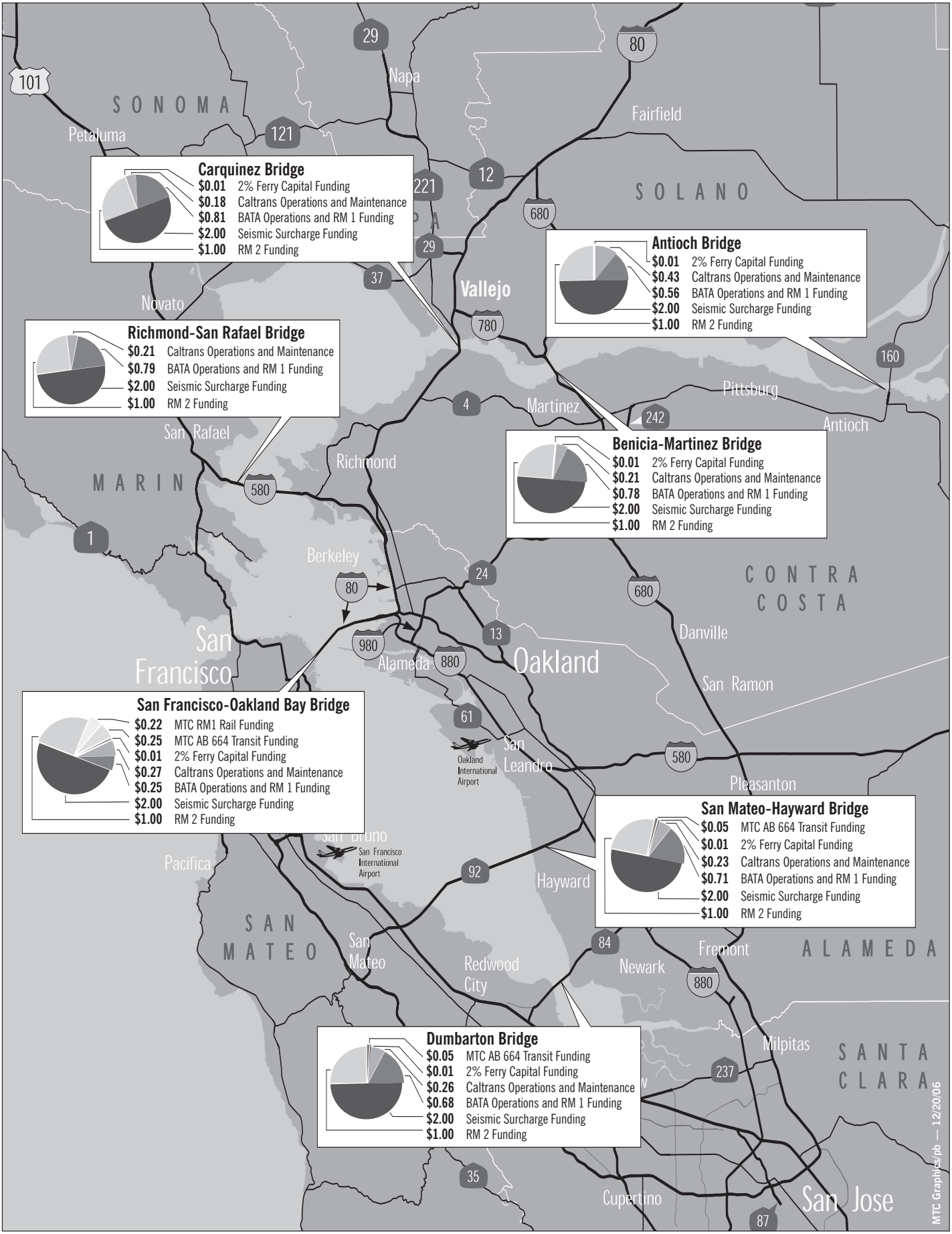

Introduction

When last adopted in 1998, BATA's Long-Range Plan focused on the 1988 voter-approved Regional Measure 1 (RM 1) Program that funded major rehabilitation and congestion-relief projects on the Bay Area's bridges. In the time since that Plan was adopted, Bay Area voters approved a second toll increase, and BATA assumed responsibility for all revenues from the region's seven state-owned toll bridges. This update to the Long-Range Plan provides a status report not only on the RM 1 projects, but also on the Toll Bridge Seismic Retrofit Program (SRP) and the toll-funded projects designated in the voter-approved (2004) Regional Measure 2.

Toll Bridge Seismic Retrofit Program (SRP) At A Glance

The Toll Bridge Seismic Retrofit Program provides $8.7 billion in funding for the seismic retrofit of five of the seven state-owned toll bridges in the Bay Area and for two former toll bridges in Southern California. To date, Caltrans has completed the retrofit of the San Mateo-Hayward, Carquinez, Benicia-Martinez and Richmond-San Rafael bridges in the Bay Area. The last remaining bridge is the San Francisco-Oakland Bay Bridge, which is currently under construction. To date, BATA has allocated $6.5 billion toward the completion of the SRP projects.

Regional Measure 1 (RM 1) At A Glance

Regional Measure 1 provides $2.3 billion in funding for a number of major toll bridge congestion relief projects around the Bay Area. These include the widening of the San Mateo-Hayward Bridge, which opened in 2002, and construction of the new Alfred Zampa Memorial (Carquinez) Bridge, which opened in 2003. More recently, Caltrans completed the resurfacing of the Richmond-San Rafael Bridge in November 2006 and plans to open the new Benicia-Martinez Bridge by late 2007. To date, BATA has allocated $2 billion toward the completion of the RM 1 projects.

Regional Measure 2 (RM 2) At A Glance

Regional Measure 2 provides approximately $1.5 billion in funding for 36 capital improvement projects in the bridge corridors, plus up to $1.6 billion in operating funds for 14 transit routes and projects. The transit operating funding is capped at 38 percent of annual RM 2 revenue or roughly $45 million annually. To date, MTC has allocated $360 million for RM 2 capital projects and $36 million for transit operating projects.

Key Differences Between RM 1 and RM 2

Whereas RM 1 made a commitment to the voters to fully fund and deliver a specific set of improvements in the bridge corridors, RM 2 provides a cap on the amount of funding to be provided to each project in the expenditure plan. This

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Introduction

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is similar to the model used by "self-help counties" in their sales tax expenditure plans. As a result, RM 2 money in some instances provides only a down payment on a project, leaving it up to the project sponsors to secure the remaining funds necessary to fully fund the project. It is the project sponsors who ultimately are responsible for the full funding and delivery of a given project. BATA's charge is to ensure that every RM 2 allocation is spent on a project that will eventually deliver a tangible benefit to the traveling public.

How Does the BATA Long-Range Plan Fit Into Other MTC Planning Efforts?

As the Bay Area's regional transportation planning agency, MTC is required to adopt a 25-year financially constrained plan that details exactly how the region will spend its anticipated funding. The current plan, known as the Transportation 2030 Plan, was adopted by the Commission in 2005 and covers the period from 2005 through 2030. With total anticipated revenues of $118 billion during this time, the Transportation 2030 Plan details a comprehensive investment program intended to promote six main objectives: safety, reliability, access, livable communities, clean air and efficient freight travel. The projects and funding reported in the BATA Long-Range Plan have been incorporated into the Transportation 2030 Plan's financial assumptions, and are consistent with the Plan's transportation goals and air quality requirements. Many of these toll-funded projects, especially in the RM 1 and SRP programs, have been included in the Bay Area's previous long-range transportation plans, and the passage of RM 2 simply provided additional revenue to fund them.

Funding the Toll Bridge Programs

To fund the RM 1, RM 2 and the SRP programs, BATA adopted a $7.6 billion plan of finance. The plan calls for a combination of carefully structured bond financings as well as over $2 billion in pay-as-you-go toll funding to complete the programs. BATA's total debt portfolio is currently $3.1 billion and includes a combination of fixed and variable debt. The financings have included the defeasance of $1.1 billion in prior state infrastructure bonds for the SRP program and $2 billion in new toll-revenue-backed money. BATA is currently working on financing $970 million of the state contribution payments for the SRP program. Since issuing its first series of bonds in 2001, BATA has been able to maintain high marks for credit-worthiness from the three major national bond-rating services, with ratings equivalent to the strongest transportation agencies in the country.

Toll Bridge Seismic Retrofit Program

The $1 seismic surcharge that has been added to all vehicular tolls on the Bay Area's state-owned toll bridges since 1998 will increase to $2 starting in 2007. This money, combined with other state and federal funds, is used to finance the Toll Bridge Seismic Retrofit Program (SRP), which involves five of the region's seven state-owned toll bridges: the San Francisco-Oakland Bay Bridge; the Richmond-San Rafael Bridge; the San Mateo-Hayward Bridge; the Carquinez Bridge; and the Benicia-Martinez Bridge. The two newest toll bridges in the Bay Area, the Antioch and Dumbarton spans, are not part of the SRP but are currently under review by Caltrans to assess what may be needed to strengthen these structures.

The fundamental purpose of the SRP is to protect public safety by strengthening or replacing seismically deficient bridge structures. Retrofits already have been completed on four of the five SRP bridges, most recently the Richmond-San Rafael Bridge, where seismic retrofit work was completed in July 2005. Seismic retrofit work on the Benicia-Martinez Bridge and on the Carquinez Bridge was completed in 2002, and work on the San Mateo-Hayward Bridge was finished in 2000. An in-place retrofit of the existing West Span of the San Francisco-Oakland Bay Bridge was completed in June 2004. Remaining work on the Bay Bridge includes the complete replacement of the East Span between Oakland and Yerba Buena Island, and the retrofit of the West Approach to the bridge in San Francisco. Both projects are now underway.

The West Approach project calls for the near-complete replacement of the double–deck approach structure from Fifth Street through the heart of San Francisco to the West Span anchorage. This work — which is scheduled for completion in 2009 — involves multi-staged demolition and reconstruction of the structures while maintaining all existing travel lanes for weekday commute travelers.

The new East Span replacement was designed as two bridges in one: a sleek causeway (called the "Skyway") extending from Oakland, joining a striking single-tower, self-anchored suspension span (referred to as the "SAS") that crosses a stretch of deep water adjacent to Yerba Buena Island. The Skyway section is more than halfway finished with an estimated completion date in December 2007. The SAS section is scheduled to open to traffic in late 2013.

New Oversight and Reforms

AB 144 greatly expanded BATA's responsibilities in 2005 by transferring to BATA the authority for all state toll bridge revenues in the Bay Area. AB 144 also established the Toll Bridge Project Oversight Committee (TBPOC) to implement a single project oversight and control process for all state toll

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Toll Bridge Seismic Retrofit Program

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bridge seismic retrofit program projects, and for the new Benicia-Martinez Bridge project, which is part of the RM 1 program (for more information, see page 11).

The three-member TBPOC includes BATA's Executive Director, the Director of Caltrans and the Executive Director of the California Transportation Commission (CTC). The TBPOC's responsibilities include reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million, and preparing quarterly project reports for submittal to the transportation and fiscal committees of both houses of the Legislature and the CTC.

For more information on the San Francisco Bay Bridge Project, visit **www.baybridgeinfo.org.** For general information on the Toll Bridge Seismic Retrofit Program visit **http://bata.mtc.ca.gov/reports.htm.**

Toll Bridge Seismic Retrofit Program

Project Number	Bridge	Seismic Retrofit Strategy	Status	Seismic Safety Completion Date	Current Budget 2006 ($ in millions)
1	San Francisco-Oakland Bay Bridge (East Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — replace entire structure	Under Construction	September 2013	**$5,486.6**
2	San Francisco-Oakland Bay Bridge (West Approach)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Under Construction	August 2009	**$ 429.0**
3	San Francisco-Oakland Bay Bridge (West Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	June 2004	**$ 307.9**
4	Richmond-San Rafael	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and damping features	Completed	October 2005	**$ 825.0**
5	Benicia-Martinez (Existing Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	August 2002	**$ 177.8**
6	Carquinez (Existing Span)	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	January 2002	**$ 114.2**
7	San Mateo-Hayward	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	June 2000	**$ 163.5**
				Subtotal	**$7,593.0**
	Southern California Toll Bridges				**$ 162.0**
	Miscellaneous Program Costs				**$ 30.0**
	Program Contingency				**$ 989.0**
				Total	**$8,685.0**

Seismic Project 1

San Francisco-Oakland Bay Bridge East Span Replacement

Project Sponsors

Bay Area Toll Authority

California Department of Transportation

California Transportation Commission

Project Description

The east span of the San Francisco-Oakland Bay Bridge will be seismically retrofitted through complete replacement of the existing span. The signature span of the new bridge will be a single tower self-anchored suspension (SAS) bridge just off of Yerba Buena Island (YBI). The SAS will connect to Oakland via a precast, segmentally-constructed concrete skyway. The final connections to the existing YBI tunnel and Oakland will be cast-in-place concrete structures. When completed as designed, the new bridge will be a "lifeline" structure able to reopen quickly to traffic after a major seismic event with a design life of 150 years.

