

DRAFT

AMENDMENT TO
SAN FRANCISCO BAY AREA
2001 REGIONAL TRANSPORTATION PLAN

RTP STRATEGY TO INCREASE
REGIONAL TRANSIT RIDERSHIP

(Implementation Plan for Transportation Control Measure (TCM) #2
As Interpreted by the U.S. District Court)

By

Metropolitan Transportation Commission
September 25, 2002

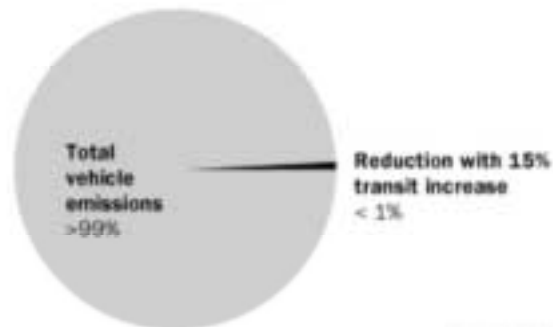
TCM 2 AND THE FEDERAL AIR QUALITY PLAN

The federal Clean Air Act requires regions to prepare State Implementation Plans (SIPs) to demonstrate compliance with federal ambient air quality standards. Since 1982, the Bay Area's SIP has included certain measures called transportation control measures (TCMs) to reduce automobile emissions. A total of 26 TCMs – including improved transit service and transit coordination, new carpool lanes, signal timing, freeway incident management, and increased state gas tax and bridge tolls - have been carried out to help reduce regional ground-level ozone (“smog”) and are now largely completed.

The 1982 air quality plan included TCM #2, a measure intended to reduce emissions by improving the productivity of Bay Area transit systems. The emission reduction estimates in TCM #2 were based upon projections that, with the funding of productivity improvements in the 1983-87 Short Range Transit Plans of six major transit operators, regional transit ridership would increase by 15% from 1982-87. These reductions equate to a 0.4% reduction in vehicle emissions and an even smaller (0.1%) reduction in total emissions from all sources (see Figure 1).

Figure 1

Expected Reductions in Vehicle Emissions With 15% Transit Ridership Increase



Source: BAAQMD, MTC

Despite continued heavy investment in transit productivity measures, system and service expansion, and system operations, regional transit ridership, measured in terms of annual boardings, remains below the level associated with a 15% increase over the 1982-83 baseline.

The emissions reductions associated with TCM #2, however, were achieved many years ago, through a combination of TCM #2 implementation itself and through the implementation in 1990-91 of the Contingency Plan in the 1982 air quality plan. In the latter process MTC adopted sixteen "contingency" TCMs that more than compensated for

the shortfall in emissions reductions of the original ten TCMs in the 1982 air quality plan, including TCM #2.

The text of TCM #2 appears in Appendix A.

FEDERAL DISTRICT COURT ORDER

The federal court has interpreted TCM 2 to mean that MTC has a separate SIP obligation to achieve a 15% transit ridership increase. The Court's Order Granting Injunctive Relief, dated July 19, 2002 (the "Order"), requires that:

- *By no later than November 9, 2006, MTC shall increase regional ridership to at least 544.8 million annual boardings. This figure reflects a 15% increase over the 1982-82 baseline of 473.7 million annual boardings.*
- *Within six months of the date of the Order [i.e., by January 19, 2003], MTC must amend the 2001 Regional Transportation Plan (RTP) to include a section specifying how it will achieve full implementation of TCM 2. In this amendment, MTC shall identify and describe all projects it will fund as part of its strategy for achieving the required ridership increase. Each project description must include an implementation schedule, estimated costs, and expected ridership gains.*

The Order further provides that if additional projects that are not in the TIP are needed to meet the ridership target, MTC must amend the TIP to ensure these projects can proceed.

MTC is appealing the Order and the judgment in the case in which the Order was issued. While the appeal is pending and the Order is in effect, MTC has prepared this report to serve as the basis for the court-mandated RTP amendment. The conclusion of this report is that the implementation of the 2001 RTP is projected to result in the achievement of the ridership increase target by 2006, and that a TIP amendment is not needed to obtain the projected ridership increase by that time.

TRANSIT RIDERSHIP AND INVESTMENT TRENDS

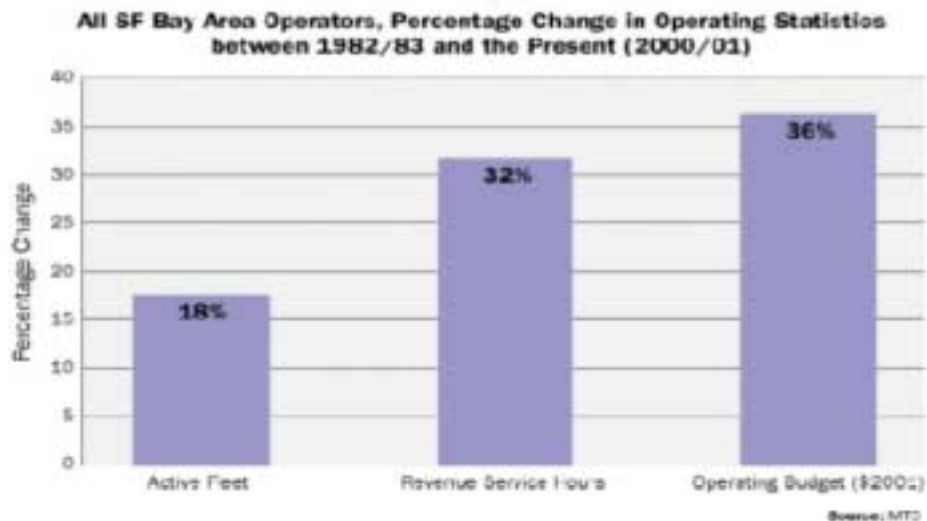
Transit trends in the Bay Area are quite similar to national transit trends (see Figure 2). Given the well developed Bay Area transit system, repeated studies have shown that demand-side factors such as personal choice, the state of the economy, patterns of development controlled by county and municipal governments, and the cost of gasoline exert a much more powerful influence on regional transit use and market share than supply-side funding decisions. These demand-side factors are not under the control of either MTC or the transit operators.

Figure 2



However, these external forces have not deterred MTC and its transit partners from making a strong and continuing regional investment in transit, which is evidenced by three different measures: size of the transit fleet, growth in revenue hours of service, and growth in the size of transit operating budgets. As shown below in Figure 3, all three of these measures of transit service and investment have grown at rates exceeding 15%, but ridership growth has not followed at the same pace due to the countervailing pressure of the factors cited above.

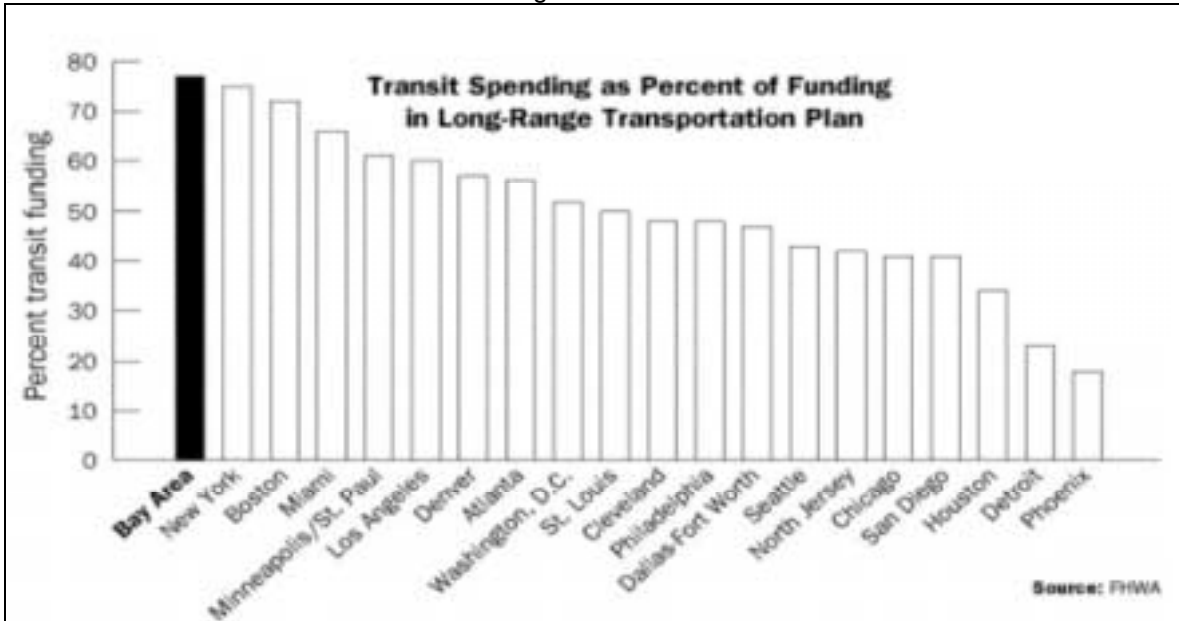
Figure 3



Further looking ahead over the next 25 years, MTC's 2001 RTP commits 77% of all projected transportation funding to public transportation. In fact, MTC's plan shows a larger percentage of transportation dollars being spent on public transportation than any

other large metropolitan area in the nation (see Figure 4). The magnitude of this share is particularly striking in light of the fact that only about 6% of daily trips are made on transit in the Bay Area.

