

Date: December 19, 2001  
W.I.: 12110  
Referred by: POC  
Revised: 01/30/02-C 07/27/05-C  
04/26/06-C 10/24/07-C  
09/24/08-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

This resolution was amended on September 24, 2008 to reflect changes associated with the 2008 Strategic Plan effort (Attachments B, C and D).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006, October 12, 2007 and September 10, 2008.

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RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3434, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21<sup>st</sup> Century*, provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length; and, be it further

METROPOLITAN TRANSPORTATION COMMISSION

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Sharon J. Brown, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 19, 2001.

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**Regional Transit Expansion Policy: Recommended Program of Projects**

PROJECT	COST (millions of YOE \$)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	250
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	41
BART/Oakland Airport Connector	459
Tri-Valley Transit Access Improvements to BART	168
East Contra Costa BART Extension (eBART)	525
BART to Warm Springs	890
BART: Warm Springs to San Jose/Santa Clara	6133
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	128
Caltrain Electrification	785
Caltrain Express: Phase 2	427
Transbay Transit Center: Phase 1	1,189
Transbay Transit Center: Phase 2	2,996
Capitol Corridor Expansion	108
Capitol Corridor: Phase 2 Enhancements	89
Regional Express Bus **OPEN FOR SERVICE**	102
MUNI Third Street Light Rail Transit Project - Central Subway	1,290
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	88
Altamont Commuter Express (ACE): service expansion	150
Sonoma-Marin Rail	646
Dumbarton Rail	596
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	465
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	180

**ATTACHMENT C: Regional Transit Expansion Policy - Funding Strategy**

Project Capital Cost/Funding in Millions and Year of Expenditure \$ Alphabetical by Tier			Committed Funding						Regional Discretionary Funding											Capital Shortfall		
Project	Sponsor	Project Cost (YOE \$)	TCRP	Sales Tax	Resolution 1876	RTIP	Federal Earmarks	Other [see notes]	Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	Prop 1B - Transit	Prop 1B - SLPP	ITIP	ITIP Intercity Rail	CARB/ AB 434	Capital Shortfall	
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	Caltrain JPB	128	127					1														-
Regional Express Bus **OPEN FOR SERVICE**	MTC	102	40											62								-

**Tier 1 - No Current Scope, Schedule, Budget Issues as Reported By Sponsors**

AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	AC Transit	250		24		50	2	35		75				65								-
BART to Warm Springs	BART	890	100	221	205	69		26				53	85	5	40	86						-
East Contra Costa BART Extension (eBART)	BART/CCTA	525	7	196		14		6				52	96	115	40							-
Capitol Corridor Expansion	CCJPA	108	24			4		15										64				-
Capitol Corridor: Phase 2 Enhancements	CCJPA	89	1										3					85				-
MUNI Third Street Light Rail Transit Project - Central Subway	SFMTA	1,290	14	126		92		45	762							250						-
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	SFCTA and SFMTA	88		18						70												-
Transbay Transit Center: Phase 1	TJPA	1,189		105		28	64	646				53	142	150								-
Tri-Valley Transit Access Improvements to/from BART	BART/ACCOMA/LAVTA	168	3	10				14		11		16	16	95	2							-
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	465		318		58										90						-
Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WETA	180		47			19					25		89								-

**Tier 2 - Projects Needing More Scope/Cost Refinement**

BART/Oakland Airport Connector	BART	459		99		21		231					31	68				10				TBD
Caltrain Electrification	Caltrain JPB	785		360		28		23			4										29	341

**Tier 3 - Projects Needing Ongoing Operating Funds**

Sonoma-Marin Rail	SMART	646	37	24			7	65						35								478
BART: Warm Springs to San Jose/Santa Clara	VTA	6,133	649	4,734					750													-