(dollars in millions)

Scheduled Completion	Current Approved Budget			SRP Allocations (to date)
	SRP	Other	Total	
September 2013	**$5,486.6**	**$0.0**	**$5,486.6**	**$4,159.9**

Project Status

The project has been split into a number of separate construction contracts to increase competition among contractors, reduce schedule risks and facilitate construction. Of the major contracts, the skyway is closest to completion and is scheduled to be completed in late 2007 along with the foundations of the SAS structure. The SAS superstructure contract was awarded in April 2006 and is in the early stages of construction planning and fabrication preparation. Contracts for the first phase of the Oakland Touchdown and for the YBI Approach Structures are expected to be advertised in 2007 and 2008 respectively. Traffic is expected on the new structure in the eastbound direction in September of 2012 and in the westbound direction in September of 2013.

Caltrans

The last segment of the San Francisco-Oakland East Span Skyway is lifted into place.

Seismic Project 2

San Francisco-Oakland Bay Bridge West Approach Reconstruction

Project Sponsors

Bay Area Toll Authority

California Department of Transportation

California Transportation Commission

Project Description

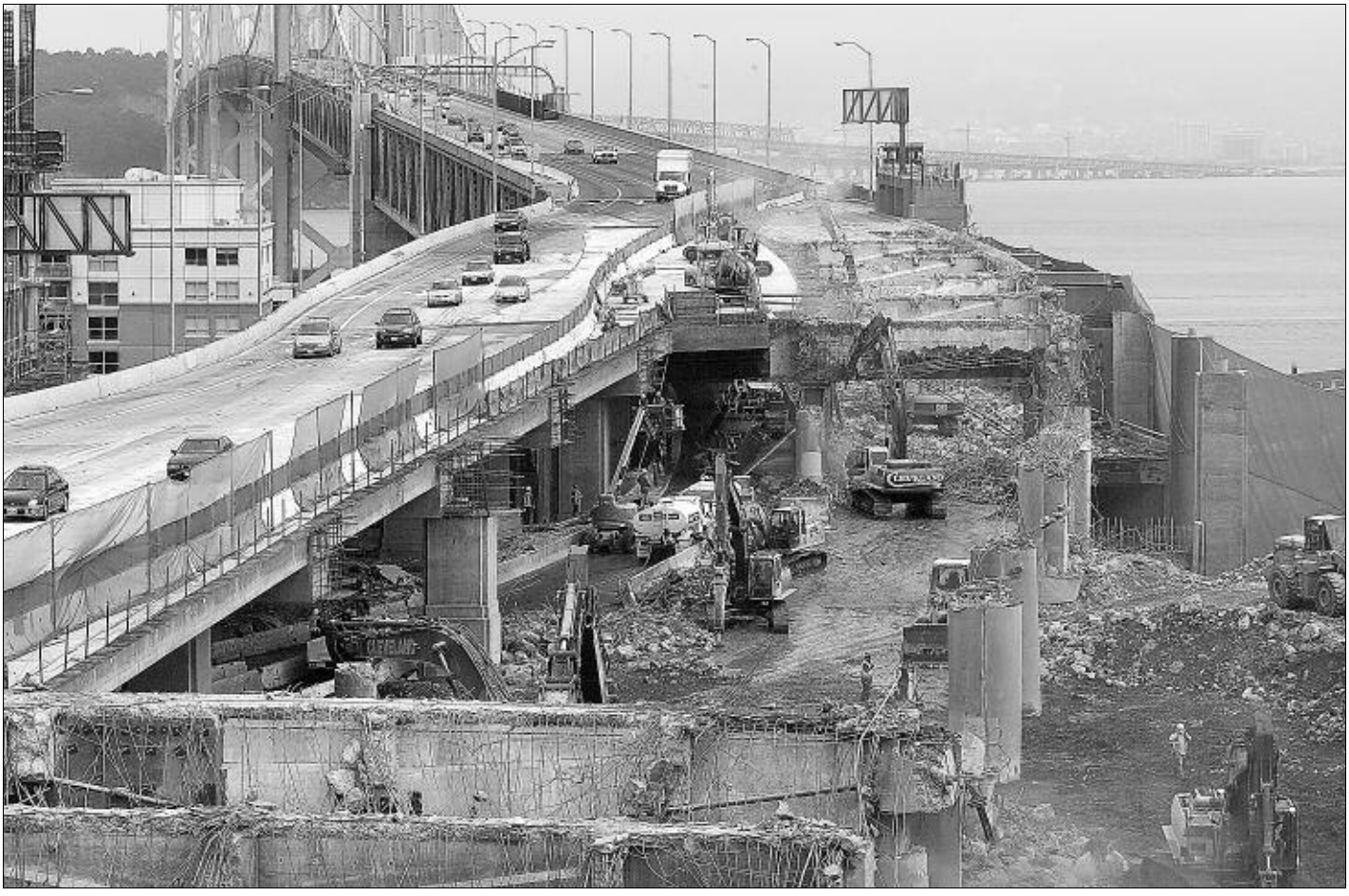
This project replaces the entire Interstate 80 west approach structure from 5th Street to the west anchorage of the existing west span of the Bay Bridge in San Francisco. Construction has been carefully staged to maintain the existing number of traffic lanes for the weekday commute.

(dollars in millions)

Scheduled Completion	Current Approved Budget			SRP Allocations (to date)
	SRP	Other	Cost	
August 2009	**$429.0**	**$0**	**$429.0**	**$400.8**

Project Status

The project is currently in construction and is scheduled to be completed by August 2009. Critical work to demolish the southern frames of the existing approach structures was successfully completed during a complete shutdown of the Bay Bridge over the Labor Day weekend in 2006.



Caltrans

The old west approach to the San Francisco-Oakland Bay Bridge is demolished on Labor Day weekend, 2006.

Regional Measure 1 Toll Bridge Capital Improvement Program

Approved by Bay Area voters in November 1988, the Regional Measure 1 Toll Bridge Capital Improvement Program is a multi-billion dollar toll bridge expansion and enhancement program involving six of the Bay Area's seven state-owned toll bridges. The program is funded from toll revenues generated by raising the auto toll to a uniform $1 in 1988 on all seven of the region's toll bridges.

RM 1 has delivered many projects used daily by Bay Area drivers. Since 1998, BATA and Caltrans have delivered the new Al Zampa Memorial (Carquinez) Bridge, a widened San Mateo-Hayward Bridge, a widened Bayfront Expressway connecting U.S. 101 with the Dumbarton Bridge, and a major rehabilitation of the Richmond-San Rafael Bridge. Prior to BATA's creation in 1998, Caltrans and others completed construction of the Richmond Parkway linking Interstate 80 with the Richmond-San Rafael Bridge, widened the existing Benicia-Martinez Bridge and constructed the Grand Avenue approach structure to the San Francisco-Oakland Bay Bridge. Remaining projects in the RM 1 program include:

- demolition of the 1927 Carquinez Bridge, which began in early 2006;
- construction of a new Benicia-Martinez Bridge, scheduled to open to traffic in mid to late 2007;
- reconstruction of the Interstate 880/State Route 92 Interchange, scheduled to open to traffic in 2011.

For more information, visit **http://bata.mtc.ca.gov/reports.htm**

Toll Bridge Rehabilitation Plan

In October 2006, BATA adopted a 10-Year Toll Bridge Rehabilitation Plan for the state-owned bridges that is also funded from RM 1 toll revenues. The Rehabilitation Plan includes a program of critical bridge rehabilitation projects needed to provide secure and safe bridge facilities, maintain the structural integrity of the bridges and upgrade the revenue collection system for the bridges. The Rehabilitation Plan totals approximately $228 million over a 10-year period.

Regional Measure 1 Toll Bridge Capital Improvement Program

Project Number	Project	Description	Status	Open to Traffic/ Completion Date	Current Approved Budget ($ in millions)
1	New Benicia-Martinez Bridge	The project will construct a new bridge parallel and east of the existing bridge that will carry five northbound lanes with shoulders. The project also will reconstruct the north and south interchanges and provide a new toll plaza. The existing bridge will be reconstructed to carry four lanes of southbound traffic with a bi-directional pedestrian/bicycle lane.	Under Construction	December 2007	**$1,263.0**
2	Interstate 880/State Route 92 Interchange Reconstruction	The project will reconstruct the existing cloverleaf interchange with direct freeway-to-freeway connectors.	In Design	June 2011	**$ 133.8**
3	1927 Carquinez Bridge Demolition	The project will demolish the existing 1927 Carquinez Bridge, which was replaced by the New Al Zampa Memorial (Carquinez) Bridge	Being Demolished	December 2007	**$ 51.3**
4	New Al Zampa Memorial (Carquinez) Bridge	The project constructed a new bridge parallel to and west of the existing bridges to replace the 1927 Carquinez Bridge. The new suspension bridge carries three mixed-flow lanes and one high-occupancy-vehicle lane, plus a bidirectional pedestrian/bicycle lane.	Completed	November 2003	**$ 476.9**
5	San Mateo-Hayward Bridge Widening	The project widened the existing low-rise trestle portion of the bridge from four to six lanes to match the existing high-rise span. The project also widened the east approach to the bridge and expanded the existing toll plaza.	Completed	February 2003	**$ 217.8**
6	Richmond Parkway Construction	The project constructed a new eastern approach expressway from Interstate 80 near Pinole to the Richmond-San Rafael Bridge.	Completed	May 2001	**$ 5.9**
7	Bayfront Expressway (State Route 84) Widening	The project widened the existing west approach to the Dumbarton Bridge from four to six lanes and improved various intersections between the bridge and US 101.	Completed	January 2004	**$ 39.9**
8	Richmond-San Rafael Bridge Trestle and Deck Joint Rehabilitation	The project replaced the western low-rise concrete trestle portion of the bridge and repaired numerous deck joints along the steel cantilevered truss portion of the bridge.	Completed	August 2005	**$ 102.1**
9	Richmond-San Rafael Bridge Deck Resurfacing	The project resurfaced the existing concrete deck with a polyester concrete overlay.	Completed	November 2006	**$ 25.0**
				Total	**$2,315.7**

RM 1 Project 1

New Benicia-Martinez Bridge

Project Sponsors

Bay Area Toll Authority

California Department of Transportation

Project Description

The new Benicia-Martinez Bridge project constructs a cast-in-place concrete bridge parallel and just east of the existing bridge to carry five lanes of eastbound Interstate 680 traffic from Contra Costa County to Solano County. The project includes a new toll plaza in Martinez and reconstructed interchanges to the north and south of the bridge. The existing bridge will later be reconstructed to carry four lanes of westbound traffic with a barrier-separated bicycle/pedestrian lane.

(dollars in millions)

Scheduled Completion	Current Approved Budget			RM 1 Allocations (to date)
	RM 1	RM 2/Other	Total	
December 2007	**$1,174.8**	**$88.2**	**$1,263.0**	**$1,126.3**

Project Status

All major construction contracts necessary to open the new bridge to traffic have either been completed or are in construction. As of December 2006, the new bridge is 90 percent complete with all foundations, columns and pre-cast superstructure roadway segments finished. Remaining work includes final closure pours, hinge construction to tie the bridge piers together and finish work such as barrier rails, electrical work and roadway preparations. Both interchanges to the north and south have been structurally modified to accommodate the new bridge. The new toll plaza will be substantially completed by December 2007, but will be further modified to accommodate electronic open-road tolling. Open-road tolling will allow FasTrak® equipped vehicles to pay their tolls electronically while driving through the new toll plaza at freeway speeds. The open-to-traffic date of the new bridge is anticipated to be in mid to late 2007. After the new bridge is opened to traffic, a separate contract will be awarded to reconstruct the existing bridge for westbound only traffic with a barrier-separated bicycle/pedestrian lane.

John Huseby, Caltrans

Constructing the new Benicia-Martinez bridge

RM 1 Project 2

Interstate 880/State Route 92 Interchange Reconstruction

Project Sponsors

Alameda County Transportation Authority

Bay Area Toll Authority

California Department of Transportation

Project Description

This project will reconstruct the existing cloverleaf style interchange with direct connectors between Interstate 880 (I-880) and State Route 92 (SR-92). The current interchange configuration is under capacity for the existing and projected traffic conditions, resulting in heavy congestion during the evening commute. The reconstructed interchange will feature direct fly-over ramps from eastbound SR-92 to northbound I-880 and from westbound SR-92 to southbound I-880 that will eliminate the extensive traffic weaving currently occurring.

(dollars in millions)

Scheduled Completion	Current Approved Budget			RM 1 Allocations (to date)
	RM 1	Other	Total	
June 2011	**$124.2**	**$9.6**	**$133.8**	**$43.8**

Project Status

The project has been environmentally cleared and is forecasted to advertise in January 2007. The project will be risk-advertised pending final right-of-way clearance. A right-of-way clearance certification is expected before bid opening in April 2007. The project is expected to take four years to construct. Due to prior environmental and right-of-way delays, the cost of the project has been forecasted to significantly increase over the current approved budget due to escalation. BATA plans to revise the project budget in early 2007.

RM 1 Projects 3 and 4

New Carquinez Bridge and 1927 Carquinez Bridge Demolition

Project Sponsors

Bay Area Toll Authority

California Department of Transportation

Project Description

This project constructed a new suspension bridge across the Carquinez Strait to carry westbound Interstate 80 traffic. Opened to traffic in November 2003, the new Alfred Zampa Memorial Bridge has four vehicular lanes, including a to-be-opened high-occupancy-vehicle (HOV) lane, and a bicycle/pedestrian lane. The HOV lane will open to traffic upon completion of a separate non-RM 1 project constructing the HOV lane between State Route 4 and the new bridge. The new bridge replaces a 1927 bridge that is currently being demolished as a part of this project.