Figure 4



RECENT EVENTS

Concurrent with the latest economic expansion starting in the mid-90’s, Bay Area transit ridership began to grow steadily, culminating in a peak level of 533 million annual riders by the end of FY 2000/01. This represented a 12.5% increase over the FY 1982-83 TCM 2 baseline number of 473.7 million annual riders (see Figure 5). Since then, recession-related effects, exacerbated by the events following September 11, 2001, have led to fewer jobs and fewer people taking transit (or other transportation modes) for work and other trips. The Bay Area Economic Forum (BAEF) estimates that Bay Area employers shed more than 140,000 net jobs in 2001. The BAEF notes that this was the biggest loss of jobs experienced in the Bay Area in 25 years. The Association of Bay Area Governments estimates that Santa Clara County alone lost almost 43,600 jobs between 2001 and 2002.

While final ridership numbers are not yet available from the transit operators for FY 2001/2002, it appears that ridership may have declined some 6% to 7% from the previous high water mark in FY 2000/2001. Moreover, it is not just travel on transit that has declined, since Caltrans Year 2001 Bay Area Congestion Data Information Memorandum shows decreases in regional freeway travel as well, leading to an overall 12% decrease in the region’s daily hours of delay. The biggest delay reductions, ranging from 40% to 75%, occurred in San Mateo and Santa Clara Counties, which were hit the hardest when high technology jobs disappeared. These freeway delay reductions have the compounding effect of making automobile use more attractive compared to often slower transit options.

Figure 5

Transit Ridership Statistics																			
FY 1982 - 83 to FY 2000 - 01																			
[Thousands of Annual Riders]																			
6 Major Operators	Fiscal Year																		
	1982/83	1983/84	1984/85	1985/86	1986/87	1987/88	1988/89	1989/90	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01
AC Transit	76,794	75,086	68,767	67,257	64,438	57,224	61,308	62,041	62,500	65,625	66,280	62,754	61,943	64,153	63,303	63,877	66,089	68,088	71,529
BART	57,700	62,792	66,036	63,270	60,304	61,160	61,738	74,761	76,193	77,247	77,626	80,183	78,952	79,593	83,446	81,422	86,488	97,024	103,919
GGBHTD	12,267	10,736	10,811	9,997	9,435	9,082	8,784	9,938	10,530	10,574	10,597	10,578	10,255	10,447	10,962	11,032	11,108	11,465	11,618
SamTrans	17,599	18,242	19,871	19,114	18,292	18,048	18,130	18,324	19,114	18,793	18,619	19,742	19,675	19,085	18,562	18,834	18,350	17,925	18,136
SF Muni	293,100*	313,100*	264,033	255,924	252,122	244,733	235,794	233,468	239,340	238,714	238,295	220,273	216,409	214,468	217,631	219,507	217,050	226,181	236,205
SCVTA	34,868	38,522	34,609	38,089	36,299	35,895	39,447	41,200	45,850	46,118	46,700	45,224	45,166	49,172	53,062	53,547	54,996	55,701	58,160
SUBTOTAL	492,328	518,478	464,127	453,651	440,890	430,506	430,497	439,732	453,527	457,071	438,754	432,400	432,235	436,918	446,966	449,219	454,281	476,384	499,567
Other Operators																			
Caltrain	4,866	5,160	5,305	5,458	5,422	5,596	5,622	6,351	7,200	7,400	7,500	6,924	7,028	6,127	7,040	8,632	8,622	8,735	9,925
CCCTA	2,550	3,037	3,432	3,800	3,781	3,725	3,765	4,062	4,221	4,248	4,255	4,649	3,898	4,180	4,525	4,287	4,533	4,694	4,991
Vallejo	1,100	1,026	1,009	1,124	1,044	1,217	1,606	1,758	2,104	2,304	2,300	2,455	2,529	2,766	3,140	3,442	3,714	3,903	3,626
Other	1,915	2,263	2,714	2,787	2,873	3,233	4,380	5,397	6,007	6,363	6,813	6,752	6,998	7,660	8,357	9,620	11,036	12,389	14,929
SUBTOTAL	10,431	11,486	12,460	13,169	13,120	13,771	15,373	17,568	19,532	20,315	20,868	20,780	20,453	20,733	23,062	25,981	27,905	29,721	33,471
Regional TOTAL	502,759	529,964	476,587	466,820	454,010	444,277	445,870	457,300	473,059	477,386	478,985	459,534	452,853	457,651	470,028	475,200	481,986	506,105	533,038

* Muni ridership over-predicted for these years. Federal District Court has confirmed Muni's FY 1982 - 83 ridership to be 264 million.

Notes: 1) 2000/01 is latest data from National Transit Database, except for Altamont Commuter Express, Capitol Corridor, and Oakland AirBART.

2) FY 1988/89 to FY 1999/00 numbers are from MTC's Statistical Summary of Bay Area Transit Operators and include paratransit riders.

3) FY 1982/83 to FY 1987/88 numbers are from various sources, including TDA reports, by operators and, FTA/UMTA data.

4) Other includes: Fairfield-Suisun, Napa Transit, Santa Rosa, Sonoma, LAVTA, Tri-Delta, Union City, WestCAT, Capitol Corridor, Altamont Commuter Express, and Oakland AirBART.

TRANSIT RIDERSHIP ESTIMATES FOR 2006

Transit ridership projections in the 2001 RTP are based upon forecasting work performed by MTC in 2000 and 2001, using MTC's state-of-the-art travel demand model known as BAYCAST (this model - or earlier versions thereof - is the same model that MTC has used and continues to use in performing approved conformity assessments of RTPs and TIPs under both federal transportation conformity regulations and previous court-approved conformity assessment procedures). The BAYCAST forecasts supporting the 2001 RTP, in turn, use demographic and economic projections in ABAG's Projections 2000. Using these forecasts and interpolating for the year 2006, one may project that regional transit ridership will reach a level of 598 million annual boardings, well in excess of the target level of 544,800,000 boardings mandated in the Order, provided that the projects and investments identified in the RTP are implemented on schedule and the underlying economic and demographic model assumptions are borne out over the next few years.

Travel demand models such as BAYCAST are most valuable in the context of longer-term planning and forecasting. They are less helpful in predicting ridership over very near-term periods, because of the speed with which the forecasting assumptions can change. Recent demographic and economic changes directly influence near-term mode choices; some forecasting variables change on a daily basis, such as gas prices at the pump. Furthermore, MTC will be required to perform a new travel demand forecast for use in the next major RTP revision, which under federal law MTC must adopt by March 2005. However, this new forecast will not be complete before the Court's January 2003 deadline for this RTP amendment.

In the absence of a planning tool such as MTC's travel demand model, it is possible to make "off-model" adjustments to long-term forecasts by making reasonable assumptions regarding the impact on travel behavior of recent events (i.e., events occurring since the last ABAG demographic and economic projections) and of reports of current trends in factors affecting transportation mode choice. Although federal law does not mandate that MTC project travel behavior (including transit usage) more frequently than once every three years, and although the Order does not specifically require MTC to engage in such an exercise, the report examines appropriate adjustments to the projections in the 2001 RTP based upon recent events and trends.

It is important to note that regional transit ridership estimates must be generated through a regional travel model, such as BAYCAST, which has been validated against observed transit operator ridership data. Such models take into account the synergies between transit operators, the impact of boarding one system to boardings of another, and in general the regional impacts of individual projects. The ridership estimates for individual projects are at best related only indirectly to regional transit ridership, as such estimates do not take into account: (a) the impacts of an individual project on utilization of other transit services, either positive or negative, (b) the impacts of individual projects on the transportation system as a whole, and vice-versa, and (c) the regional demographic and

economic trends and other factors influencing actual and projected regional transit ridership, all of which MTC assumes in developing forecasts regarding use of the transit system on a regionwide basis. As a result, when it comes to regional transit ridership projections, there is little if any forecasting value in individual project ridership estimates.

Thus the most credible way to determine how close regional ridership will be to the target in 2006 is to start with existing forecasts and to make reasonable adjustments to these forecasts in light of current events and very recent trendline data.

According to recent measures, the Bay Area's economy appears to be entering a slow recovery. The Bureau of Labor Statistics show that job losses in the Bay Area have slowed significantly between the 4th Quarter of 2001 and the 1st Quarter of 2002 (down from -5% to only about -0.3%). ABAG predicts that beyond 2002, economic and demographic growth will begin to return to historical rates, with net jobs growing at about 1% to 2% per year over the next few years.

Any improvements to transit service over the next few years will be "on the margin" of an already extensive transit system already in operation. This system is the product in large part of long-term planning and advocacy by MTC in previous years. Introducing new projects today, moreover, is unlikely to impact transit ridership by 2006 due to the time required to develop, fund and implement these projects. Fortunately, because of years of MTC planning and because the Governor and Bay Area voters have approved new transportation revenues, a number of transit projects will come to fruition prior to 2006 and are expected to help support further increases in ridership growth.

The result of MTC's effort to re-examine likely transit ridership levels by 2006 in light of recent events is the projection of a range of transit boardings by that year. Both ends of this range assume that the projects in the 2001 RTP are implemented on schedule.