**Tier 4 - Shortfall is equal to or greater than 50% project cost**

AC Transit Enhanced Bus: Grand-MacArthur corridor	AC Transit	41				7		1						3								30
Caltrain Express: Phase 2	Caltrain JPB	427						13			41					15						358
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	596		113		15							135						39			295
Altamont Commuter Express (ACE) Right-of-Way Acquisition for Service Expansion	SJRRC, ACCMA, VTA	150		67				3			5											75
Transbay Transit Center: Phase 2	TJPA	2,996		73				868						8								2,047
<b>TOTAL</b>		<b>\$ 17,703</b>	<b>\$ 1,002</b>	<b>\$ 6,533</b>	<b>\$ 205</b>	<b>\$ 385</b>	<b>\$ 92</b>	<b>\$ 1,994</b>	<b>\$ 1,512</b>	<b>\$ 156</b>	<b>\$ 50</b>	<b>\$ 25</b>	<b>\$ 205</b>	<b>\$ 807</b>	<b>\$ 365</b>	<b>\$ 437</b>		<b>\$ 10</b>	<b>\$ 188</b>	<b>\$ 29</b>	<b>\$ 3,624</b>	

**Notes: For all projects, see Terms and Conditions.**

Detail on 'other' funding is provided below:

- AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: \$35 million in CMAQ bonus funds programmed in 2008.
- BART to Warm Springs: \$2.2 M local CMAQ funds. \$24 M in BART agency contribution. Prop 1B Transit funds are 50% MTC and 50% BART. Of the \$205 million in Resolution 1876 commitment, \$145 million is SFO Extension Revenues. Then SFO Extension revenues are subject to the provisions outlined in Attachment D, subsection 5.
- East Contra Costa BART Extension: \$6 million in developer fees. Prop 1B Transit funds are 50% MTC and 50%
- Capitol Corridor Expansion: Other includes \$10 million in ACE funds, \$5 million in Caltrain funds, \$2.3 million in State PTA funds and \$0.5 million in Prop 116 funds.
- Muni Third Street Light Rail Project: New Starts request is \$762 million in Year of Expenditure dollars. Prop 1B Transit funds are 40% MTC and 60% SFMTA.
- Transbay Transit Center Phase 1: Other funds include \$411 million in land sales and tax increment revenue, \$8.8 million in FTA 1601 funds, and \$227 million in TIFIA loan proceeds.
- Tri-Valley Transit Access Improvements to BART: \$6 million in federal CMAQ funds, \$6.4 million in federal 5307 funds, and \$1.6 million in TDA funds. Prop 1B Transit funds are LAVTA Revenue-based.
- VTA Downtown to East Valley: Prop 1B Transit funds are 50% MTC and 50% VTA.
- BART/Oakland Airport Connector: \$31.5 million is Port of Oakland funds, \$25 million federal Public/Private Pilot Program and \$174 million private financing.
- Caltrain Electrification: \$12 million in regional STP/CMAQ funds and \$11.3 million in PJPB funds.
- Sonoma-Marin Rail: Other includes \$28 million in Prop. 116 and \$37.2 million in North Coast Rail Authority funds
- BART: Warm Springs to San Jose/Santa Clara: New Starts request is \$750 million in Year of Expenditure dollars. Confirmation of RTIP commitment pending reconciliation by VTA between the Santa Clara county-wide plan and MTC's Transportation 2030.
- AC Transit Enhanced Bus: Grand MacArthur Corridor: \$8 million is Transportation Fund for Clean Air funds through BAAQMD
- Caltrain Express: \$13.2 million is Joint Powers Board member contributions.
- ACE Service Expansion: Other includes \$3 million in San Joaquin federal fund contributions.
- Transbay Transit Center Phase 2: Other funds include \$424 million in land sales and tax increment revenue and \$445 million in TIFIA loan proceeds.