(dollars in millions)

	Scheduled Completion	Current Approved Budget			RM 1 Allocations (to date)
		RM 1	Other	Total Cost	
New Bridge	November 2003	**$476.9**	**$0.0**	**$476.9**	**$456.6**
1927 Bridge Demolition	December 2007	**$51.3**	**$0.0**	**$51.3**	**$49.2**
	TOTAL	**$528.2**	**$0.0**	**$528.2**	**$514.8**

Project Status

The new bridge and all its approaches have been completed and were opened to traffic in November 2003 at a cost of $476.9 million. Currently, the old 1927 bridge is being cut away section by section at a cost of $51.3 million. The main channel spans and most of the southern truss have been removed. The demolition work is forecast to be completed by December 2007. Construction of a southern vista point view area will be advertised in early 2007, while final landscaping beneath the bridge will commence after completion of the demolition work.

Caltrans

A section of the 1927 Carquinez Bridge is removed.

Regional Measure 2

In 2004, Bay Area Voters passed Regional Measure 2 (RM 2), which raised tolls by $1 for all vehicles crossing the region's state-owned toll bridges in order to raise some $125 million annually for a program of roadway and transit projects approved by the California Legislature in Senate Bill 916 (Chapter 715, Statutes of 2004). Authored by East Bay Senator and President Pro Tempore Don Perata, SB 916 established the Regional Traffic Relief Plan, which is designed to reduce congestion and improve travel options in the bridge corridors and their approaches. The projects adopted in this long-range plan are consistent with Streets and Highways Code Section 30914. As the financial manager for the RM 2 revenues, BATA is responsible for the preparation of financial plans, the issuance of debt financing and dispersal of funds to project sponsors. MTC is the program and project coordinator, with duties that include reviewing project application, programming and allocating funds to specific projects, and monitoring project delivery.

Regional Measure 2 provides funding for capital improvement projects and for transit operations.

Capital Program

Over the next 30-plus years, the Regional Traffic Relief Plan provides $1.5 billion to 36 capital projects. These projects are in various stages of completion ranging from initiating the environmental clearance process to construction of facilities. MTC began allocating RM 2 funds to projects in the capital program in July 2004. As of December 2006, MTC had allocated a total of $360 million for RM 2 capital projects. Project descriptions and details for the 36 capital projects begin on page 16 of this document.

Transit Operations

The Regional Traffic Relief Plan dedicates up to $1.6 billion in operating funds to 14 projects. Annually up to 38 percent of the total annual RM 2 revenues (approximately $48 million per year) is provided for operations of commuter rail, express and enhanced bus, and ferry services. Beginning in fiscal year 2004-05, allocations of operating funds were made available on an annual basis. MTC allocated approximately $7 million in transit operating funds in fiscal year 2004-05 and $25 million in fiscal year 2005-06. Through December 2006 MTC has allocated a total of $52 million for projects in the RM 2 Operating Program. Project descriptions and details for projects in the Operating Program begin on page 44 of this document.

RM 2 Regional Traffic Relief Plan: List of Capital Projects and Allocations

Project Number	Description	Legislated RM 2 Funding	Allocations to Date*
1	BART/Muni Connection at Downtown San Francisco Stations	**$ 3,000,000**	**—**
2	San Francisco Municipal Railway (Muni) Metro East Third Street	**$ 30,000,000**	**$30,000,000**
3	Muni Waterfront Historic Street Car Expansion	**$ 10,000,000**	**$10,000,000**
4	Dumbarton Rail Bridge New Commuter Service	**$135,000,000**	**$ 2,887,000**
5	Vallejo Intermodal Station	**$ 28,000,000**	**—**
6	Solano County Express Bus Intermodal Facilities	**$ 20,000,000**	**$ 1,415,000**
7	Solano County Corridor Improvements near the Interstate 80/Interstate 680 Interchange	**$100,000,000**	**$ 6,975,000**
8	Interstate 80 Eastbound High-Occupancy-Vehicle (HOV) Lane Extension at Carquinez Bridge	**$ 50,000,000**	**$ 5,260,000**
9	Richmond Parkway Park-and-Ride Facility	**$ 16,000,000**	**$ 700,000**
10	Sonoma-Marin Area Rail Transit District (SMART) Extension to Ferry Service at Larkspur Landing or San Quentin	**$ 35,000,000**	**$ 1,000,000**
11	U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements	**$ 65,000,000**	**$ 5,558,000**
12	Interstate 680 HOV Lane Improvement	**$ 15,000,000**	**$ 1,000,000**
13	Commuter Rail Extension to East Contra Costa County (e-BART)	**$ 96,000,000**	**$21,250,000**
14	Amtrak "Capitol Corridor" Improvements in Interstate 80/Interstate 680 Corridor	**$ 25,000,000**	**$ 615,000**
15	Central Contra Costa BART Crossover Track	**$ 25,000,000**	**$ 4,650,000**
16	Completion of new Benicia-Martinez Bridge	**$ 50,000,000**	**$50,000,000**
17	Regional Express Bus North	**$ 20,000,000**	**—**
18	TransLink® Transit Fare Smart Card Integration	**$ 22,000,000**	**$12,862,000**
19	Real-Time Transit Information	**$ 20,000,000**	**$15,560,000**

**Allocations to date as of December 2006.*

Project Number	Description	Legislated RM 2 Funding	Allocations to Date*
20	Safe Routes to Transit (Pedestrian and Bicycle Access)	**$ 22,500,000**	**$ 3,726,800**
21	BART Tube Seismic Strengthening	**$143,000,000**	**$ 33,801,000**
22	New Transbay Terminal/Downtown Caltrain Extension in San Francisco	**$150,000,000**	**$ 47,230,000**
23	BART Oakland Airport Connector	**$ 30,000,000**	—
24	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus	**$ 65,000,000**	**$ 21,057,000**
25	Regional Ferry System Expansion: Alameda/Oakland/Harbor Bay	**$ 12,000,000**	—
26	Regional Ferry System Expansion: Berkeley/Albany	**$ 12,000,000**	—
27	Regional Ferry System Expansion: South San Francisco	**$ 12,000,000**	—
28	San Francisco Downtown Ferry Terminal Environmental Review and Spare Vessels	**$ 48,000,000**	**$ 22,000,000**
29	Regional Express Bus South	**$ 22,000,000**	**$ 11,538,882**
30	Interstate 880 North Safety Improvements	**$ 10,000,000**	**$ 1,100,000**
31	BART Extension to Warm Springs	**$ 95,000,000**	**$ 16,000,000**
32	Interstate 580 Rapid Transit Corridor Improvements	**$ 65,000,000**	**$ 19,200,000**
33	Regional Rail Master Plan	**$ 6,500,000**	**$ 6,500,000**
34	Integrated Transit Fare Program to Develop Zonal Monthly Pass	**$ 1,500,000**	—
35	Promotion of Commuter Benefits for Transit Users	**$ 5,000,000**	**$ 100,000**
36	Caldecott Tunnel Fourth Bore	**$ 50,500,000**	**$ 7,500,000**
	TOTAL Capital Funds	**$ 1.515 billion**	**$359,485,682**

**Allocations to date as of December 2006.*

RM 2 Capital Project 1

BART/Muni Connection at Embarcadero and Civic Center Stations

Project Sponsor

Bay Area Rapid Transit District (BART)

Project Description

Muni's metro rail line and BART's system share the underground Civic Center and Embarcadero stations in San Francisco. However, the two systems are on separate platform levels without convenient connections between them. To make this transfer more convenient for customers, this project funds a direct connection between the two operations. Riders would still be required to pay for each system separately, but would no longer need to traverse between levels to transfer to the other system.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
December 2008	**$3.0**	**$1.0**	**$4.0**	**$0.0**

Project Status

BART is preparing for a demonstration of this project at the Civic Center Station. BART plans to implement the project at the Embarcadero and Civic Center stations, pending a successful demonstration project.

RM 2 Capital Project 2

Muni Metro Third Street Light Rail Maintenance Facility

Project Sponsors

Municipal Transportation Agency (MTA) - San Francisco Municipal Railway (Muni)

Project Description

The Metro East Operating and Maintenance Facility is needed to accommodate the new Third Street Light Rail Service expansion, which is scheduled to be fully operational in April 2007. MTA-Muni will construct the new facility on approximately 13 acres of a 17-acre site at 25th and Illinois streets in San Francisco. The facility will consist of a two-story main shop and administration building, power substations, a light-rail vehicle storage yard, and an on-site parking lot that accommodates 170 employee and non-revenue maintenance vehicles.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
May 2008	**$30.0**	**$181.0**	**$211.0**	**$30.0**

Project Status

Construction began in late 2003. The foundation and underground utilities are almost complete and the contractor has begun erecting the steel for the maintenance building and trackwork.

RM 2 Capital Project 3

Muni Waterfront Historic Streetcar Expansion

Project Sponsors

Municipal Transportation Agency (MTA) - San Francisco Municipal Railway (Muni)

Project Description

MTA-Muni is rehabilitating 11 New Jersey Transit Presidential Conference Cars (PCCs) and 4 double-ended historic streetcars for new service on Muni's E-Line, which runs along three and a half miles of the city's northeast waterfront from Mission Bay to Fisherman's Wharf. The rehabilitation of the 11 PCCs will allow Muni to increase its general historic fleet size and transition existing double-ended streetcars from its current F-Line service to the new E-Line service. Implementation of the E-Line will help ease congestion in rapidly growing areas of the city and improve connections leading to more convenient public transportation service.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
December 2009	**$10.0**	**$10.0**	**$20.0**	**$10.0**

Project Status

After an extended restoration process, the first five PCC cars have been completed. The remaining cars are expected to arrive at the rate of about one per month. The last PCC car should be delivered in the spring of 2007. MTA is beginning the procurement process to secure a contractor to rehabilitate the 4 double-ended vehicles.

Carmen Magana, S.F. Muni

Muni historic trolley near Fishermans' Wharf

RM 2 Capital Project 4

Dumbarton Commuter Rail Service

Project Sponsors

San Mateo County Transportation Authority

Alameda County Transportation Improvement Authority (ACTIA)

Capital Corridor Joint Powers Authority

Alameda County Congestion Management Agency (ACCMA)

Project Description

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 in the East Bay and traveling west during the morning peak and six trains returning during the evening peak. Daily ridership is projected at approximately 6,350 passengers in 2012 and 12,800 passengers by 2030. Three new stations will be constructed at Redwood City/Menlo Park, Newark and Union City, and the Fremont Centerville station will be upgraded.

The 20-mile project has been divided into seven segments:

Segment A - Redwood City/Menlo Park Station to the west approach of the Dumbarton Rail Bridge

Segment B - Dumbarton Bridge Crossing

Segment C - East approach of the bridge to the Newark Station

Segment D - Newark Station to Maple Street in Fremont

Segment E - Maple Street to Riverwalk Drive, Centerville Station

Segment F - Niles/Shinn Junction Connection Track

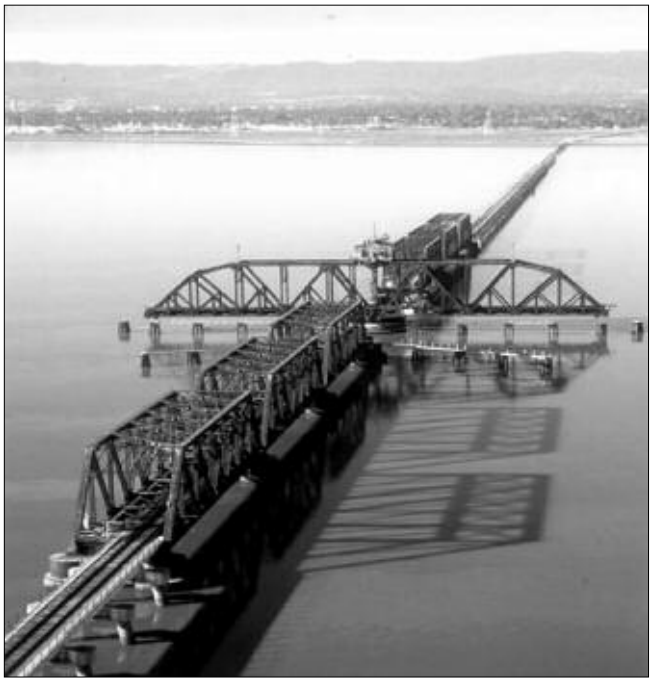
Segment G - Niles/Shinn Connection to Industrial Connection in South Hayward, including Union City Station

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
December 2012	**$135.0**	**$460.0**	**$595.0**	**$2.9**

Project Status

The environmental study (EIR/EIS) is underway. The scoping of the project has been completed and the project is entering Phase 2 technical studies. The San Mateo County Transportation Authority is transferring its responsibilities as lead agency to the Peninsula Corridor Joint Powers Board for the environmental and engineering design work. A recent analysis to update the project costs resulted in a significant increase in costs. The Dumbarton Policy Advisory Committee is exploring additional revenue sources, project scope changes and/or phasing strategies in response to the new project cost estimates.