2001 RTP Forecasts (High estimate)

The RTP forecasts prepared prior to the economic downturn most likely provide the high end of expected regional transit ridership. As noted above, these forecasts use ABAG's Projections 2000 demographic data and are the forecasts that were the basis for the 2001 RTP development. The forecasts include all the transit investments to be operational by 2006. They are MTC's official forecasts until formally revised. Under the RTP forecasts, transit levels would reach 598 million annual riders in 2006. The assumptions and methodology for those forecasts are discussed in the Final Transportation Air Quality Conformity Analysis (February 2002) report for the 2001 RTP and for TIP Amendment 01-32.

Adjusted Estimate (Low estimate). To account for recent dramatic changes in economic conditions and the resulting impact on transit ridership, MTC used a previously prepared 2005 travel demand forecast. This forecast was modified to reflect preliminary FY 2001/02 regional transit ridership information recently received by MTC, which suggests a decline in ridership from FY 2000/01 on the

order of a maximum of 7%. MTC then extrapolated on a linear basis the transit ridership projection for 2005 to 2006, the year that includes the court-imposed target achievement date of November 9, 2006. These adjustments yield an alternative projection that, with the implementation of the RTP on schedule, there will be an estimated 562 million annual riders in FY 2005/06, or 6% below the high range estimate in the RTP.

These forecasts are compared in Figure 6. As shown in the chart, both forecasts exceed the court-ordered TCM #2 ridership target.

DESCRIPTION OF PROJECTS MTC WILL FUND AS PART OF STRATEGY TO INCREASE RIDERSHIP

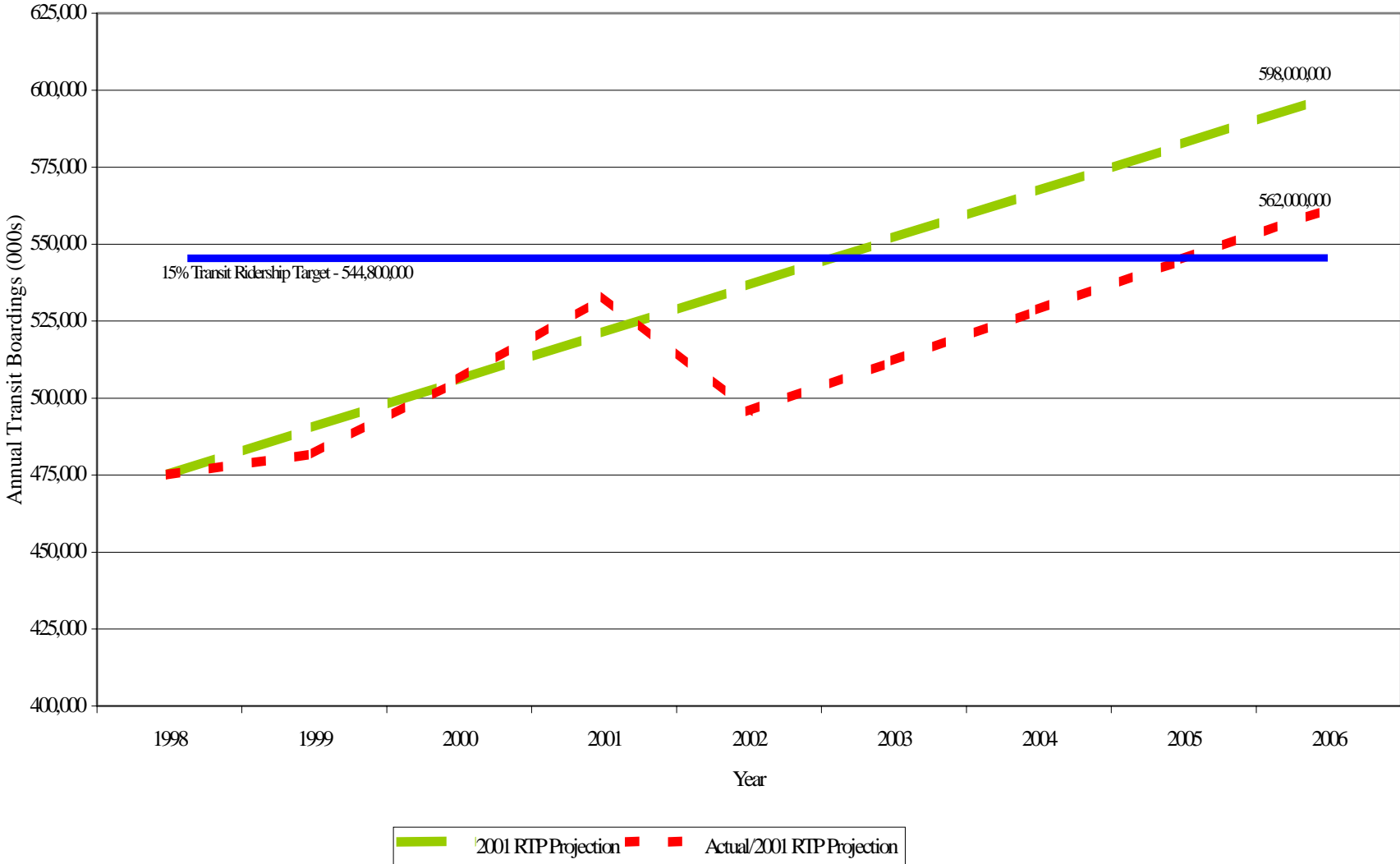
The Order requires MTC to identify projects it will fund to achieve the mandated 15% ridership increase.

The funding is accomplished through the federally required Transportation Improvement Program (TIP), a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federal approval. The TIP is where funds are programmed to implement the policies, projects, and programs contained in the RTP. Projects in the TIP must first be included in the RTP. Transportation improvements included in the RTP and TIP are derived from a variety of planning efforts at the city, county transit operator, regional and state levels. These include projects from county congestion management programs, countywide transportation plans, county level transportation sales tax expenditure plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. When a project's purpose, scope, and budget are fully developed, the project may be proposed for funding.

A draft of the 2003 TIP was released for public review and comment in May 2002. Although the TIP was ready for approval in July, MTC could not adopt it because a "Stay Order" by U.S. Court of Appeals for the Ninth Circuit suspended the U. S. Environmental Protection Agency's (EPA) approval of the mobile source emissions budget in the region's ozone attainment plan. That budget is necessary for MTC to conform the TIP as required by EPA's transportation air quality regulations.

In order to avoid delaying safety and rehabilitation projects, and transit and HOV lane expansion projects that support higher transit ridership, MTC is proceeding with an "Interim" 2003 TIP that contains only air quality "exempt" projects and projects that are assumed in the projections, discussed above, that the ridership increase target will be met by 2006 as mandated by the Court.

Figure 6
Bay Area Transit Ridership, 1998-2006



Both the full and interim TIP transit investment would increase the peak period capacity of the Bay Area transit system by about 23% by 2006, compared to the system that existed in 1998. To support these transit improvements, the TIP also includes funding for a number of new and innovative programs being developed by MTC that will better serve the transit customer and make their transit trip more convenient and reliable. These include TransLink®, Regional Transit Trip Planning, Commuter Check, and ridesharing services.

Table 1 provides project descriptions, estimated costs, year of completion and expected ridership increases for selected transit projects that are in the current TIP. With respect to ridership gains for individual projects, MTC does not customarily estimate ridership for each transit project and program in the Bay Area. However, this information is usually available from project sponsors, when it can be estimated. Therefore, MTC has obtained this information to the extent possible from project sponsors, and has estimated ridership for many smaller projects using reasonable planning assumptions. The ridership information, which provides the year with respect to which the ridership estimate applies, is included with the other Table 1 information.

Other MTC Programs that Support Transit Ridership Gains

There are a number of ongoing MTC programs that support the greater use of public transit; however, it is difficult to associate specific transit ridership gains with these programs due to the diverse nature of the services and markets affected. General descriptions of these programs follow:

Transit Management Program

MTC adopted a Transit Coordination Implementation Plan in February 1997 to address the requirements of SB 1474. This plan puts high priority on projects that will provide improvements to passengers in the near term, benefit the largest numbers of transit users, improve productivity (which was the focus of TCM #2), and enhance the ability of transit riders to reach destinations.