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### **Definitions and Assumptions of Regional Discretionary Funding**

- Federal Section 5309 New Starts: the total shown is an estimate for the 25-year RTP period. This estimate trends against recent historical averages of the Bay Area's New Starts funding compared to the nation, an average of 7% over the last 10 years. This represents a target for advocacy in Washington, D.C.; actual authorizations and appropriations are at the discretion of Congress.
- Federal Section 5309 Small Starts: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005. Small Start Capital Grants may not exceed \$75 million under law. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress. This estimate does not include the Very Small Starts program.
- Federal Section 5309 Rail Modernization: These Federal Transit Administration formula funds are eligible for fixed guideway infrastructure projects. In the MTC region these funds are by policy devoted to capital replacement. The funding would replace diesel locomotives with electric locomotives when eligible for the Caltrain Electrification project.
- Federal Ferryboat Discretionary Program: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005; provides a special category for the construction of ferry boats and ferry terminal facilities. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.
- Regional Measure 1 Rail Reserve: the total shown is an estimate for the 25-year RTP period, net of existing commitments to the BART Warm Springs extension. These funds from the base \$1 Bay Bridge toll are directly allocated by the Commission to rail projects in the bridge corridor according to a statutory formula splitting the funds 70% to East Bay projects, and 30% to West Bay projects. This funding estimate assumes debt financing against this revenue stream. This estimate was revised as part of the 2008 Strategic Plan effort.
- Regional Measure 2: Regional voter-approved measure providing \$812 million to Resolution 3434 projects. The specific amounts are identified in statute for each project. This funding estimate assumes debt financing against this revenue stream.

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- AB 1171: This is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the \$1 seismic surcharge (the second half of the current \$2 auto toll) on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Under certain financing provisions, a portion of that toll revenue will return to MTC acting as the Bay Area Toll Authority (BATA). This funding can be used for projects consistent with the voter approved Regional Measure 1 program—including congestion relief projects in corridors served by some proposed transit expansion projects—and is estimated over the 25-year period of the RTP to total ~~\$500-570 million based on debt financing~~; \$360-370 million of this amount is being assigned to the Regional Transit Expansion program of projects. This estimate was revised as part of the 2008 Strategic Plan effort.
- Proposition 1B Transit: Proposition 1B, approved by California voters in November 2006, directed \$3.6 billion toward transit capital improvements, including about \$1.3 billion for projects in the Bay Area. Within this \$1.3 billion, roughly \$1 billion is distributed directly to the transit operators, and about \$347 million is anticipated to come directly to MTC through statutorily defined formulas. On June 27th, 2007 the Commission adopted the MTC Proposition 1B Regional Transit Program - Resolution 3814. Resolution 3814 committed \$185 million in Proposition 1B - Population-based funds conditioned upon operators committing \$185 million in Proposition 1B - Revenue-based funds. Operator contributions may exceed the matching requirement of Resolution 3814.
- Proposition 1B State Local Partnership: Proposition 1B, approved by California voters in November 2006, directed \$1 billion toward the State/Local Partnership Program (SLPP). This program was included in the bond measure to reward local jurisdictions for their financial contributions to California's transportation system. The program may match county sales taxes, transit sales taxes, and voter-approved bridge tolls such as Regional Measures 1 and 2. Should the eligible match element of the program include bridge tolls, MTC commits the initial \$40 million to Resolution 3434 projects conditioned on SLPP contributions from partner agencies, as outlined in Attachment D. The remaining amount, estimated to be roughly \$26 million, would be held in an unrestricted reserve.
- Interregional Transportation Improvement Program: the total shown is an estimate for the 25-year RTP period; other ITIP funding is assumed for highway and other projects. ~~—An~~

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~~additional estimate for the 25-year period is assumed for the state's Intercity Rail Plan, for Capitol Corridor, Dumbarton Rail, and ACE projects.~~ As ITIP funds are the state's discretionary portion of the State Transportation Improvement Program, this represents a target for advocacy in Sacramento. Actual programming commitments and allocations are at the discretion of the California Transportation Commission.

- CARB/AB 434: Both the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (AB 434) administer discretionary funding programs focused in whole or in part on reducing emissions from diesel engines. \$29 million is assumed from the two programs combined to help fund the Caltrain electrification project. This funding target for advocacy over the RTP period is sized to the annual funding levels of the two programs.