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Dumbarton railroad bridge

RM 2 Capital Project 5

Vallejo Station

Project Sponsor

City of Vallejo

Project Description

Vallejo Baylink ferries and buses operate between Vallejo and downtown San Francisco. The central element of the Vallejo Station intermodal facility is the construction of 1,200 park-and-ride spaces in a mixed-use parking structure across Mare Island Way from the existing dock used by Baylink ferries. Supporting elements include 10 regional bus stop bays, a 12-bay off-street Downtown Bus Transfer Center and an off-street drop-off and pick-up area for private autos and shuttles.

Vallejo Station also includes extensive pedestrian connections, including walkways, sidewalks and crosswalks linking the project's principle elements (e.g., bus facilities, parking and the ferry), and bicycle facilities. Vallejo Station will support Vallejo's Baylink fast ferries, regional express buses and local bus service and is projected to serve more than 11,000 passenger on a typical weekday when completed.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
	RM 2	Other	Total Cost	(to date)
June 2011	**$28.0**	**$38.0**	**$66.0**	**$0.0**

Project Status

The City of Vallejo certified the environmental Impact Report for the Vallejo Station and Waterfront project in October 2005. Initiation of the design phase is scheduled for early 2007.

Peter Beeler

Passengers boarding the Vallejo Baylink ferry

RM 2 Capital Project 6

Solano County Express Bus Intermodal Facilities

Project Sponsor

Solano Transportation Authority (STA)

Project Description

In July 2004, the Solano Transportation Authority (STA) adopted the I-80/I-680/I-780 Transit Corridor Study, which analyzes existing transit services and demand, and provides short- and long-range transit plans for intercity express bus services and auxiliary facility improvements, such as direct access ramps to center median high-occupancy-vehicle (HOV) lanes, park-and-ride lots, and transit center demand and site planning. From this plan, the STA has prioritized four projects in Solano County to receive Regional Measure 2 express bus intermodal facility funds.

(1) Curtola Transit Center – This project will expand the existing 500-space park-and-ride lot with a parking structure, a net increase of 700 new parking spaces.

(2) Benicia Intermodal Transportation Station – The Benicia Intermodal Transportation Station is a park-and-ride facility for up to 300 vehicles and includes an express bus transfer point. Future phases (currently unfunded) include railroad modifications to accommodate rail passenger service and an ancillary building for ticket sales.

(3) Fairfield Transportation Center – Expansion of the commuter parking structure which will include adding 600 parking spaces at the Fairfield Transportation Center (FTC), located at the I-80/West Texas Street interchange in Fairfield. The current facility consists of a 400-space three-level commuter parking structure.

(4) Vacaville Intermodal Station (VIS) – Phase 1 of the Vacaville Intermodal Station (VIS) will provide a bus transfer facility, ten bus bays, and a surface lot with 200 parking spaces. Phase 2 of this project (currently unfunded), envisions a 400-space parking garage as well as retail/commercial space.

(dollars in millions)

Project Description	Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
		RM 2	Other	Total Cost	
Curtola Transit Center [1]	October 2012	**$6.0**	**$6.0**	**$12.0**	**$0.0**
Benicia Intermodal Transportation Station [2]	June 2009	**$3.0**	**$1.0**	**$4.0**	**$0.0**
Fairfield Transportation Center [3]	December 2008	**$5.5**	**$7.0**	**$12.5**	**$1.0**
Vacaville Intermodal Station [4]	June 2009	**$5.5**	**$3.5**	**$9.0**	**$0.4**

Project Status

[1] The City of Vallejo plans to begin the environmental analysis work in early 2007.

[2] The Benicia Intermodal station sites are being evaluated.

[3] The City of Fairfield is developing the draft concept plans and project cost estimates report that will feed into the final EIR/EIS. City staff are discussing options for additional project funding and scale of the project. The City is also preparing to contract out for project management services and preliminary engineering services.

[4] Currently, the City of Vacaville is looking at two potential locations for the proposed intermodal station. Once a location has been selected the city will begin the environmental clearance process.

RM 2 Capital Project 7

I-680/I-80/SR-12 HOV Lanes and Improvements in Solano County

Project Sponsor

Solano Transportation Authority (STA)

Project Description

The I-80/I-680/SR-12 Interchange Project proposes improving traffic operations to address congestion in the existing interchange complex, which is located in Solano County. The I-80 High-Occupancy-Vehicle (HOV) Lanes Project is one element of the overall interchange complex and consists of HOV lanes being constructed in the median of I-80 from east of the Red Top Interchange to east of the Airbase Parkway Interchange.

The goals of the proposed project are to alleviate congestion due to commuter traffic, regional interstate traffic, and recreational traffic traveling between the Bay Area and Lake Tahoe; improve safety; and provide for existing and projected traffic demand by upgrading the capacity of the freeway interchanges and completing a local roadway system that will provide alternatives to the freeway for local trips.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
September 2010	**$100.0**	**$36.6**	**$136.6**	**$7.0**

Project Status

The project is currently in the environmental review and preliminary engineering phase. The environmental document is expected to be approved in early 2007, and construction should begin in 2008. The HOV lane project is fully funded through RM 2 funds. The local roadway system improvement project is partially funded through RM 2 funds.

RM 2 Capital Project 8

Interstate 80: Eastbound High-Occupancy-Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge

Project Sponsor

California Department of Transportation (Caltrans)

Project Description

Interstate 80 eastbound will be widened and resurfaced. The work will include realignment of the eastbound on-ramp at SR-4, realignment and construction of a new structure at the Willow Avenue eastbound off-ramp, modification of eastbound off- and on-ramps at Cummings Skyway, and construction of retaining walls.

The purposes of the project are to (1) close the four-mile gap in the existing HOV lanes in the eastbound direction of traffic between SR-4 and the west approach to the Carquinez Bridge, (2) reduce travel delay, and (3) enhance intermodal transportation along the I-80 corridor in the Bay Area. Interstate 80 is a critical east-west connector between the Bay Area, Sacramento and the localities east of the Sierras. With the anticipated growth in both commuter and commercial traffic along this corridor, it is expected that without improvements, operational performance will continue to decline in future years.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
May 2010	**$50.0**	**$0.0**	**$50.0**	**$5.3***

Project Status

MTC and Caltrans are currently finalizing a cooperative agreement for Caltrans to receive the RM 2 funding. Final design will begin after the adoption of the cooperative agreement. Construction is expected to begin in 2009.

* Execution of the allocation is contingent upon the execution of the cooperative agreement.

RM 2 Capital Project 9

Richmond Parkway Park and Ride Lot

Project Sponsor

Alameda-Contra Costa Transit (AC Transit)

Project Description

Redesign and expand the transit center to include construction of a 750-space parking facility and retail space. The rents from the retail space will help support the ongoing costs of operating and maintaining the facility. Expansion of this facility would ease current overcrowding and contribute to a significant improvement of Interstate 80 traffic flow by removing several hundred vehicles during peak commute periods. Interim improvements will maintain use of the facility by current transit patrons. Traffic improvements supporting the transit center will be identified during the environmental process, and are accounted for within the total project cost.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
December 2009	**$16.0**	**$8.8**	**$24.8**	**$0.7**

Project Status

The project is currently in the environmental and preliminary engineering phase. Construction is expected to begin in 2008.

RM 2 Capital Project 10

Sonoma-Marin Area Rail Transit (SMART) Extension to Larkspur

Project Sponsor

Sonoma-Marin Area Rail Transit District (SMART)

Project Description

The SMART Corridor Project includes the implementation of commuter passenger rail service along approximately 70 miles of the existing Northwestern Pacific Railroad (NWP) rail corridor from Cloverdale to Larkspur. There are five major components to the proposed project: (1) rail corridor improvements, (2) fourteen rail stations, (3) maintenance facility, (4) bicycle/pedestrian pathway along the corridor, and (5) shuttle services. The project includes the implementation of multi-modal rail stations, transit-oriented development and the construction of a continuous Class 1 pedestrian-bicycle facility along the NWP right of way. The proposed operating plan includes peak period service, operating at 30-minute headways, with one mid-day train.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
July 2010	**$35.0**	**$357.0**	**$387.0**	**$1.0**

Project Status

MTC approved $1 million in RM 2 funds to rehabilitate the existing and partially collapsed 1,100-foot-long Cal Park Tunnel for the dual use of future rail and bicycle/pedestrian traffic and the existing 72-foot-long Auburn Street timber railroad trestle. The retrofit does not include construction/implementation of rail operational requirements. The Environmental Impact Report for the overall SMART project was recently certified by the SMART Board in July 2006. Voters in Sonoma and Marin counties were asked to approve a quarter-cent sales tax measure in November 2006 to fund the project. The measure received a 65 percent favorable vote, just shy of the two-thirds vote required for passage.

RM 2 Capital Project 11

U.S. 101 Greenbrae Improvements, Sir Francis Drake Widening and Cal Park Hill Tunnel Multi-Use Pathway

Project Sponsor

Transportation Authority of Marin (TAM)

Project Description

The goal of this project is to address traffic congestion and improve operations in the U.S. 101 Greenbrae corridor at the junction of U.S. 101/I-580 and along the corridor south to the U.S. 101/Tamalpais Drive interchange, including local roads, to improve safety for all users. The project would make operational improvements near Sir Francis Drake Boulevard, widen Sir Francis Drake Boulevard in the City of Larkspur, rehabilitate the Cal Park Hill Tunnel Multi-Use Pathway, and improve access to the Central Marin Ferry Terminal.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
July 2013	**$65.0**	**$13.2**	**$70.1**	**$5.6**

Project Status

Widening of Sir Francis Drake Blvd was completed in July 2006. TAM is currently conducting the environmental phase of the US-101 Greenbrae operational improvements project. Construction is expected to begin in 2010. The Sonoma-Marin Area Rail Transit (SMART) and TAM are working to finalize the design for the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway. Construction is expected to begin in late 2007. No RM 2 allocation has been made to the Central Marin Ferry Access Improvement component of the project; the project is currently in alternatives analysis.

RM 2 Capital Project 12

I-680 HOV Lane Connector from I-680 to Pleasant Hill BART

Project Sponsors

Central Contra Costa Transit Authority

Contra Costa Transportation Authority

Project Description

This project consists of two elements: 1) $1 million for County Connection to conduct a study on express bus in the I-680 corridor; and 2) $14 million to fund the preferred alternative from the study or a direct HOV connector lane from I-680 to Pleasant Hill or Walnut Creek BART.

There is a high level of interest in completing the carpool lane gaps on I-680 between the I-680/SR-24 interchange and the Benicia Bridge and to provide connections for buses to/from the HOV lanes to BART. The I-680 Investment Options Study, completed by CCTA, recommended several capital HOV gap closure projects to promote the use of express buses and carpooling in the corridor. There have been proposals to construct a direct connector to BART at Pleasant Hill and Walnut Creek and to extend the southbound HOV lane from N. Main to Livorna through the I-680/SR-24 interchange as a first step in closing the HOV lane gap in this section of the corridor. The study required by RM 2 provides the opportunity to determine the best investment that can be made with available financial resources. The table below shows the schedule and funding for the study.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
January 2008	**$15.0**	**$0.0**	**$1.0**	**$1.0**

Project Status

The project is currently in the scoping phase. The draft scope of work has been developed, and work on the study will begin in 2007. The study is expected to be complete in 2008.

RM 2 Capital Project 13

Rail Extension to East Contra Costa County

Project Sponsors

Bay Area Rapid Transit District (BART)

Contra Costa Transportation Authority

Project Description

The rail extension to eastern Contra Costa County (eBART) is a proposed 21-mile rail extension that will potentially utilize non-traditional BART technology which would link directly with the BART system. The proposed technology is known as diesel-multiple unit (DMU) trains. Passengers would transfer between BART and eBART trains at the Pittsburg/Bay Point BART Station with a cross-platform transfer and coordinated schedules. The alignment runs from the Pittsburg/Bay Point BART Station east to an eBART station at Railroad Avenue, through the cities of Antioch (two stations), Oakley (one station shared with Antioch), Brentwood (one station) and the community of Byron (one station).

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
June 2010	**$96.0**	**$762.0**	**$858.0**	**$21.3**

Project Status

The eBART Partnership Policy Advisory Committee (ePPAC) recently (November 7, 2006) agreed upon a Phase 1 Proposed Project. The proposed 12-mile project consists of DMU technology along the State Route 4 (SR-4) and Mococo Right-of-Way. The proposed project terminus is at the Empire/Neroly Station in the City of Oakley. Project costs and scheduling are under review. BART is actively seeking additional project funds. BART is developing the environmental review (NEPA/CEQA-compliant document) and studying the Union Pacific Mococo and State Route 4 median alignments for classic BART, eBART or Bus Rapid Transit (BRT) technology. At the November 7, 2006 Policy meeting, eBART was forwarded as the preferred alternative. The environmental review is examining various technology and alignment options. Concurrently, the preliminary engineering, including project description and cost analyses, track upgrades required for eBART service, ridership modeling, and ridership sensitivity testing are being developed. BART is working with the cities in Contra Costa County to prepare ridership development plans surrounding each of the proposed eBART stations.

TYLIN

Proposed eBART train

RM 2 Capital Project 14

Capital Corridor Improvements

Project Sponsors

Capital Corridor Joint Powers Authority

Solano Transportation Authority (STA)

Project Description

RM 2 provides funding for Capital Corridor improvements in the vicinity of Fairfield and Suisun. Two projects have been identified to receive this funding:

(1) The CCJPA will build a crossover in the Bahia-Benicia area that will allow a new crossover point between the two mainlines. This will provide additional capacity for passenger rail, reduce freight and passenger rail conflicts, and contribute to reliability and better on-time performance.