Table 1
Transit Improvement Projects in the 2001 TIP

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year)
Alameda County	Dublin/Pleasanton Parking Expansion	Dublin: Dublin/Pleasanton BART Station; Construct or acquire approximately 338 additional parking spaces.	\$3,390	2004-05	212,000 (2004)
AC Transit	Purchase 15 buses (San Pablo Ave.)	Alameda County: San Pablo Avenue; Purchase 15 buses	\$8,560	2002-03	3,000,000 (2004)
AC Transit	San Pablo Corridor Transit System	San Pablo Corridor Transit System Improvements - Project includes Street Improvements, Bus Shelters, and Vehicle Purchase	\$1,130	2003-04	3,000,000 (2004)
Alameda	West End Ferry Vessel	West End Ferry Vessel: Procure vessel for the west end ferry service.	\$5,500	2001-02	150,000 (2002)
BART	BART Extension to the San Francisco International Airport (SFO)	Extend BART from Colma station to SFO and Millbrae	\$1,476,764	2002-03	9,100,000 (2006)
BART	BART Richmond Station Additional Parking	Richmond: Richmond BART station; Construct an additional level on the parking structure. Project provides about 120 new parking spaces.	\$8,800	2005-06	31,000 (2006)
BART	Fruitvale Transit Village Project	Oakland: Fruitvale Bart Station; Construct a 3-5 story parking structure, new surface lots, intermodal facility, improve or replace existing surface parking & construct pedestrian plaza.	\$14,252	2004-05	100,000 (2005)

* Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

Table 1
Transit Improvement Projects in the 2001 TIP

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year)
BART	Pittsburg/Bay Point Parking Expand & Lighting Imps	BART: Pittsburg/Bay Point Station; Various access improvements to station including adding 300-400 additional parking places, lighting, and other access improvements.	\$4,012	2003-04	100,000 (2004)
BART	Daly City BART Station Improvements	BART: Daly City Station; Various parking and other station improvements.	\$700	2002-03	50,000 (2003)
BART	West Dublin Station	Add new West Dublin Station and various parking improvements	\$ 11,000	2005-06	1,400,000 (2006)
Caltrain	Caltrain Express	Add passing tracks, improve signaling and purchase additional rail cars; expand service	\$127,000	2003-04	3,400,000 (2004)
Caltrain	Hillsdale Station Parking Imprts.	Hillsdale Caltrain station parking	\$565	2003-03	50,000 (2003)
Caltrain	Caltrain Parking Lot Improvements	Provision of approximately 100 parking spaces at various Caltrain Stations in San Mateo County.	\$1,130	2002-03	25,000 (2003)
Dixon	Dixon Multimodal Transportation Center	Dixon: B Street, adjacent to the UPRR Tracks; Construct building for commuter support services and future intercity rail service.	\$440	2005-06	96,000 (2005)

* Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

Table 1
Transit Improvement Projects in the 2001 TIP

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year)
Emeryville	Emeryville Intermodal Transfer Station: Phase 1	Emeryville: At the Emeryville Amtrak intercity rail station; Construct the first phase of the intermodal transfer station. Including a parking garage and bus terminals .	\$8,230	2005-06	50,000 (2006)
Fairfield	North Texas - Local Transfer Facility	Fairfield: North Texas Street; Construct Local bus transfer facility.	\$1,750	2004-05	30,000 (2005)
Fairfield	Fairfield Transportation Center-Phase II	Fairfield: Fairfield Transportation Center; construct approximately 180 automobile parking spaces.	\$3,053	2003-04	30,000 (2004)
Fremont	Capital Corridor Centerville Station	Capital Corridor at Centerville Station - construct 73 space parking spaces, landscaping, sidewalks, lighting (final phase)	\$1,265	2004-05	12,000 (2005)
Hercules	Hercules Train Station Project	Construct a Train Station along San Pablo Bay within the City of Hercules City limit	\$6,050	2004-05	15,000 (2004)
LAVTA	Purchase 4 New Buses for Expan. Service	Purchase 4 new buses for service that will provide an alternative for commuters that travel along the I-680 Sunol Corridor.	\$1,200	2003-04	70,000 (2004)

* Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

Table 1
Transit Improvement Projects in the 2001 TIP

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year)
LAVTA	Livermore Valley Center PnR Parking Structure.	Livermore: Downtown Livermore ACE train station; Construct parking structure of up to 540 spaces for transit users.	\$8,519	2004-05	104,000 (2006)
Martinez	Martinez Amtrak Sta - New Sta,Pkg,landsc	Martinez; Amtrak Station; New Station, Parking bus bays, with landscape, signal and crossing improvements.	\$27,460	2002-03	50,000 (2004)
MUNI	SF Muni Third Street LRT Extension Phase I	San Francisco: Muni; Design and construct new light rail line along the eastern side of San Francisco. Phase I.	\$860,105	2005-06	12,500,000 (2006)
MUNI	F-Embarcadero Extension Operations	S.F. MUNI's Embarcadero Extension	\$14,309	2002-03	6,400,000 (2006)
MTC/Transit Operators	Regional Express Bus Program	Purchase buses and provide operating funds to expand express bus service in selected corridors	\$40,000	2003-06	4,900,000 (2006)
Sonoma County Transit	Petaluma Intermodal Transp. Center	Petaluma: Petaluma Intermodal Transportation Center On Copeland btw Washington and D street; Construct new intermodal station/transit mall.	\$1,378	1999-2000	17,000 (2006)

* Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

Table 1
Transit Improvement Projects in the 2001 TIP

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year)
Sunnyvale	Sunnyvale Multimodal Transit Station	Sunnyvale Multimodal Transit Station	\$973	2001-02	64,000 (2006)
Union City	Union City Intermodal Station (Phase 1)	Additional parking, bicycle access, new bus bays; connection to new redevelopment area	\$15,000	2005-06	65,000 (2006)
Vacaville	Commuter Buses Purchase	Vacaville: Purchase 3 over-the-road commuter coaches for service between Fairfield/Vacaville and Sacramento.	\$905	2005-06	50,000 (2004)
Vallejo	Vallejo Baylink Ferry	Vallejo: Bay link Ferry Service between Vallejo & San Francisco: Purchase 300-350 passenger vessel for the fleet.	\$10,879	2003-04	150,000 (2004)
Vallejo	Vallejo Ferry Terminal Intermodal Facility	Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.	\$25,589	2006-07	50,000 (2006)
VTA	Zero Emission Bus Demonstration Project	SCVTA: Acquire up to 6, 40 foot Low-Floor Zero Emissions expansion Buses.	\$4,093	2003-04	225,000 (2004)

* Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

Table 1
Transit Improvement Projects in the 2001 TIP

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year)
VTA	Line 22 Rapid Bus Corridor; Purchase 32 buses	Line 22 Rapid Bus Corridor: Purchase 32 Buses (FTA Bus (8); CMAQ (12), STP (12))	\$24,000	2001-02	114,245 (2003)
VTA	Tasman East Light Rail Extension	Extends Tasman light rail line east to Milpitas	\$328,218	2003-04	1,100,000 (2004)
VTA	Capitol Corridor Light Rail Extension	Extends light rail south from Tasman east to the Capitol Expressway in San Jose	\$ 167,000	2003-04	1,100,000 (2004)
VTA	Vasona Light Rail Extension	Extends light rail from San Jose Diridon station to downtown Campbell	\$ 342,000	2005-06	2,400,000 (2005)

* Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

Two of the projects described here, TransLink® and Transit Trip Planning, are critical elements of the Transit Coordination Plan. The projects add convenience for passengers connecting between multiple operators and planning new trips on transit.

TransLink®

One of the key regional approaches for improving public transit is the development of a universal transit ticket program. The universal transit ticket program will establish a single regional system for collecting fares on all of the Bay Area's transit systems. The objectives of the program are to: 1) improve passenger convenience in making inter- and intra-agency trips; 2) improve the efficiency and security of the region's fare collection systems; 3) improve transit system data collection for service planning purposes and development of fare policies; and 4) take advantage of revenue-enhancing or cost-saving business partnerships with the private sector.

As lead agency for the TransLink® project, MTC is responsible for the procurement of equipment and services necessary to support an initial demonstration, evaluation of the demonstration and eventual full regional implementation. TransLink®'s demonstration phase was completed in July 2002. Full rollout among the region's largest transit agencies is expected by 2006.

Regional Transit Information System

MTC and the region's transit operators are currently developing and implementing a system of transit information services designed to make it easier for transit users to plan trips throughout the Bay Area. Currently, the general public is able to access route, schedule, and fare information on all Bay Area transit agencies at the "817-1717" regional telephone number and *transitinfo.org* web site; the regional telephone number will transition to the new nationwide "511" number in October 2002. Transit users are also able to use the internet to access TakeTransitSM, a system that provides point-to-point transit itineraries for any transit trip on or between AC Transit, ACE, BART, Caltrain, CCTA, Emery Go-Round, Muni, Union City Transit, Tri-Delta Transit, WestCat, and ferries. Over the next year, it will expand to cover all of the major transit agencies in the region

Regional Rideshare Program

The Regional Rideshare Program's objective is to provide information to the public on alternative transportation modes, such as carpools, vanpools, mass transit and other transportation alternatives. The program accomplishes this primarily by:

- Providing information about transportation alternatives to driving alone;
- Providing services through an automated ridematching system to support the use of carpools and vanpools;
- Providing information that promotes the use of carpool and Park-and-Ride facilities;
- Conducting region-wide marketing campaigns and outreach efforts to the public and employers.

Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)
MTC created a special initiative called the Transportation for Livable Communities (TLC) Program in 1998 to fund and support the planning and development of small-scale transportation investments that meet community needs throughout the Bay Area. The TLC Program's primary goal is to support transportation projects that: 1) have been developed through a collaborative and inclusive planning process; 2) encourage pedestrian, transit and/or bicycle trips; 3) provide for compact development of housing, downtowns, and regional activity centers; 4) are part of a community's development or redevelopment activities; and 5) enhance a community's mobility, identify and quality of life.