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## Terms and Conditions

### General Terms

1. Operating Funding – In order for an extension of service to be included in the Regional Transportation Plan (RTP), the project sponsor must provide evidence of its ability to fund operation of the service for a minimum of 10 years, or the duration of operations within the 25-year RTP time horizon, whichever is longer. These financial capacity determinations must also include a demonstration of the transit operator's ability to sustain levels of core bus services to low-income and minority populations, as required under MTC Resolution No. 3357. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be revisited in MTC's review of the operator's applicable Short Range Transit Plan.
2. Cost Increases – Commitments of regional discretionary funds (Section 5309 New Starts, Small Starts, and Fixed Guideway Modernization, Regional Measure 1 Rail Reserve, ITIP, AB 1171, CARB/AB 434, Regional Measure 2, Ferry Boat Discretionary) are capped at the amounts shown in Attachment C in ~~2006~~ year of expenditure dollars. ~~Escalation adjustments will be made at the time funds are secured or allocated, except for bridge toll funds that are shown in year of financing dollars.~~ Project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in Attachment C from other sources. Funding shortfalls must be addressed for projects to be included in the Regional Transportation Plan.
3. Amendment – The Commission shall consider amending this regional transit expansion program following the passage of major new funding sources that could advance projects with current shortfalls into the RTP. New funding sources also could be used to offset cost increases for projects already included in the RTP.
4. Station Access Planning: Consistent with recommendations of MTC's Regional Bicycle Plan, all new transit stations that are built as result of Resolution No. 3434 investments must provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities. Station access planning shall be consistent with the conclusions reached from the evaluation of FSM 5 in the 2001 Bay Area Ozone Attainment Plan.

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## Specific Conditions

1. Section 5309 New Starts – The region’s ~~first priority~~priorities for federal New Starts funds ~~are is the BART extension to San Francisco International Airport until such time that the project receives its final appropriation from Congress, currently expected in 2006.~~ Thereafter, the BART Extension to Silicon Valley and Warm Springs to San Jose extension and the Muni Central Subway project, with ~~will share equal priority.~~
2. Section 5309 Small Starts – The region’s ~~priority~~priorities for federal Small Starts funds ~~is are the AC Transit Oakland/San Leandro Bus Rapid Transit Project project and the Van Ness Avenue Bus Rapid Transit project in San Francisco, with equal priority.~~ Given that the regulations are still being finalized and that there are other projects in the region that may be eligible and have a demonstrated need for more secure funding, the Commission may consider endorsing one additional regional candidate project after FTA finalizes the regulations.
3. AB 1171 – These funds will be subject to terms and conditions established by MTC acting as the Bay Area Toll Authority (BATA), ~~and are contingent upon the availability of excess toll revenue net of debt service.~~ The balance of these funds not committed in Attachment C will be reserved as follows: ~~\$100 million reserved for the north connector and weave correction components of the I-80/680 interchange project, and \$40 million for other congestion relief improvements in the Northern Bridge group—Antioch, Benicia Martinez, Carquinez and Richmond-San Rafael—corridors. Should AB 1171 funds exceed \$500 million, the next increment up to \$60 million will also be reserved for Northern Bridge group corridor improvements. The next increment above the \$60 million will be distributed evenly between the East Contra Costa BART Extension (eBART) and Tri Valley Transit Access Improvements to BART projects, not to exceed \$25 million each, in addition to the sums stipulated in Attachment C. Any increment above these amounts will be allocated at the discretion of the Commission.~~
  - Corridor Improvements Adjacent to the I-80/680 Interchange: \$100 million reserved for improvements in the vicinity of the I-80/680 interchange. These AB1171 funds are in addition to the \$100 million approved through Regional Measure 2 (RM2) for corridor improvements in the vicinity of the I-80/680 interchange.
  - Other Improvements: \$100 million for other corridor improvements.
4. BART Warm Springs to San Jose – In addition to the general terms for operating funding imposed on all projects, the BART Warm Springs to San Jose project is included in the

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RTP contingent upon approval by the BART and VTA Boards of an operating and maintenance agreement regarding extension of service into Santa Clara County and associated impacts of the extension on the core BART system. If a TDA "lien" is implemented pursuant to the BART/VTA agreement after 2009, MTC will condition allocation of the remaining TDA funds subject to the following:

At the time that the BART to San Jose extension commences revenue service, or at any point thereafter, should VTA's bus service levels have not achieved, or later fall below, a 600 fleet/500 peak target, then MTC shall hold public hearings at which VTA must demonstrate that services to Title VI communities have been assured, based on MTC's Lifeline Transportation analysis, as validated and amended by transit operators and the Congestion Management Agencies.