(2) The Fairfield/Vacaville Intermodal Train Station is a new intermodal facility located in the City of Fairfield, Solano County. The project includes a passenger platform, pedestrian access between the platform and land-side improvements, and all improvements to the land-side area, including a grade-separated overcrossing of the UPRR tracks. This is a multi-phased joint public/private development. The unfunded longer-term (Phases II & III) investments include a Transit-Oriented Development (TOD) or Transit Village, and accommodating private sector activities which provide revenues to defray the site's operational costs.

(dollars in millions)

Project Description	Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
		RM 2	Other	Total Cost	
Capital Corridor Benicia Area Track Improvements[1]	May 2008	**$4.0**	**$0.0**	**$4.0**	**$0.0**
Fairfield/Vacaville Intermodal Train Station[2]	December 2010	**$21.0**	**$9.0**	**$30.0**	**$0.6**

Project Status

[1] The Capital Corridor Joint Powers Authority is currently designing the Bahia Crossover project.

[2] The City of Fairfield began work on the project in June 2006. Fairfield continues to develop the CEQA & NEPA document and conceptual design work.

RM 2 Capital Project 15

Pleasant Hill BART Crossover

Project Sponsor

Bay Area Rapid Transit District (BART)

Project Description

Construct crossovers near the Pleasant Hill BART station. The two new crossovers on the Concord Line between Walnut Creek and Pleasant Hill will increase peak period train operations by allowing more efficient short-turns and run-times between Pleasant Hill and San Francisco during peak commute hours. This will result in either using fewer trains to meet the present train schedule or provide improved train service using the same number of trains.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
	RM 2	Other	Total Cost	(to date)
March 2009	**$25.0**	**$0.0**	**$25.0**	**$4.7**

Project Status

The project received environmental clearance in March 2006. BART and its consultants are in the final design process and completion is anticipated by the end of February 2007. Advertisement for the bid process is anticipated in March 2007 and project completion is estimated by March 2009.

RM 2 Capital Project 16

New Benicia-Martinez Bridge

Project Sponsors

Bay Area Toll Authority

California Department of Transportation

Project Description

The new Benicia-Martinez Bridge project constructs a new cast-in-place concrete bridge parallel and just east of the existing bridge to carry five lanes of eastbound Interstate 680 traffic from Contra Costa County to Solano County. The project includes a new toll plaza in Martinez and reconstructed interchanges to the north and south of the bridge. The existing bridge will be later reconstructed to carry four lanes of westbound traffic with a barrier separated bicycle/pedestrian lane.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	RM 1/Other	Total Cost	
December 2007	**$50.0**	**$1,213.0**	**$1,263.0**	**$50.0**

Project Status

All major construction contracts necessary to open the new bridge to traffic have either been completed or are in construction. As of December 2006, the new bridge is 90 percent complete with all foundations, columns and pre-cast superstructure roadway segments finished. Remaining work includes final closure pours, hinge construction to tie the bridge piers together and finish work such as barrier rails, electrical work and roadway preparations. Both interchanges to the north and south have been structurally modified to accommodate the new bridge. The new toll plaza will be substantially completed by December 2007, but will be further modified to accommodate electronic open-road tolling. Open-road tolling will allow FasTrak® equipped vehicles pay their tolls electronically while driving through the new toll plaza at freeway speeds. The open-to-traffic date of the new bridge is anticipated to be in mid to late 2007. After the new bridge is opened to traffic, a separate contract will be awarded to reconstruct the existing bridge for westbound only traffic with a barrier-separated bicycle/pedestrian lane.

John Huseby, Caltrans

Constructing the new Benicia-Martinez bridge

RM 2 Capital Project 17

Regional Express Bus North

Project Sponsor

Metropolitan Transportation Commission (MTC)

Project Description

RM 2 set aside a total of $20 million for capital projects to support bus services in the Richmond-San Rafael, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Of this total, $16 million is designated as a competitive grant program. The remaining $4 million is designated for Napa Vine ($2.4 million) and Golden Gate Transit ($1.6 million).

(dollars in millions)

Project Description	Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
		RM 2	Other	Total Cost	
Curtola Transportation Center*	October 2012	**$5.75**	**6.25**	**$12.00**	—
Fairfield Transportation Center*	December 2008	**$2.25**	**10.25**	**$12.50**	—
Vacaville Intermodal*	June 2009	**$1.75**	**7.25**	**$9.00**	—
Benicia Park/Industrial	June 2008	**$1.26**	**0.25**	**$1.50**	—
Martinez Transportation Center	June 2008	**$1.09**	**0.10**	**$1.19**	—
Diablo Valley College Transit Center	June 2008	**$0.50**	**1.50**	**$2.00**	—
Napa Vine Buses and Park-and-Ride Lot	December 2009	**$4.75**	**4.10**	**$8.85**	—
McDonald Avenue Bus Center	December 2007	**$1.06**	**0.44**	**$1.50**	—
Golden Gate Transit Procurement	June 2009	**$1.60**	—	**$1.60**	—
	Total	**$20.0**	**$30.14**	**$50.14**	—

Project Status

MTC received a number of requests for the competitive program and has approved 10 transit center improvement and express bus vehicle procurements projects. None of these projects have requested an RM 2 allocation to date.

* The Curtola Transportation Center, Fairfield Transportation Center and Vacaville Intermodal projects also are receiving RM 2 funds under the Solano Express Bus Project (#6). The RM 2 funding per project is not double-counted here. To account for the total RM 2 funding to these projects, add funds from project 6 and 17 together.

RM 2 Capital Project 18

TransLink®

Project Sponsors

Metropolitan Transportation Commission (MTC)

TransLink® Consortium

Project Description

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
Various	**$22.0**	**$0.0**	**$22.0**	**$12.9**

Project Status

The Translink Consortium has developed a list of projects to receive funding under this project. The recipients are Bay Area Rapid Transit (BART), Municipal Railway (Muni), Valley Transportation Authority (VTA) and Golden Gate Transit. Elements being funded include:

a) Ticket vending machines

b) Faregates

c) Computer Information Management System

In Fall 2006, Alameda and Contra Costa Transit and Golden Gate Transit began accepting the TransLink smart card to pay transit fares on all of their bus and ferry routes. The TransLink system will expand in phases over the next several years to include all other Bay Area transit systems. BART, Muni and Caltrain are scheduled for implementation in 2007; SamTrans and Santa Clara VTA will join in 2008; and 19 additional local and regional transit services will be added in 2009-2010. Additionally, transit riders will soon be able to buy a Translink card and add fare online, on the phone, at retail locations or at transit stations.

Swirl

TransLink® card reader on an AC Transit bus

RM 2 Capital Project 19

Real-Time Transit Information

Project Sponsor

Metropolitan Transportation Commission (MTC)

Project Description

The Real-time Transit Information Project is a $20 million competitive grant program to provide real-time transit information at transit stops by telephone, wireless or internet communications. Some operators have implemented Automatic Vehicle Location (AVL) systems, which can serve as a foundation for passenger information systems. Others have implemented technologies that generate vehicle arrival information without relying on AVL. MTC issued a call for projects for the grant program in February 2005. Eight projects totaling $20 million were approved for funding

(1) Real-time transit displays at the MacArthur BART for the Emery Go Round (EGR) shuttle.

(2) Muni's real-time project incorporates AVL, real-time bus arrival information for passengers, passenger information text messaging capability, and data communication analysis systems.

(3) AC Transit will upgrade its scheduling software and will install two 40-inch liquid crystal display (LCD) screens and on-site personal computers at the Berkeley BART Station.

(4) Installation of real-time displays and signage, database, and integration of AVL data to the real-time signage system at selected transit hubs and popular stops in the Western Contra Costa Transit Authority (WestCAT) bus system.

(5) Real-time transit information to all Caltrain trains and connecting SamTrans buses at 9 major Caltrain stations and for connecting SamTrans buses at the Daly City and Colma BART stations. Each of the selected stations will have at least one kiosk with visual message signs at the platforms. Pole-mounted display signs will be located at each SamTrans bus bay.

(6) Install signage at Dublin BART stations (East and West locations) for the Livermore Amador Valley Transit Authority (LAVTA) bus service.

(7) Completion of the Santa Clara Valley Transportation Authority's (VTA's) real-time system and installation of 80 signs at major transit stations.

(8) Purchase radio system, install 50 bus stop signs and 15 transit hub signs for Golden Gate Transit.

(dollars in millions)

Project Description	Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
		RM 2	Other	Total Cost	
Emery Go Round (1)	December 2006	**$0.1**	**$0.0**	**$0.1**	**$0.1**
Muni AVL (2)	August 2007	**$11.3**	**$11.7**	**$23.0**	**$11.3**
AC Transit (3)	November 2007	**$0.9**	**$0.2**	**$1.1**	**$0.9**
WestCAT (4)	December 2007	**$0.6**	**$0.2**	**$0.7**	**$0.6**
Caltrain (5)	August 2008	**$2.7**	**$0.9**	**$3.6**	**$2.7**
LAVTA (6)	December 2008	**$0.2**	**$0.0**	**$0.2**	**$0.0**
VTA (7)	December 2008	**$2.5**	**$3.2**	**$5.7**	**$0.0**
Golden Gate (8)	December 2009	**$1.7**	**$5.1**	**$6.8**	**$0.0**
	Total	**$20.0**	**$21.3**	**$41.3**	**$15.6**

Project Status

Although the available RM 2 funding is not sufficient to equip all transit operators with technology to generate real-time data, it is an important first step in providing a valuable regional service, similar to the travel time information provided to motorists through 511. The projects recommended for funding under this program take advantage of operators' existing investments in real-time transit systems and expand regional coverage of real-time technology.

RM 2 Capital Project 20

City Car Share Expansion and Safe Routes to Transit

Project Sponsor

Metropolitan Transportation Commission (MTC) / City CarShare
Transportation and Land Use Coalition / East Bay Bicycle Coalition

Project Description

This project will fund expansion of the City CarShare program on transbay transit corridors by establishing new carsharing locations and vehicles. The project will also develop a grant program called Safe Routes to Transit (SR2T), which will fund projects that promote bicycling and walking to transit stations by making them easier, faster, and safer.

Bicycling and walking are cost-effective and sustainable ways to reach regional transit stations, yet many commuters cite safety as the main reason they drive. SR2T will promote bicycling and walking to transit stations by making these important feeder trips easier, faster, and safer. By improving the safety and convenience of bicycling and walking to regional transit, SR2T will encourage commuters to leave their cars at home.

City CarShare has deployed 17 new vehicles so far and expects to deploy another 20 as a part of this funding. The project is expected to be complete in late 2009.

The first round of Safe Routes to Transit projects have been selected, and many of the projects are ready to receive allocations. The first round of funding programmed $3.9 million and funded 13 projects, as shown in detail below. The next call for projects will occur in 2007.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
June 2016	**$22.5**	**$0.0**	**$22.5**	**$3.7**

Round 1 SR2T Grant Projects	Sponsor	Amount
MacArthur BART Station Bicycle Access Study	City of Oakland	$30,000
MacArthur BART Station Electronic Bicycle Lockers and Signage	BART	$145,200
MacArthur Transit Hub Streetscape Improvement - Phase II	City of Oakland	$253,600
Union Avenue/Suisun Train Station Enhancement Program	City of Fairfield	$300,000
El Cerrito/Albany Ohlone Greenway Safety	City of Albany	$407,000
El Cerrito/Albany Ohlone Greenway Safety	El Cerrito	$400,000
AC Transit Bicycle Parking Plan	AC Transit	$100,000
Balboa Park Station Intermodal Connections	SFMTA	$200,000
Improved Bicycle Access to 16th Street BART Station	SFMTA	$195,000
Market Street Safety Zone	SFMTA	$600,000
Santa Clara Transit Center - Pedestrian/ Bike Crossing	VTA	$50,000
Downtown Berkeley BART Bikestation	City of Berkeley	$496,784
BART C2 Rail Car Reconfiguration	BART	$581,000

RM 2 Capital Project 21

BART Tube Seismic Strengthening

Project Sponsor

Bay Area Rapid Transit District (BART)

Project Description

The Transbay Tube Seismic Retrofit Program seeks to minimize the impacts to the Transbay Tube in the event of a substantial Bay Area earthquake. The RM 2 funds will fund completion of the environmental phase for both segments of the required Tube retrofits and the design and construction of the first Tube retrofit. The retrofit will eliminate an important seismic threat to the Tube: liquefaction and uplift. In addition, the retrofit will improve the Tube's resistance to the seismic traveling wave (which applies large push-pull forces to the Tube's seismic joints).

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
September 2008	**$143.0**	**$186.0**	**$329.0**	**$33.8**

Project Status

The project's environmental document has been cleared and the design for the project is underway. Concurrently, BART is testing retrofit techniques in the Port of Oakland and the Bay.