Under the newly created *Housing Incentive Program*, cities and counties are eligible to receive transportation funds for capital projects when proposing housing developments adjacent to major transit service. Research has shown that residents are more likely to use public transit if they live within walking distance of a transit station. MTC acted to triple the annual funding level for the TLC/HIP programs in the 2001 RTP.

LONGER TERM RTP INVESTMENTS

Because major transportation projects often take years to develop, it is important to also look beyond 2006 to see the larger view of the region's commitment to transit. The 2001 RTP identifies about \$68 billion in funding for transit, or about 77% of the projected \$87 billion in available transportation funding over the next 25 years. The RTP includes:

- Funds to operate the existing transit system
- Funds to replace and rehabilitate the existing transit system
- A major new transit expansion program for the Bay Area (see RTEP discussion below)
- A number of miscellaneous other transit improvements (Appendix B)

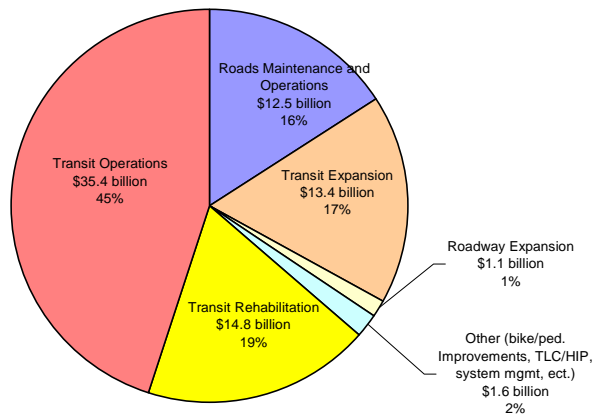
The allocation of RTP funds to transit is broken down in Figure 7, which divides the \$87 billion into "Committed" funds (over which MTC has little or no discretion as to their use) and "Track 1" funds (over which MTC has considerable discretion). The pie chart in Figure 8 shows how the transit funds themselves are divided in the RTP among operating, rehabilitation and expansion needs.

Regional Transit Expansion Program – MTC Resolution No. 3434

A hallmark transportation initiative, consummated in the 2001 RTP, was the development of regional consensus on the next generation of major transit projects in the Bay Area. Known by its MTC resolution number, the Resolution 3434 agreement represents an \$11 billion program of rail and express bus projects that will be implemented over the next 25 years. Resolution No. 3434 superceded the 1988 New Rail Starts Program (MTC Resolution No. 1876) that resulted in the construction of such extensions as the BART extensions to Pittsburg/Bay Point, Dublin and the San Francisco International Airport (scheduled to open early next year), the Tasman light rail extension in Santa Clara County and the San Francisco Muni Metro light rail extension to China Basin.

Figure 7 2001 RTP Expenditures

2001 Regional Transportation Plan
Committed Funds
\$78.8 billion



2001 Regional Transportation Plan
Track 1 Funds Spending Breakdown
\$8.6 billion

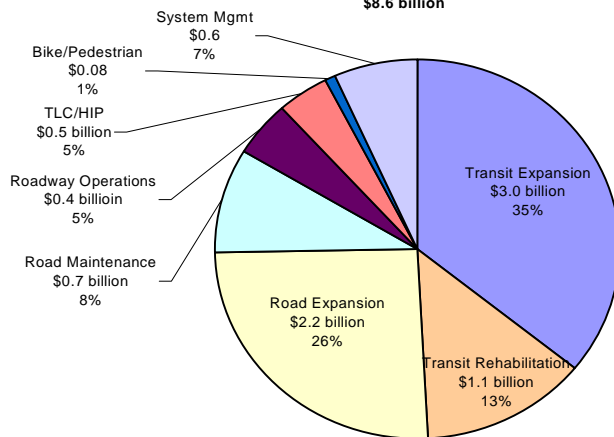
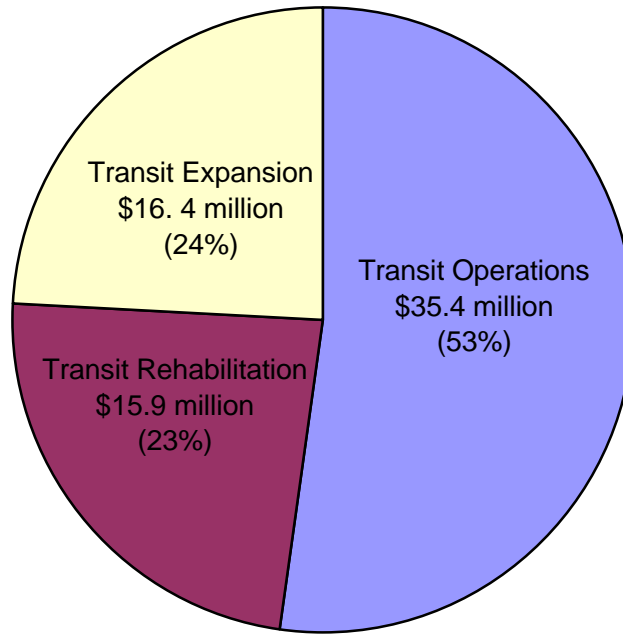
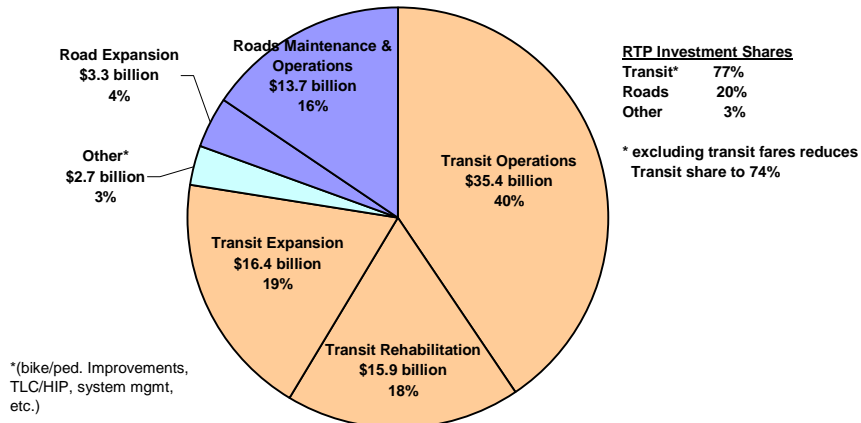


Figure 8

2001 Regional Transportation Plan Total Transit Expenditures \$67.7 billion



2001 Regional Transportation Plan Total Expenditures \$87.4 Billion



The ability of an individual transit operator to provide expanded service depends on whether the operator can access funds that can be used for new guideways/vehicles and whether there is sufficient funding available to operate the new service over an extended period of time. For services described above in the Resolution 3434 section, the transit operators will have funds to operate these services. A number of Resolution 3434 projects will be implemented just beyond the 2006 deadline. A listing of the Resolution 3434 project costs, implementation year and ridership estimates are shown in Table 2

Other Track 1 Transit Investments in the RTP

In addition to the Resolution 3434 projects, there are a number of additional transit commitments in Track 1 of the RTP that are described in Appendix B. The appendix provides project descriptions, costs and estimated completion dates for RTP committed and Track 1 projects. As with the Resolution 3434 projects above, it is important to note that there are a significant number of transit projects coming on line between 2006 and 2010 that will help support increases in the region's transit ridership.

SUMMARY/CONCLUSIONS

The 2001 RTP, as implemented in the near term through the TIP, provides the foundation for achieving the court-mandated 15% ridership increase target on the schedule required in the Order.

Table 2**MTC RESOLUTION NO. 3434: RECOMMENDED PROGRAM OF PROJECTS**

PROJECT	COST (millions of 2001 \$)	Year Operational	Annual New Riders (2020)**
BART:Fremont to San Jose	\$4,344	2012	18,180,000
MUNI Third Street Light Rail: Phase 2-Central Subway	\$647	2012	1,550,000
BART/Oakland Airport Connector	\$232	2008	4,151,000
Caltrain Downtown Extension/Rebuilt Transbay Terminal	\$1,885	2010	5,662,000
Caltrain Rapid Rail/Electrification	\$602	2008	1,490,000
Caltrain Express: phase 1	\$127	2004*	3,367,000
Downtown to East Valley: Light rail and Bus Rapid Transit: Ph. 1&2	\$518	2008	2,066,000
Capitol Corridor: Phase 1 Expansion	\$129	2010	673,000
AC Transit Oakland/San Leandro Bus Rapid Transit: Ph. 1 (Enhanced Bus)	\$151	N/A	2,487,000
Regional Express Bus (Phase 1)	\$40	2004*	N/A
Dumbarton Rail	\$129	2008	328,000
BART/East Contra Costa Rail Extension	\$345	N/A	N/A
BART/Tri-Valley Rail Extension	\$345	N/A	N/A
Altamont Commuter Express (ACE): service expansion	\$121	N/A	N/A
Caltrain Express: phase 2	\$330	N/A	N/A
Capitol Corridor: Phase 2 Expansion	\$284	N/A	N/A
Sonoma-Marin Rail	\$200	N/A	550,000
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	\$90	N/A	N/A
TOTAL:	\$10,519		

N/A: Not available

Studies (outside of the RTP)

PROJECT	COST (millions of 2001 \$)
Napa/Solano Passenger Train Study	\$0.4
BART:30 th /Mission Station Study	\$0.5
TOTAL: Studies	\$0.9

* Included in TIP list (Table 1)

** Includes only riders that did not previously use transit for a trip; this represents a smaller subset of transit boardings that are reported in Table 1.