- Should VTA choose to identify TDA funds as the guaranteed operating and maintenance subsidy pursuant to the BART/VTA agreement and demonstrate that it has secured other funding sources to replace the TDA revenue so guaranteed, then MTC shall not condition its allocation of TDA funds as described above.
- 5. ~~Caltrain Electrification: Continued Commission support for a regional commitment of STP/CMAQ and CARB/AB 434 funds to the project is contingent upon the three JPB member agencies reaching agreement by December 1, 2007 on project scope and how to close the project's remaining funding shortfall.~~
- 6. ~~Caltrain Express Phase 2: Before the next revision to Resolution 3434 or by the 2009 RTP, whichever occurs first, Peninsula JPB member agencies agree to define the member contributions for the funding plan.~~
- 7. ~~Downtown to East Valley: Light Rail and Bus Rapid Transit: Before the next revision to Resolution 3434 or by the 2009 RTP, whichever occurs first, VTA will confirm their funding commitment through Measure A, or identify alternative revenue sources that may be requested to close any funding shortfall that could result should the Measure A expenditure plan not cover the entire cost.~~
- 5. BART Extension to Warm Springs: MTC commits the following funds subject to availability: \$40 million from MTC's share of Proposition 1B State Local Partnership Program, \$29 million in RM1 and \$5 million in AB 1171. These funding commitments are conditioned upon: 1) BART contributing an additional \$24 million; 2) Alameda and Santa Clara Counties contribute \$30 million and \$16 million, respectively, from Proposition 1B

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State Local Partnership Program proceeds; and 3) VTA's Board committing to a full funding plan for an operable BART segment in Santa Clara County.

To address the cash flow challenges wherein the \$145 million surplus fare revenue on the BART SFO Extension are not expected to be available during the BART to Warm Springs construction period, \$91 million of Regional Measure 2 (RM2) and \$54 million, shared equally, in funding advanced from MTC and BART/ACTIA are proposed. This proposal is conditioned on the following: 1) the Commission holding a public hearing and approving reassignment of \$91 million in RM2 funds from the Dumbarton Rail project and the BART to Warm Springs project; and 2) first priority and equivalent repayment of \$27 million each to MTC and ACTIA/BART from the surplus BART SFO Extension revenues

6. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: MTC commits \$35 million in -CMAQ funds subject to the following conditions: 1) Alameda County Congestion Management Agency (ACCMA) adopts an RTIP funding commitment plan and explores a strategy to advance the \$40 million RTIP funds commitment; 2) AC Transit submits documentation for inclusion into the 2009 Federal Transit Administration (FTA) Small Starts report; and 3) AC Transit adopts a board resolution committing to the following: a) use the \$35 million to deliver a useable bus rapid transit segment; and b) develop a phasing plan to deliver the full Berkeley/Oakland/San Leandro Bus Rapid Transit project, if the entire project as submitted to FTA for the Small Starts program, is not immediately deliverable.
7. Dumbarton Rail: Should the Commission hold an RM2 Public Hearing and reassign \$91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project, the \$91 million will be replaced with \$91 million in Alameda Regional Transportation Improvement Program (RTIP) funds. The reassignment is conditioned on the Alameda County Congestion Management Agency adopting a board resolution committing the RTIP funds to the project. MTC, in cooperation with Caltrain and the other funding partners, shall:
  1. Support completion of the alternatives analysis and environmental phase
  2. Support steps toward the purchase of Right-of-Way in the ACE, Capitol, and Dumbarton Corridors
  3. Support expanded cost-effective express bus service in the corridor to build ridership
  4. Explore other funding opportunities, including the potential for future bridge tolls, to accelerate repayment of the reassigned \$91 million in RM2 funds.

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5. In conjunction with all funding partners, explore other funding opportunities, including the potential for future bridge tolls, to close the \$300 million project shortfall.