RM 2 Capital Project 22

Transbay Transit Center/Downtown Extension

Project Sponsor

Transbay Joint Powers Authority (TJPA)

Project Description

The Transbay Transit Center/Downtown Caltrain Extension Project consists of three major components: a new, multi-modal terminal on the site of the present Transbay Terminal; the extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus at the new Transbay Transit Center; and the establishment of a Redevelopment Area with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Transit Center. The Transbay Terminal/Downtown Caltrain Extension Project will replace the current terminal with a new Transit Center that meets seismic and ADA standards. It will increase transit ridership, enhance regional transit connectivity and accommodate future high-speed rail.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
June 2015	**$150.0**	**$3,208.4**	**$3,358.4**	**$47.2**

Project Status

In June 2006, the TJPA Board adopted the Recommended Implementation Strategy, with the first phase focused on delivering the Transbay Transit Center building and the second phase on the Caltrain Extension into the new terminal. Conceptual design of the Transit Center has been revised and cost estimates have been updated. Updated cost estimates and value engineering for the Caltrain Extension are underway. The first right-of-way parcels for the Transit Center and Caltrain Extension were acquired in November 2005. The Recommended Implementation Strategy approval in June 2006 also paved the way for initiating the selection process for the design and developer team for the Transbay Transit Center Building and Transit Tower.

RM 2 Capital Project 23

Oakland Airport Connector

Project Sponsors

Port of Oakland

Bay Area Rapid Transit District (BART)

Project Description

The Oakland Airport Connector Project proposes a 3.2-mile-long automated guideway transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor that would link the Oakland International Airport with the region's rail systems: BART, the Capital Corridor and Amtrak. The AGT encompasses a variety of technologies and no specific technology has yet been selected. The project would build a Connector station at the existing BART Coliseum Station and a new station at the Oakland International Airport.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
January 2011	**$30.0**	**$350.0**	**$380.0**	**$0.0**

Project Status

The project received a Federal Transit Administration Record of Decision in July 2002. Because the anticipated state funding for the project is unlikely to become available in the near term, BART is pursuing a partnership with the private sector to augment the existing public funding sources.

The project will proceed as a design-build and follow best value contract award procedures. BART has pre-qualified private investment entities. BART issued a new Request for Qualification (RFQ) to interested parties in February 2006. A new Request for Proposals (RFP) is under development for release early in 2007 to the prequalified teams. The new RFP will contain a private sector funding component as well as provisions for a long-term finance and operation agreement.

RM 2 Capital Project 24

International Telegraph Bus Rapid Transit

Project Sponsor

Alameda-Contra Costa Transit (AC Transit)

Project Description

AC Transit is planning a bus rapid transit system along the Telegraph Avenue, International Boulevard and East 14th Street transit corridor. The 18-mile corridor is expected to provide improved operations and frequent service to a core urban corridor through Berkeley, Oakland and San Leandro. This project will be completed in two phases. The initial phase of the project includes high-tech solutions such as transit priority at traffic signals, proof-of-payment fare verification, queue jump lanes, real-time bus arrival information and bus rapid transit stops and stations.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
December 2010	**$65.0**	**$110.0**	**$175.0**	**$21.1**

Project Status

The Draft Environmental Impact Statement is expected to be released in Fall of 2006.

RM 2 Capital Projects 25, 26, 27 and 28

Ferry System Expansion

Project Sponsor

Water Transit Authority

Project Description

The Water Transit Authority (WTA) is a regional agency authorized by the state to operate a comprehensive San Francisco Bay Area public water transit system. In 2003, the WTA's Ferry System Strategy Plan was approved by statute (Chapter 714, Statutes of 2003, SB 915 [Perata]). The proposed expansion would add eight new routes plus improve service on the existing ferry systems, add roughly 31 new cleaner burning passenger ferries to the existing fleet over the next ten years, triple ferry patronage from 4 to 12 million commuters per year by 2025, drawing the majority of new riders from cars. The proposed system will provide improved, convenient landside connections to terminals that will enhance ridership. The first priorities are delivering routes and facilities with identifiable funding sources. The services on this priority list with identified RM 2 funds are:

- South San Francisco-San Francisco-Alameda
- Berkeley-San Francisco
- Oakland-Alameda-San Francisco (expansion of existing service)
- Expansion of maintenance and berthing facilities at the San Francisco's Ferry Building
- Construction of two spare vessels

RM 2 Capital Project 25

Alameda/Oakland Harbor Bay Ferry Service

Project Description

Purchase two ferry vessels for expanded service between Alameda and Oakland areas and San Francisco.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
June 2008	**$12.0**	**$0.0**	**$12.0**	**$0.0**

Project Status

The WTA is coordinating the expansion of existing Alameda/Oakland and Harbor Bay Ferry services. Preliminary work has been done to develop plans and investigate environmental requirements related to expanding these existing services. This project is in the preliminary stages.

See next entries for the project description for the other projects.

RM 2 Capital Project 26

Berkeley/Albany Ferry Service

Project Sponsor

Water Transit Authority

Project Description

Purchase two ferry vessels for service to Berkeley or Albany.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
December 2010	**$12.0**	**$0.0**	**$12.0**	**$0.0**

Project Status

The Site Alternatives Assessment was completed in July 2006. The study area for the Berkeley/Albany Ferry Terminal project is confined to the area bounded by the Albany bulb on the north, the shoreline of the San Francisco Bay on the west, Ashby street on the south and San Pablo Avenue on the east. The study identified five potential ferry terminal sites in Berkeley and Albany. The first four sites are located in Berkeley and the fifth in Albany. The WTA Board approved four of the five sites to be studied in the Environmental Impact Report, estimated for completion in late 2007.

RM 2 Capital Project 27

South San Francisco Ferry Service

Project Sponsor

Water Transit Authority

Project Description

The project site includes landside and waterside areas in the West Basin of the Oyster Point Marina Park South (San Francisco). The Marina is about two miles north of San Francisco International Airport and 10 miles south of downtown San Francisco. The project includes construction of a ferry terminal, bus terminal, striping for 56 vehicles, and reconfigured circulation and access. The proposed ferry route would carry passengers to and from South San Francisco and the East Bay (at Harbor Bay, Alameda Point or Jack London Square). The funds approved in Regional Measure 2 are for the purchase of two ferry vessels for this service.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
June 2010	**$12.0**	**$0.0**	**$12.0**	**$0.0**

Project Status

The project is in the environmental phase, approval of the environmental document is anticipated in late 2006.

RM 2 Capital Project 28

Water Transit Facility Improvements, Spare Vessels and Environmental Review Costs

Project Sponsor

Water Transit Authority

Project Description

This project supports various preliminary planning activities related to developing expanded ferry services in the region, including studies on wake wash impacts, rafting birds, land use, ridership and operations, as well as environmental and conceptual design work. Services and sites under consideration include South San Francisco, Berkeley/Albany, Alameda/Oakland, Richmond, Hercules, Redwood City, Treasure Island, Antioch and the Port of Sonoma. Additional work includes development of San Francisco terminal facilities and a long-term maintenance/docking facility.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
	RM 2	Other	Total Cost	(to date)
June 2009	**$48.0**	**$0.0**	**$48.0**	**$22.0**

Project Status

The WTA is in various stages of the environmental studies for the ferry routes that are funded by RM 2 funds. The WTA is also examining potential service to Hercules (conceptual terminal design and EIR) and Richmond (Transit-Oriented Development study). The construction of two ferry vessels began in November 2006 and is expected for delivery in 2008.

Peter Beeler

Alameda/Oakland ferry on San Francisco Bay

RM 2 Capital Project 29

Express Bus South

Project Sponsors

Alameda County Congestion Management Agency (ACCMA)

Alameda-Contra Costa Transit (AC Transit)

Project Description

This project will enhance express bus service in Alameda County. The project will purchase 10 articulated buses for AC Transit to provide service over transbay bridges, extend the westbound HOV lane on SR-84 from I-880 to Newark Boulevard, improve express bus service on the Grand-MacArthur corridor, and expand an existing park-and-ride lot near SR-84 and Ardenwood Boulevard in Fremont.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
December 2007	**$22.0**	**$5.5**	**$27.1**	**$11.6**

Project Status

AC Transit expects delivery of the 10 new buses at the end of 2006. The SR-84 westbound HOV project is currently in final design, and construction is expected to begin in early 2007. The Grand-MacArthur Express Bus Improvements are currently in design and expected to begin construction in 2007. The Ardenwood Park-and-Ride Lot is currently in right-of-way acquisition and design, and construction is expected to begin in 2007.

RM 2 Capital Project 30

I-880 North Safety Improvements

Project Sponsors

Alameda County Congestion Management Agency (ACCMA)

City of Oakland

California Department of Transportation (Caltrans)

Project Description

This project will construct operational and safety improvements to northbound I-880 at 29th Avenue in Oakland. The work includes the modification and lengthening of an existing southbound off-ramp, relocation of the Lisbon Avenue on-ramp south to just north of 29th Avenue, modification of local streets, landscape enhancement, and construction of a soundwall as mitigation for the project.

The project will provide additional storage and deceleration distances to the off-ramp. This will minimize the queue spillback and resultant speed changes to the mainline traffic. The mitigating soundwalls will reduce noise impacts to an elementary school and residences in the Jingletown neighborhood.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
April 2010	**$10.0**	**$15.1**	**$25.1**	**$1.1**

Project Status

The project is currently in the scoping phase. The sponsor is working with stakeholders to define project goals and to develop alternatives.

RM 2 Capital Project 31

BART Warm Springs Extension

Project Sponsor

Bay Area Rapid Transit District (BART)

Project Description

The Warm Springs Extension (WSX) will add 5.4-miles of new trackway from the existing Fremont Station south to a new station in the Warm Springs District of the City of Fremont, with an optional station to be located approximately midway in the Irvington District. The alignment is almost exclusively at-grade, except for the portion within Fremont Central Park, which will be in subway. The optional Irvington Station is dependent upon future funding through the City of Fremont.

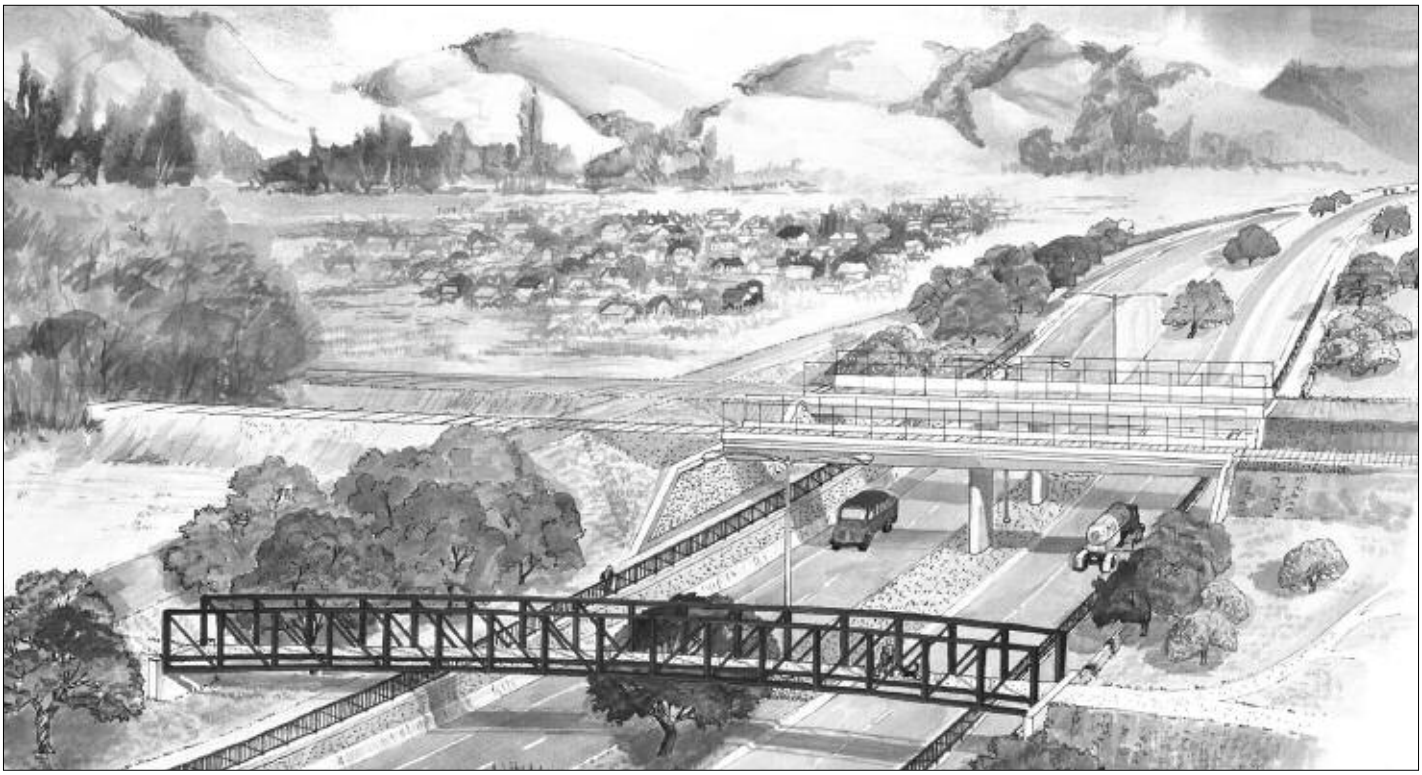
The City of Fremont is also implementing the Washington Boulevard/Paseo Padre Parkway Grade Separation Project, which will allow BART's extension to Warm Springs in Fremont to operate at-grade, without disrupting vehicle traffic through the area. Specifically, the project will elevate Washington Boulevard over the relocated Union Pacific Railroad tracks and future BART tracks and will depress Paseo Padre Parkway under the relocated Union Pacific Railroad tracks and future BART tracks. Approximately 1.5 miles of railroad track will be relocated to facilitate the two grade separations.