Appendix A

Transportation Control Measure #2

TCM #2: Support post-1983 improvements identified in transit operator's 5-year plans, after consultation with the operators adopt ridership increase target for 1983-1987.

EMISSION REDUCTION ESTIMATES: These emission reduction estimates are predicated on a 15% ridership increase. The actual target would be determined after consultation with the transit operators.

	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	
HC:	0	.23	.42	.60	.72	tons/day
CO:	0	2.03	4.03	5.80	7.15	
NO _x :	0	.36	.68	.94	1.04	

COST: Costs of maintaining the existing level of services is currently programmed in regional allocations. Ridership increases would come from productivity improvements, thus additional costs would be moderate.

IMPLEMENTATION SCHEDULE:

- o 6 major transit operators adopt FY 1983-87 plans by July, 1982
- o MTC consults with operators on ridership targets by Jan., 1983
- o MTC, through implementation of the TIP and allocation of regional funds, seeks to ensure operators' 5-year plans are implemented
- o Ridership gains are monitored through annual RFP reports

DESCRIPTION OF CONTROL MEASURE:

This measure is basically an extension of TCM #1. Since federal funds for transit purposes are being cut back, many of the improvements identified in the 5 year plans deal with increased productivity. Thus, while the size of the transit system may not grow significantly, the ridership is expected to increase.

OTHER IMPACTS

- o 31,600 gallons of gasoline saved.
- o Alternatives to automobile travel will be increased.

Appendix B

List of 2001 RTP
Committed (not included in the TIP) and Track 1 Projects

COMMITTED FUNDING INVESTMENTS

ALAMEDA COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>ALAMEDA COUNTY-WIDE</i>				
21465	Transit enhancements funded by transit center development Funds	\$2.1		2000 Measure B sales tax project
21992	AC Transit bus corridor improvements	\$20.0		2000 Measure B sales tax project
<i>TRI-VALLEY</i>				
94029	Altamont Commuter Express (ACE) rail service operating and station/track improvements (four roundtrips daily)	\$11.0		2000 Measure B sales tax project
<i>EASTSHORE-SOUTH</i>				
94524	Amtrak Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0		Effective October 2001

COMMITTED FUNDING INVESTMENTS

CONTRA COSTA COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>CONTRA COSTA COUNTY-WIDE</i>				
94561	Transit service for elderly and disabled riders	\$32.4		Measure C sales tax project
<i>EASTSHORE-NORTH</i>				
94555	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento, and 7 round trips daily between San Jose and Oakland)	\$66.0		Effective October 2001
<i>DELTA</i>				
21213	Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces)	\$2.6		

COMMITTED FUNDING INVESTMENTS

MARIN COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>GOLDEN GATE</i>				
98200	Sonoma-Marín Rail station site acquisitions/upgrades	\$0.6		Funding is from federal earmarks for multimodal stations; cost identified represents only right-of-way acquisition costs

COMMITTED FUNDING INVESTMENTS

NAPA COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>NAPA VALLEY</i>				
94076	Trancas intermodal facility in the city of Napa	\$0.8		Environmental studies underway

COMMITTED FUNDING INVESTMENTS

SAN FRANCISCO COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>SAN FRANCISCO COUNTY-WIDE</i>				
94637	Expansion of paratransit door-to-door van and taxi service to comply with Americans With Disabilities Act (ADA)	\$61.0		Sales tax project

COMMITTED FUNDING INVESTMENTS

SAN MATEO COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>SAN MATEO COUNTY-WIDE</i>				
94667	SamTrans Americans With Disabilities (ADA) services		\$737.7	Measure A sales tax project

COMMITTED FUNDING INVESTMENTS

SANTA CLARA COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Notes</i>
		<i>Total Project Cost</i>	
<i>FREMONT-SOUTH BAY</i>			
98138	Acquisition of railroad corridor for future Silicon Valley Rapid Transit Corridor project	\$80.0	1996 Measure B sales tax project and Traffic Congestion Relief Program project
<i>SILICON VALLEY</i>			
21760	Double track Caltrain between San Jose and Gilroy	\$170.0	2000 Measure A sales tax and 2000 Traffic Congestion Relief Program project
21770	Caltrain extension to Salinas/Monterey (capital funds)	\$36.0	2000 Traffic Congestion Relief Program project
21787	Palo Alto Intermodal Transit Center (Phase I)	\$50.0	
21790	Altamont Commuter Express Upgrade	\$46.0	
21797	Route 17 bus service improvements	\$2.0	2000 Measure A sales tax project
21922	San Jose International Airport connections to Guadalupe LRT	\$200.0	2000 Measure A sales tax project
21923	Bus Rapid Transit corridor: Stevens Creek Boulevard	\$30.0	2000 Measure A sales tax project
94117	Transit centers and park-and-ride lots	\$10.0	
94617	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0	Effective October 2001.
98121	Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service improvements	\$136.7	1996 Measure B sales tax and 2000 Traffic Congestion Relief Program project
98201	100 low-floor light rail vehicles: 50 new vehicles and 50 replacement vehicles	\$270.0	1996 Measure B sales tax project; assumes availability of operating funds

COMMITTED FUNDING INVESTMENTS

SOLANO COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>EASTSHORE-NORTH</i>				
94682	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0		Effective October 2001

COMMITTED FUNDING INVESTMENTS

SONOMA COUNTY

<i>RTP Reference Number</i>	<i>Project/Program</i>	<i>(In Millions of 2001 Dollars)</i>	<i>Total Project Cost</i>	<i>Notes</i>
<i>GOLDEN GATE</i>				
94167	Sonoma-Marín Rail station site acquisitions/upgrades	\$5.0		Funding is from federal earmarks for multimodal stations.

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21357
 Project / Program Capitol Corridor Phase 1 expansion (for 16 daily round trips)
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$28.0
Track 1 Funds	\$98.0
Total Project Cost	\$126.0

PROJECT DETAILS

<p>Purpose To expand Capitol Corridor heavy rail service to 16 round trips daily.</p>	<p>Description Provide hourly service along the Capitol Corridor route. Existing track infrastructure allows 4 round trips per day between San Jose and Oakland and 9 round trips per day between Oakland and Solano. This project adds second, third, and fourth tracks where necessary, crossovers, and modifications to grade crossings as required to allow for additional track and safety.</p>
<p>RTP Goals Mobility, Equity, Environment, and Safety: adds additional rail service to meet regional transit needs, provides opportunities to increase transit ridership, and allows for safe operations of rail system.</p>	<p>Planning Context Anticipated dates for various phases of this project range from FY 2003 to FY 2010. Union Pacific Railroad is the primary design and engineering entity.</p>
<p>Alternatives Considered N/A</p>	<p> <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p> <p> Project Status Not Begun PSR Status Not Required Environmental Status Future Project Sponsor(s) Capitol Corridor Joint Powers Authority Project complete and operational by 2010 or earlier </p>

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRI-VALLEY

PROJECT / PROGRAM

RTP Reference Number	21885
Project / Program	BART/Tri-Valley Rail Extension (for right-of-way acquisition)
Notes	Assumes \$7 million from bridge tolls; remaining Track 1 commitments included in RTEP reserve funding (see Bay Area Region projects - Track 1)

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$57.0
Track 1 Funds	\$23.0
Total Project Cost	\$80.0

PROJECT DETAILS

Purpose	Acquire right-of-way for BART in median of I-580.	Description	Provide BART to Livermore, tBART, or express bus service along I-580 corridor - mode subject to ongoing study.
RTP Goals	Mobility: provide new transit services	Planning Context	Project is under study. Included in 2001 Alameda Countywide Transportation Plan.
Alternatives Considered			<input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)?
		Project Status	Not Begun
		PSR Status	Future
		Environmental Status	Future
		Project Sponsor(s)	BART; Alameda County Congestion Management Agency
			Project complete and operational after 2010

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21111
 Project / Program Capital Corridor mitigation for track work at Jack London Square
 Notes Assumes \$15 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$10.0
Track 1 Funds	\$15.0
Total Project Cost	\$25.0

PROJECT DETAILS

Purpose To mitigate the effects of increasing Capital Corridor intercity rail service through the Jack London District in Oakland. The benefits of the project will include upgraded and increased train service and the commensurate reduction in automobile trips.

Description The Capital Corridor plans to significantly increase its service. To accomplish this AMTRAK and UP need to re-activate the third rail that runs along Embarcadero through the Jack London District. This will result in significant impacts to both vehicle and pedestrian circulation within Jack London Square and throughout the district. The TCRP contains approximately \$10 million to complete the re-activation and provide any mitigations. This amount of funding will not come close to providing the magnitude of improvements that will be needed to mitigate the severe impacts to the circulation system. An additional \$15 million in ITIP funds is needed.

RTP Goals Mobility: increases transit service; Community Vitality: mitigates impacts of increased train services on vehicles and pedestrian circulation in Jack London Square area.

Planning Context Included in CTP and TCRP.

Alternatives Considered The only alternative is for the Capital Corridor to forego increasing its service.