(dollars in millions)

Project Description	Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
		RM 2	Other	Total Cost	
Fremont Grade Separation	April 2010	**$10.0**	**$86.0**	**$96.0**	**$10.0**
Warm Springs BART Extension	March 2013	**$85.0**	**$602.0**	**$687.0**	**$6.0**

Project Status

Preliminary Engineering (PE) for the WSX project stands at approximately 70 percent complete. In March 2006 BART and the City of Fremont entered into a Property Exchange Agreement, which will allow each entity to acquire or utilize certain properties held by the other for the benefit of their respective projects. In October of 2006, FTA signed a Record of Decision (ROD) formally approving the WSX Environmental Impact Statement (EIS).



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Rendering of BART Fremont grade separation

RM 2 Capital Project 32

I-580 Tri-Valley Rapid Transit Corridor Improvement

Project Sponsor

Alameda County Congestion Management Agency (ACCMA)

Project Description

This project will improve express bus service on I-580 in the Tri-Valley area of Alameda County. The project will construct traffic management plan elements (such as metering lights, traffic sensors and cameras), an interim eastbound HOV lane from Hacienda to Greenville, and a soundwall to mitigate HOV lane construction. The project also will study a direct HOV lane connector from I-580 to the Dublin/Pleasanton BART station, the westbound HOV lane, and modifications to the I-580/I-680 interchange.

Congestion during the afternoon peak period in the I-580 Corridor in Eastern Alameda County ranks as the third most congested corridor in the Bay Area.

The purpose of this project is four-fold: 1) to reduce peak period congestion and delay, 2) to encourage use of HOV lanes and transit, 3) to support regional air quality attainment goals, and 4) to improve safety for motorists and Caltrans maintenance workers.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
	RM 2	Other	Total Cost	(to date)
December 2009	**$65.0**	**$319.7**	**$384.7**	**$19.2**

Project Status

ACCMA is continuing environmental and design work on the eastbound HOV lane. Design is close to complete, and work will begin soon on the construction of the traffic management plan elements. Final design and construction of the soundwall also will be completed at the end of 2007. Work on the scoping document for the I-580/I-680 interchange modification project has begun. There are no estimates for the completion of the interchange modification project.

RM 2 Capital Project 33

Regional Rail Master Plan

Project Sponsor

Metropolitan Transportation Commission (MTC)

California High-Speed Rail Authority (HSRA)

Caltrain

Bay Area Rapid Transit (BART)

Project Description

RM 2 provides funds to study regional rail integration and interconnectivity. Below are three studies that are a part of this project.

(1) **The High-Speed Rail Ridership and Revenue Forecasting Study** will update ridership and revenue forecasts for the California high-speed rail connections from the San Joaquin Valley to the San Francisco Bay Area. The current estimates were originally developed in 1995 and do not reflect the proposed alignment or station locations identified in the California High Speed Rail Authority's draft program EIR, major changes to airline travel post-9/11, gasoline price increases, or the rapid residential growth in the Central Valley and Sacramento region over the past decade.

(2) **The Transit Connectivity Study** recommends improvements to address transit trips that cross transportation modes or transit operators. The plan is focused on feeder transit lines connecting to regional rapid transit services, the connection of regional rapid transit services to one another, and identifying recommended improvements intended to address multi-operator trips. MTC shall incorporate these findings into MTC's Transit Coordination Implementation Plan.

(3) **The Regional Rail Plan** is a long-range vision for a passenger and freight rail system that serves the San Francisco Bay Area and adjacent regions. Improvements and extensions of railroad, rapid transit and high-speed rail services for the near (5-to-10 years), intermediate (10-to-25 years), and long-term (25-to-50 years) will be evaluated.

The plan is divided into three phases:

Phase 1 – Vision: Develop conceptual alternatives and screening criteria

Phase 2 – Alternatives: Rigorously screen the initial alternatives and identify final alternatives for further evaluation

Phase 3 – Draft Plan

(dollars in millions)

Project Description	Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations
		RM 2	Other	Total Cost	
High-Speed Rail Ridership Forecast[1]	Early 2007	**$1.5**	**$0.0**	**$1.5**	**$1.5**
Transit Connectivity[2]	April 2006	**$0.5**	**$0.0**	**$0.5**	**$0.5**
Regional Rail Plan[3]	September 2007	**$4.5**	**$0.0**	**$4.5**	**$4.5**

Project Status

[1] Data collection for the high speed rail forecast is complete. The forecasts are expected to be completed by early 2007.

[2] Transit Connectivity Study was adopted by the MTC Commission in April 2006.

[3] A Steering Committee comprised of regional and interregional stakeholders has met regularly to review the conceptual alternatives that will be assessed during the technical evaluation. The evaluation phase of the study is to be completed by early 2007.

RM 2 Capital Project 34

Integrated Fare Structure Program

Project Sponsor

TransLink® Consortium

Project Description

The TransLink Consortium is developing a plan for an integrated fare program to cover all regional rapid transit trips funded in full or in part by Regional Measure 2. The program is aimed at long-haul transit services that cross county lines and operate mostly in dedicated rights-of-way, including freeway high-occupancy-vehicle lanes or services that cross a bridge or traverse the bay. Additionally, the integrated fare program shall include a zonal fare system for the sole purpose of creating a monthly zonal pass.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
July 2008	**$1.5**	**$0.0**	**$1.5**	**$0.0**

Project Status

A Regional Fare Task Force, led by Municipal Railway (Municipal Transportation Agency, San Francisco) has been established to work on the integrated fare program. Current law requires that the TransLink Consortium develop a plan for an integrated fare program by July 1, 2008.

RM 2 Capital Project 35

Transit Commuter Benefits Promotion

Project Sponsor

Metropolitan Transportation Commission (MTC)

Project Description

The goal of this project is to increase the number of Bay Area employers offering employees a tax-free benefit to commute to work by transit. As TransLink® becomes more widespread, this promotion will help employer benefit programs to begin offering employees the choice of switching from vouchers to receiving a registered TransLink card.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
June 2010	**$5.0**	**$0.0**	**$5.0**	**$0.1**

Project Status

MTC is developing a work plan for the program. As part of the work plan development, a survey of other regions' employee transit benefit programs and the technical parameters of the TransLink system was undertaken in order to develop the interface with employers and employee transit benefits companies. This information will feed into the final work plan, anticipated for completion in June 2007.

RM 2 Capital Project 36

Caldecott Tunnel Fourth Bore

Project Sponsors

Contra Costa Transportation Authority

County Connection

Project Description

The project will fund a fourth bore in the Caldecott Tunnel on SR-24 and study all feasible alternatives to increase transit capacity in the westbound corridor of SR-24 between I-680 and the Caldecott Tunnel.

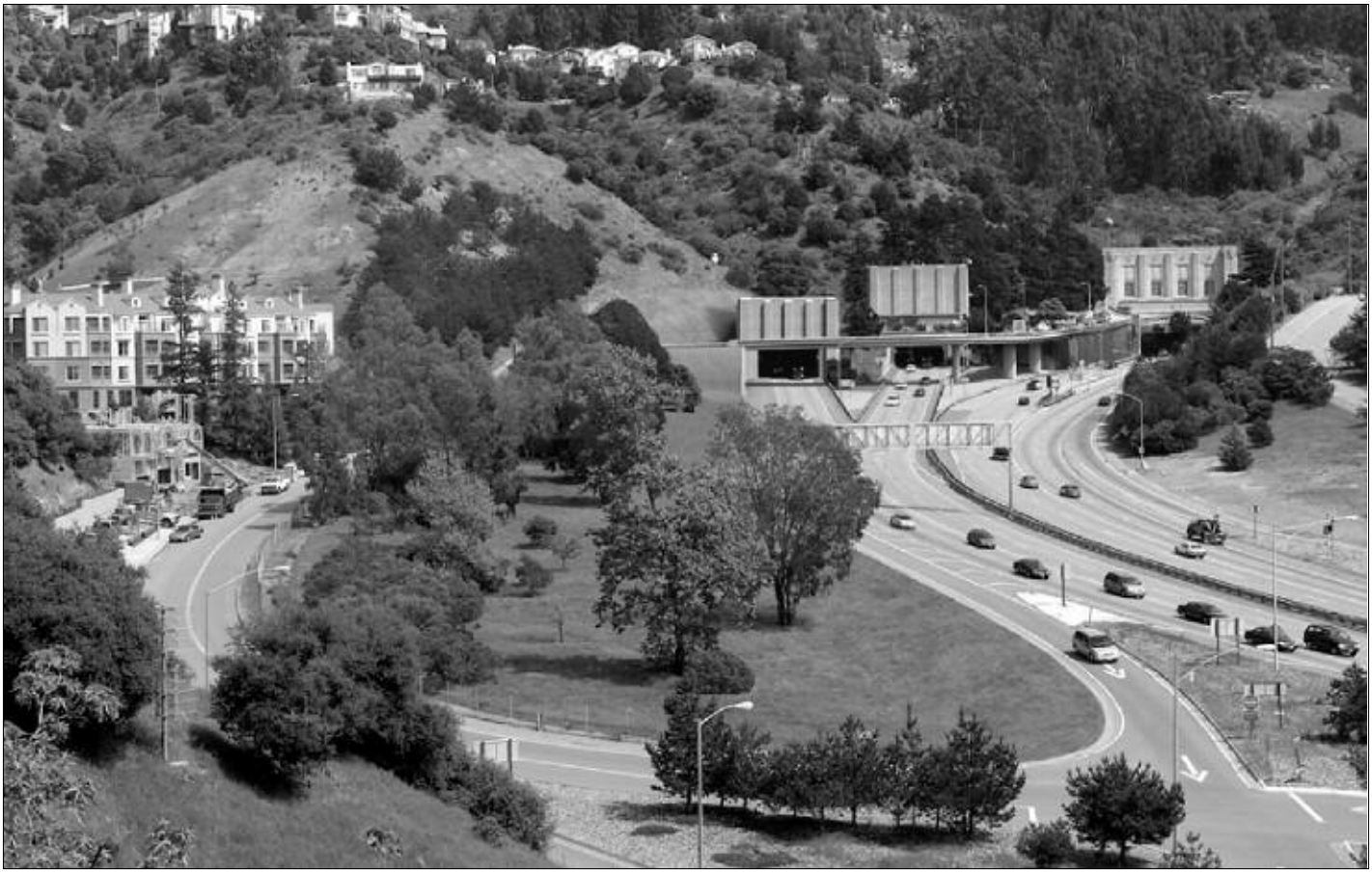
The project's purpose is to relieve recurring traffic congestion in the off-peak direction and to enhance safety of the traveling public and maintenance personnel by eliminating the reduced freeway capacity at the Caldecott Tunnel. The goals of the project are to improve mobility, reduce off-peak delays, improve travel times, eliminate daily lane reversals and enhance safety.

(dollars in millions)

Scheduled Completion	Funding (Escalated Funding)			RM 2 Allocations (to date)
	RM 2	Other	Total Cost	
April 2014	**$50.5**	**$340.0**	**$390.5**	**$7.5**

Project Status

A transit capacity study for SR-24 was completed in January 2006. The Caldecott fourth bore project is currently in the environmental phase with advanced preliminary engineering being performed at the same time. All technical studies for the environmental documents have been completed and a draft environmental document has been circulated for public review.



Caltrans

Caldecott Tunnel

RM 2 Regional Traffic Relief Plan: List of Operational Projects and Allocations

Project Number	Description	Annual Legislated Funding
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	**$ 2,100,000**
2	Napa Vine Service to Vallejo Intermodal Terminal	**$ 390,000**
3	Regional Express Bus North Pool (Carquinez and Benicia Bridge)	**$ 3,400,000**
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	**$ 6,500,000**
5	Dumbarton Rail	**$ 5,500,000**
6	Water Transit Authority, Alameda/Oakland/Harbor Bay	**$ 6,400,000**
7	Water Transit Authority, Berkeley/Albany	**$ 3,200,000**
8	Water Transit Authority, South San Francisco	**$ 3,000,000**
9	Vallejo Ferry	**$ 2,700,000**
10	Owl Bus Service on BART Corridor	**$ 1,800,000**
11	Muni Metro East (Phase 1 - IOS)	**$ 2,500,000**
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Avenue	**$ 3,000,000**
13	TransLink®	
14	WTA System	**$ 3,000,000**
	Total Operating Funds	**$43,490,000**

RM 2 Operational Project 1

Golden Gate Express Bus Service - Richmond/San Rafael Bridge

Project Sponsor

Golden Gate Bridge, Highway & Transportation District

Project Description

Route 40/42 provides service across the Richmond-San Rafael Bridge between San Rafael Transit Center, Richmond BART and El Cerrito Del Norte BART stations. The service operates seven days a week and provides a vital link for West Contra Costa County residents to access jobs in Marin county and for bicyclists to travel across the bridge. The routes operate at 30-minute frequency on weekdays and at 60-minute frequency on weekends.

(dollars in millions)

First Full Year of Service	Funding	RM 2 Escalation Rate
FY 2004-05	$2.1	1.5%

Project Status

This project is currently fully-operational.

RM 2 Operational Project 2

Napa VINE Vallejo Ferry Express Commuter Service

Project Sponsor

Napa County Transportation Planning Agency

Project Description

Limited to commute hours, express buses will provide travel times competitive to the automobile in the corridor. The service targets commuters who travel by car over the Carquinez Bridge. Through a series of select transit transfer stations and using coach equipment, the VINE Vallejo Ferry Express bus service would operate from the City of Calistoga in northern Napa County to the Vallejo Ferry terminal in Solano County. This new service will complement efforts to expand ferry service at the Port of Vallejo and will make valuable connections to buses that link to BART.

First Full Year of Service	Funding	RM 2 Escalation Rate
FY 2007-08	**$390,000**	**1.5%**

Project Status

This service is scheduled to begin on July 1, 2007.

RM 2 Operational Project 3

Regional Express Bus - North Pool (Carquinez and Benicia)

Project Sponsors

Central Contra Costa Transit Authority (CCCTA)

Eastern Contra Costa Transit Authority (TriDelta Transit)

Fairfield Suisun Transit

Golden Gate Bridge, Highway & Transportation District

Western Contra Costa Transit Authority (WestCAT)

Vallejo Transit

Project Description

The goal of Express Bus North Pool service is to reduce congestion in the Carquinez and Benicia bridge corridors. The bulk of the express bus services are concentrated in the I-80 and I-680 corridors. Express bus services connecting to these corridors are also supported.

- **CCCTA Route 980 –** Operates each weekday between Martinez Amtrak station and Walnut Creek BART station via Highway 4 and Interstate 680.
- **TriDelta Route 300 –** Provides service from the Brentwood and Hillcrest Avenue Park-and-Ride lots to the Pittsburg/Bay Point BART station.
- **Fairfield Suisun Route 40 –** Transports commuters between Vacaville, Fairfield and Benicia and the Pleasant Hill and Walnut Creek BART Stations on Weekdays.
- **Golden Gate Routes 72 & 75 –** Serve Santa Rosa, Rohnert Park and the San Francisco Financial District.
- **WestCat Routes 30Z & JPX –** Connects Pinole Valley area residents to the Amtrak station in Martinez, the Richmond Parkway Transit Center, and the El Cerrito del Norte BART station. The 30Z portion of this project connects West Contra Costa County to the county's civic center in Martinez.
- **Vallejo Interstate 80 service -** Provides connections between Vallejo and the El Cerrito del Norte BART station.

Operator	First Full Year of Service	Funding	RM 2 Escalation Rate
CCCTA	FY 2006-07	**$407,970**	**1.5%**
TriDelta	FY 2005-06	**$516,232**	**1.5%**
Fairfield Suisun	FY 2007-08	**$107,875**	**1.5%**
Golden Gate	FY 2005-06	**$287,902**	**1.5%**
WestCat	FY 2005-06	**$241,980**	**1.5%**
Vallejo Transit	FY 2005-06	**$1,827,000**	**1.5%**

Project Status

Most service is fully operational excepting Fairfield Suisun Route 40. Route 40 is scheduled to begin operations in FY 2008.

RM 2 Operational Project 4

Regional Express Bus - South Pool (Bay Bridge, San Mateo and Dumbarton)

Project Sponsors

Alameda-Contra Costa Transit District (AC Transit)

Western Contra Costa Transit Authority (WestCAT)

Livermore Amador Valley Transit Authority (LAVTA)

Project Description

Express Bus South Pool service is coordinated to reduce peak hour congestion across the Bay Bridge, the San Mateo Bridge and the Dumbarton Bridge. Commuters in the East Bay are connected to employment centers in the San Francisco Financial District, San Mateo County and Santa Clara County.

- **AC Transit Express Transbay Bus –** Operates 17 new or augmented routes throughout the East Bay, from Richmond to Hayward, that cross all three southern Bus bridges.
- **WestCAT LYNX –** Operates in the I-80 corridor between the Hercules Transit Center and the Transbay Terminal 5 days a week.
- **LAVTA Express Bus –** Would provide communities with improved transit service and may lay the groundwork for an eventual upgrade to rail service. Preliminary proposals assume peak hour weekday service running from Livermore directly to the Dublin/Pleasanton BART station using (when available) the HOV lane on Interstate 580.

Operator	First Full Year of Service	Funding	RM 2 Escalation Rate
AC Transit	Varies by Route	**$5,643,460**	**1.5%**
WestCat	FY 2006-07	**$222,950**	**1.5%**
LAVTA	FY 2008-09	**$480,836**	**1.5%**

Project Status

All routes are fully operational excepting LAVTA's Express Bus, which is scheduled to begin operations in FY 2009.

RM 2 Operational Project 5

Dumbarton Rail Service

Project Sponsor

CalTrain Joint Powers Board

Project Description

Caltrain's proposed commute-hour Dumbarton bridge rail service will connect Fremont, Newark, Union City and other East Bay cities to the Peninsula via the Dumbarton rail bridge. Service is proposed to operate between the Union City Intermodal station and the Millbrae BART station. In Union City, the service will connect commuters to BART and ACE rail systems. At the Millbrae BART station, the service will connect passengers to additional Caltrain service and BART's established service into San Francisco and to the San Francisco Airport.

(dollars in millions)

Projected Service Start-Up	Funding	RM 2 Escalation Rate
December 2012	**$5.5**	**1.5%**

Project Status

This service is tentatively scheduled to begin operations in 2012. Funding to construct the project is currently being identified.

RM 2 Operational Project 6

WTA - Alameda/Oakland/Harbor Bay

Project Sponsor

Water Transit Authority (WTA)

Project Description

Regional Measure 2 provides additional operating funds to expand existing Oakland/Alameda to San Francisco and Harbor Bay to San Francisco ferry services. These services would further reduce congestion in the East Bay and provide additional ferry transit capacity in the Bay Bridge travel corridor.

(dollars in millions)

First Full Year of Service	Funding	RM 2 Escalation Rate
June 2008	**$6.4**	**1.5%**

Project Status

Initial work to study alternatives for increasing Alameda/Oakland trips has been completed.

RM 2 Operational Project 7

WTA - Albany/Berkeley/San Francisco

Project Sponsor

Water Transit Authority (WTA)

Project Description

Berkeley/Albany ferry service to San Francisco aims to address increasing congestion on both I-80 and BART, as well as the need for additional transit alternatives to serve Emeryville and other communities located along the East Bay shoreline. Berkeley/Albany is a water transit origin for passengers to make work and leisure trips to San Francisco and also serves as a destination for passengers from San Francisco who wish to visit the East Bay. Ideally, access to the ferry would be augmented with bus connections to AC Transit bus service and to Amtrak that would complement ongoing water transit-oriented development.

(dollars in millions)

First Full Year of Service	Funding	RM 2 Escalation Rate
FY 2010-2011	**$3.2**	**1.5%**

Project Status

The WTA has completed a sites alternatives analysis and is beginning a formal evaluation of a number of sites in Berkeley and Albany. Service is anticipated to start in 2010.

RM 2 Operational Project 8

WTA - South San Francisco - San Francisco - East Bay

Project Sponsor

Water Transit Authority (WTA)

Project Description

WTA ferry service between South San Francisco and the East Bay will provide direct transbay commute options to driving on the Bay Bridge, San Mateo Bridge and U.S. 101. The service would provide additional transit alternatives to serve the businesses located near the Oyster Point Marina in San Mateo County adjacent to South San Francisco. This ferry would serve the concentration of biotechnology businesses in the area and other South San Francisco companies by transporting passengers from Alameda and Oakland who work across the San Francisco Bay. Ideally, access to the ferry would be augmented with bus connections to SamTrans bus service and the Peninsula Congestion Relief Alliance's shuttle service that connects to Caltrain on the West Bay and to AC Transit bus service on the East Bay.

(dollars in millions)

First Full Year of Service	Funding	RM 2 Escalation Rate
FY 2009-10	**$3.0**	**1.5%**

Project Status

This service is in the design construction phase of development and is anticipated to begin in 2009.

RM 2 Operational Project 9

Vallejo Ferry

Project Sponsor

City of Vallejo

Project Description

Vallejo Baylink ferry service, with supplemental weekday peak period bus service, provides peak period departures with an operating pattern that maximizes the choice of departure times for commutes to and from San Francisco. Service between downtown Vallejo and San Francisco is supplemented by 12 Vallejo-San Francisco bus departures.

(dollars in millions)

First Full Year of Service	Funding	RM 2 Escalation Rate
FY 2006-07	**$2.7**	**1.5%**

Project Status

The service is fully operational.

RM 2 Operational Project 10

Owl Bus Service on BART Corridors

Project Sponsors

Alameda-Contra Costa Transit District (AC Transit)

Contra Costa County Transit Authority (CCCTA)

Livermore-Amador Valley Transit Authority (LAVTA)

Municipal Transportation Agency, San Francisco Municipal Railway (Muni)

San Mateo County Transit District (SamTrans)

Project Description

This project provides express bus service along BART's routes to ensure late-night and early morning service is available to passengers when BART does not operate. Service is provided seven days per week on BART corridors in the East Bay and San Francisco and on the Caltrain corridor in San Mateo County.

- **AC Transit Routes 800 and 801 –** Routes operate along the Richmond BART and Fremont BART corridors and connect to other Owl service operators.
- **CCCTA Route 820 –** Operates along the BART corridor from downtown Oakland to Concord BART.
- **LAVTA Route 810 –** Operates along the Dublin-Pleasanton BART corridor and connects to AC Transit Owl Service.
- **SF MTA Route 14 –** Muni's Route 14 Mission Owl bus line runs along Mission Street from its terminal in Daly City to the Transbay Terminal.
- **SamTrans Route 397 –** operates along the Caltrain corridor in San Mateo County to the Transbay Terminal in San Francisco.

Operator	First Full Year of Service	Funding	RM 2 Escalation Rate
AC Transit	FY 2006-07	**$1,122,117**	**1.5%**
CCCTA	FY 2006-07	**$293,153**	**1.5%**
LAVTA	FY 2006-07	**$100,000**	**1.5%**
SF MTA	FY 2006-07	**$184,730**	**1.5%**
SamTrans	FY 2006-07	**$100,000**	**1.5%**

Project Status

This project is fully operational.

RM 2 Operational Project 11

Third Street Light Rail Project – Initial Operating Segment

Project Sponsor

Municipal Transportation Agency, San Francisco Municipal Railway (Muni)

Project Description

The Third Street Light Rail Line – Phase 1 (Initial Operating Segment) is a 5.4-mile surface extension of the Muni Metro Light Rail System extending service from 4th and King Streets along Third Street and terminating in Visitation Valley. This new light rail service is referred to as the T-Line.

(dollars in millions)

First Full Year of Service	Funding	RM 2 Escalation Rate
FY 2007-08	**$2.5**	**0.0%**

Project Status

The project is scheduled to be fully operational in April of 2007.

RM 2 Operational Project 12

AC Transit Enhanced Bus Service - International Boulevard and Telegraph Avenue

Project Sponsor

Alameda-Contra Costa County Transit District (AC Transit)

Project Description

AC Transit implemented the initial phase of this project in fiscal year 2005–06 with enhanced service along the Telegraph/International/East 14th Corridor. A number of capital elements of this project (signal preemption, bus stops, real-time transit information) are nearing completion.

(dollars in millions)

First Full Year of Service	Funding	RM 2 Escalation Rate
FY 2007-08	**$3.0**	**0.0%**

Project Status

The operating phase of this project is scheduled for implementation in October 2007.

RM 2 Operational Project 13

TransLink®

Project Sponsors

Bay Area Rapid Transit District (BART)

Contra Costa Transportation Authority

Project Description

TransLink® is the Bay Area's universal fare payment system, and is based on smart card technology. TransLink® will: 1) improve passenger convenience when making inter- and intra-agency trips; 2) improve efficiency and security of the region's fare collection system; 3) improve transit system data collection for service planning and the development of fare policies; and 4) allow revenue-enhancing or cost-saving business partnerships with the private sector. Mainline and feeder transit service in all bridge corridors will eventually benefit from TransLink® implementation.

First Full Year of Service	Funding	RM 2 Escalation Rate
N/A	**Total of $20 million for start-up operations**	**N/A**

Project Status

The TransLink system is now operational on all AC Transit and Dumbarton Express buses and all Golden Gate Transit and Ferry routes.

RM 2 Operational Project 14

WTA System

Project Sponsor

Water Transit Authority (WTA)

Project Description

This project funds planning activities for the Water Transit Authority to coordinate regional ferry service expansion. New environmentally-friendly ferries will be purchased and more frequent service will be added to existing routes.

(dollars in millions)

First Full Year of Funding	Funding	RM 2 Escalation Rate
FY 2005-06	**$3.0**	**0.0%**

Project Status

The project is fully operational.

Bay Area Toll Authority

Joseph P. Bort MetroCenter

101 Eighth Street | Oakland, CA | 94607-4700

TEL 510.817.5700 | FAX 510.817.5848 | TTY/TDD 510.817.5769

E-MAIL info@mtc.ca.gov | WEB www.mtc.ca.gov