- | | |
|---|--|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status

PSR Status Future

Environmental Status Future

Project Sponsor(s) Oakland; BART; AMTRAK

Project complete and operational after 2010

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21118
 Project / Program MacArthur BART Station intermodal transit village (includes replacement parking)
 Notes Assumes \$10 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$75.0
Track 1 Funds	\$25.0
Total Project Cost	\$100.0

PROJECT DETAILS

Purpose To reduce automobile trips and increase transit use by providing high density housing and mixed use development directly adjacent to BART. This is an intermodal facility and transit oriented development that will be located at one of BART's station hubs.

Description MacArthur BART Intermodal Transit Village will occupy 10 acres and encompass what is now the MacArthur BART Station parking lot. The project will provide 500 to 800 high density housing units, office space, neighborhood serving retail, community facilities such as a childcare center and police substation, a new pedestrian plaza, bike station, and expansion of a medical center. It will be a future intermodal facility that will provide improved access for existing bus service including the Emery-go-Round, AC Transit, and shuttle buses to the major hospitals on "Pill Hill" and Kaiser. It will also improve pedestrian connections to the surrounding neighborhoods.

RTP Goals Mobility: improves access to transit (BART Station); Community Vitality: supports development of a transit village at the BART Station; Equity: addresses transit and community livability needs of low-income neighborhood surrounding the BART station.

Planning Context Included in CMP (for limited funds for comprehensive plan) and CTP.

Alternatives Considered N/A

- | | |
|---|--|
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status

PSR Status Future

Environmental Status Future

Project Sponsor(s) Oakland; BART

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21131
 Project / Program BART-Oakland International Airport connector
 Notes Assumes \$45 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$112.0
Track 1 Funds	\$120.0
Total Project Cost	\$232.0

PROJECT DETAILS

Purpose To create a seamless transit link between BART, Amtrak, and the expanded Oakland International Airport. Growth in air travel and increasing highway and roadway congestion amplifies the demand for alternative modes to reach the Airport. The Connector is expected to carry 5.7 million annual transit passengers by 2020.

Description The project is a 3.2 mile long Automated Guideway Transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport. Separate from street traffic, the exclusive right-of-way allows reliable service and a reduced travel time of roughly six minutes. In addition to the two end stations for the AGT, the system can accommodate up to two intermediate stations at sites identified by the City of Oakland for economic development purposes.

RTP Goals Mobility: expands transit services and connectivity; Environment: improves transit services; Economic Vitality: supports air travel transportation facilities that serve the regional economy

Planning Context Included in the AlamedaCounty Congestion Management Agency's 2001 Countywide Transportation Plan, Alameda County Measure B Sales Tax Expenditure Plan, and CMP (for design and right-of-way).

Alternatives Considered Quality bus alternative and No Build.

- In Congestion Mgt Plan? In MTC's Blueprint?
- In Countywide Plan? In Traffic Congestion Relief Program?
- In SalesTax Plan? In Regional Transit Expansion Policy (Resolution No. 3434)?

Project Status Environmental
 PSR Status Completed
 Environmental Status Underway
 Project Sponsor(s) BART; Oakland; Port of Oakland
 Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21136
 Project / Program Rapid Bus Transit (RBT) in Oakland/Berkeley/San Leandro corridor (Phase 1)
 Notes Assumes \$111 million in federal discretionary Section 5309 bus funds

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$23.2
Track 1 Funds	\$128.0
Total Project Cost	\$151.2

PROJECT DETAILS

<p>Purpose To provide a fast, convenient transit alternative in one of the most heavily traveled corridors of our service area.</p>	<p>Description This project implements Bus Rapid Transit or alternative mode technology on the Oakland/Berkeley/San Leandro Corridor.</p>
<p>RTP Goals Mobility: improves transit quality (frequency, speed, reliability, quality of ride); Environment: improves transit services; Equity: serves predominantly lower-income community.</p>	<p>Planning Context Included in CMP (for limited funds), CTP, and sales tax plan.</p>
<p>Alternatives Considered Alternative not yet selected.</p>	<p> <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p> <p> Project Status Environmental PSR Status Underway Environmental Status Project Sponsor(s) ACCMA Project complete and operational by 2010 or earlier </p>

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21138
 Project / Program San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus improvements
 Notes Remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$10.9
Total Project Cost	\$10.9

PROJECT DETAILS

Purpose	To facilitate the development of high density housing adjacent to the San Leandro BART station by constructing a parking structure, kiss-and-ride, and bus improvements.	Description	In order to build the high density housing adjacent to the BART station, the existing off-street BART parking and BART related parking in the adjacent neighborhood needs to be relocated. This project will provide for the displaced parking on property currently owned and used by BART for parking.
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RTP Goals	Mobility: improves access to transit services; Economic and Community Vitality: supports development of high density housing adjacent to BART station.	Planning Context	Included in Tier 2 of CTP.
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Alternatives Considered	none		<input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)?
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Project Status	Not Begun
PSR Status	Not Required
Environmental Status	Future
Project Sponsor(s)	San Leandro
Project complete and operational by 2010 or earlier	

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

RTP Reference Number 21123
 Project / Program Union City Intermodal Station (Phase 2), includes 19 bus bays and a kiss and ride loop road
 Notes Remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$3.9
Track 1 Funds	\$2.0
Total Project Cost	\$5.9

PROJECT DETAILS

Purpose To enhance the Intermodal Station at Union City BART Station, which currently provides connections with BART, AC Transit, Union City Transit and Dumbarton Express. Phase 1 creates a two-sided entry BART Station and provides future possible direct regional rail connections. Phase 2 provide a dedicated busway separated by automobile traffic. This transit facility will be located on the existing BART transit center location.

Description AC Transit, Union City Transit and Dumbarton Express will have access to 19 bus bays, including four 60 feet articulated coaches and two 50 feet coaches. The transit facility will also include a drivers' building, shelters, benches and other transit amenities. In addition to the transit facility, a kiss-and-ride loop road will be constructed to provide autos, taxis, paratransit and shuttles direct access to the BART station, while providing a necessary separation from bus operations.

RTP Goals Mobility: improves transit connections and access to transit/intermodal station.
 Environment: improves transit services.

Planning Context Included in CMP, CTP, sales tax plan, and Blueprint.

Alternatives Considered N/A

- | | |
|---|--|
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input checked="" type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input checked="" type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status	Environmental
PSR Status	Not Required
Environmental Status	Exempt
Project Sponsor(s)	BART; AC Transit; Union City
Project complete and operational by 2010 or earlier	

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

RTP Reference Number 21132
 Project / Program BART extension to Warm Springs
 Notes Assumes \$80 million in state ITIP funding; 2000 Traffic Congestion Relief Program project

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$521.9
Track 1 Funds	\$113.0
Total Project Cost	\$634.9

PROJECT DETAILS

Purpose To significantly improve the regional transit network by taking BART further into southern Alameda County. The extension would help relieve increasing congestion on highways and local streets by offering people a high-quality alternative to driving. The project would also facilitate a future rapid transit extension into Santa Clara County.

Description The one-station, 5.4-mile Warm Springs BART Extension begins at the Fremont Station and extend to Warm Springs in southern Fremont. The proposed Warm Springs Station, just south of Grimmer Boulevard, would have approximately 2,300 parking spaces. South of the Warm Springs Station, a small maintenance facility would be constructed. All necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service are included. The feasibility of adding an Irvington Station at a later time as well of possible further expansion of BART to the south into Santa Clara County are considered.

RTP Goals Mobility: improves transit services in Fremont/South Bay corridor; Environment: improves transit services.

Planning Context Included in CTP, CMP, and Measure B. Supplemental EIR is underway.

Alternatives Considered N/A

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|---|---|
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input checked="" type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status	Environmental
PSR Status	Future
Environmental Status	Underway
Project Sponsor(s)	BART
Project complete and operational after 2010	

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRANSBAY SAN MATEO-HAYWARD AND DUMBARTON BRIDGE

PROJECT / PROGRAM

RTP Reference Number 21149
Project / Program Express bus services
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$4.0
Total Project Cost	\$4.0

PROJECT DETAILS

<p>Purpose To provide new express bus services in Alameda County.</p>	<p>Description County-wide express bus services (exact service routes to be determined)</p>	
<p>RTP Goals Mobility: improves transit services between east and west bay; Environment: improves transit services.</p>	<p>Planning Context Included in CTP, CMP, and sales tax plan.</p>	
<p>Alternatives Considered N/A</p>		<p> <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p> <p> Project Status PSR Status Environmental Status Project Sponsor(s) Project complete and operational by 2010 or earlier </p>

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21208

Project / Program Richmond Parkway Transit Center (Phase 1): includes signal reconfiguration/timing, new 700-800 space parking facility, and security improvements at Hilltop park-and-ride lot

Notes Assumes \$6 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$15.0
Total Project Cost	\$15.0

PROJECT DETAILS

Purpose To provide congestion relief in the I-80 corridor, expand bus transit capacity at the facility, enable the number of buses at the facility to double (from 200 per day to over 400 per day), and increase parking to over 700 vehicles for access to bus transit and carpools.

Description This project constructs a three level, 700 space parking structure with all site work, foundation, mechanical, electrical, elevators, landscaping, pedestrian and bike facilities. It also includes access improvements to the Richmond Parkway east and west of Blume Drive; widening of Blume Drive; and direct HOV lanes from parking structure onto I-80 HOV lanes if feasible.

RTP Goals Mobility: relieves congestion in the I-80 corridor.

Planning Context

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In Sales Tax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Alternatives Considered No build.

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Richmond

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21209
 Project / Program Hercules Transit Center relocation and expansion
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$4.0
Track 1 Funds	\$2.0
Total Project Cost	\$6.0

PROJECT DETAILS

Purpose To provide additional parking capacity along the I-80 corridor as well as bus and carpool access. Buses will connect to the del Norte BART station. The project will help alleviate congestion in the I-80 corridor.

Description Replace the existing 211-space park-and-ride lot at San Pablo Avenue/Sycamore with a four level, 500 space park-and-ride structure on Willow Avenue. Includes construction of all associated infrastructure (storm drains, curb/gutter, sidewalks, and asphalt entry).

RTP Goals Mobility: alleviates congestion in the I-80 corridor.

Planning Context

Alternatives Considered Keep park & ride lot in its current location.

- | | |
|---|--|
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Hercules

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 94045
 Project / Program New express buses for I-80 HOV service (capital costs)
 Notes Needs operating funds

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$16.9
Total Project Cost	\$16.9

PROJECT DETAILS

Purpose To increase travel time savings via buses using new I-80 HOV lane to access major job centers and relieve congestion on this high-volume corridor.

Description Various express bus services; the new buses would be used by AC Transit, Vallejo Transit, and WestCAT.

RTP Goals Mobility: enhances regional transit service to the urban core.

Planning Context MTC I-80 Corridor Study; Contra Costa Countywide Comprehensive Transportation Plan (2000); West Contra Costa Action Plan

Alternatives Considered See I-80 Corridor Study.

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Various transit operators

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 98157

Project / Program AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks

Notes Needs operating funds for more frequent service

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$8.5
Total Project Cost	\$8.5

PROJECT DETAILS

Purpose To better serve local trips in I-80 corridor through a combination of new and improved bus services on San Pablo Avenue. AC Transit would upgrade bus route with new passenger amenities and improved service.	Description Operate more frequent bus service employing new buses; provide customer amenities (kiosks, shelters, benches, etc.) at key stops and improve geometrics of stops and intersections.
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RTP Goals Mobility: makes transit option more attractive for local trips in I-80 corridor and saves travel time; Equity: provides enhanced service for communities along San Pablo Avenue corridor	Planning Context AC Transit Short Range Transit Plan; I-80 San Pablo Avenue Corridor Study
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Alternatives Considered See I-80 Corridor Study.

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun

PSR Status Completed

Environmental Status Completed

Project Sponsor(s) AC Transit

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 98197
 Project / Program Richmond intermodal transfer station (BART to Amtrak/Capitol Corridor)
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$17.8
Track 1 Funds	\$5.7
Total Project Cost	\$23.6

PROJECT DETAILS

Purpose To improve intermodal connections between BART, intercity rail, buses, bicycles, pedestrians, and taxis. Improvements will provide increased incentives for travelers to use public transit. Includes parking garage in the Richmond Transit Village.

Description Improvements at the Richmond BART/Amtrak station, including a new center platform, new station building, and pedestrian access improvements. Includes parking garage in the Richmond Transit Village.

RTP Goals Mobility: improves convenience of transit connections between regional, local, and intercity transit services; Equity: serves the communities of both Richmond and West Contra Costa County with improved access to a variety of transit services; Safety: improves safety.

Planning Context CMP; Project Study Report; West County Action Plan

Alternatives Considered See I-80 Corridor Study.

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|---|--|
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun

PSR Status Completed

Environmental Status Completed

Project Sponsor(s) WCCTAC; BART; AC Transit; Amtrak; City of Richmond; City of Richmond Redevelopment Agency

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

RTP Reference Number 21211

Project / Program BART/East Contra Costa Rail Extension (right-of-way acquisition)

Notes Track 1 assumes \$42 million from bridge tolls; remaining Track 1 commitment included in RTEP reserve funding (see Bay Area Region projects - Track 1)

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$33.0
Track 1 Funds	\$62.0
Total Project Cost	\$95.0

PROJECT DETAILS

<p>Purpose To improve mobility for residents of the East Contra Costa area by expanding transit alternatives and provide opportunities for transit-oriented development around stations and transit corridors</p>	<p>Description Development of new rail or express bus service serving the East Contra Costa area. This service could be new rail service on existing but renovated track or express bus service using new buses and transit access and transfer facilities. An ongoing study being prepared by CCTA, BART and local jurisdictions will explore and evaluate transit alternatives.</p>
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<p>RTP Goals Mobility, Economic Vitality, and Environment: expands transit alternatives, improves access to jobs, and provides an alternative to driving alone.</p>	<p>Planning Context</p>
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<p>Alternatives Considered Alternatives will be considered as part of the ongoing East County transit study.</p>	<p> <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p>
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Project Status	Not Begun
PSR Status	Future
Environmental Status	Future
Project Sponsor(s)	TRANSPLAN
Project complete and operational after 2010	

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

RTP Reference Number	21207
Project / Program	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction)
Notes	Phases 1 and 2 are fully funded; assumes \$4 million in State ITIP funding; remaining phases (ferry facilities, auto/pedestrian bridges) in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$6.0
Total Project Cost	\$6.0

PROJECT DETAILS

Purpose	To implement Phase 3 of a larger project which includes a new rail station, track, signal and platform improvements, new bus parking areas, approx. 600 parking spaces, and trail connections to the Martinez Regional Shoreline and the Bay Trail.	Description	This initial segment of Phase 3 includes acquisition of 8 acres on the north side of the UPRR tracks, demolition of warehouse buildings and construction of 200 interim parking spaces.
RTP Goals	Mobility: additional tracks, signal and platform amenities, passenger amenities, new bus bays, and additional parking eliminate delays, improve rail operations and passenger loading, and increase transit access and usage.	Planning Context	ACR 132, Intercity Rail Upgrade Study (1990); RTP (1994 et seq.); CCTA Strategic Plan (1991-98), TRANSPAC-Central County Action Plan for Routes of Regional Significance (1995 & 2000); TIP (1994 et seq.); Contra Costa CMP (1993 et. seq.);
Alternatives Considered	See project EIR.		<input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)?
		Project Status	Not Begun
		PSR Status	Completed
		Environmental Status	Completed
		Project Sponsor(s)	Caltrans Rail Program; Capitol Corridor Joint Powers Authority; CCTA; BART
			Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 21303
 Project / Program Local Marin bus service enhancements (capital only)
 Notes Additional enhancements to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$10.0
Track 1 Funds	\$31.9
Total Project Cost	\$41.9

PROJECT DETAILS

Purpose To provide expanded transit services in the North Bay. Marin Bus Transit Futures offers a 20 year vision for expanded bus services in the North Bay. The plan presents a multi-modal system of integrated services providing improved mobility and equity in distribution of transportation resources while remaining sensitive to environmental concerns.

Description An over-all spending plan of \$350 million covering a twenty year period is proposed. It calls for a combination of new services: express bus routes, intercommunity connector routes, community services routes, rural connectors, complementary paratransit, employer shuttles, school supplemental routes, rail feeders, hill-side shuttles, subsidized taxis and transportation demand management programs.

RTP Goals Mobility: expands transit services; Economic Vitality: eases movement of workers and goods through the Golden Gate Corridor; Environment: responds to environmental concerns in bus, bus stop/pad, and transit junction design; Equity: provides equity in fare incentives and offers route expansion targeted to "transit-dependent" market.

Planning Context Bus Transit Futures Plan, 2001 - part of County's Integrated Planning Process (2000-2001); 1999 CMP

Alternatives Considered N/A

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|---|--|
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status	Not Begun
PSR Status	Not Required
Environmental Status	Exempt
Project Sponsor(s)	Marin County Transit District; Marin CMA
Project complete and operational after 2010	

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number	21308
Project / Program	Expand Manzanita park-and-ride lot
Notes	Assumes \$5 million in state ITIP funding; remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$4.7
Track 1 Funds	\$6.0
Total Project Cost	\$10.7

PROJECT DETAILS

Purpose	To expand parking for commuters and provide for remote parking for shuttle service to Muir Woods and other National Park sites in the Route 1 corridor.	Description	Project would add parking spaces and bus staging area.
RTP Goals	Mobility: provides additional parking for commuters using Golden Gate express bus service and reduce congestion by removing park-bound recreational vehicles from the road; Environment: consistent with the National Parks mission, reduces the impact on the local environment of the large volume of park visitors in the corridor.	Planning Context	Marin Bus Transit Futures (2001), part of Integrated Transportation Planning Process.
Alternatives Considered	Other sites for expanded parking (e.g. Marin City)		<input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)?
		Project Status	Environmental
		PSR Status	Underway
		Environmental Status	Underway
		Project Sponsor(s)	Caltrans
			Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

NAPA COUNTY
NAPA VALLEY

PROJECT / PROGRAM

RTP Reference Number 21402
 Project / Program Napa-to-Fairfield fixed-route transit (capital costs)
 Notes Operating funds from existing sources

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$1.8
Total Project Cost	\$1.8

PROJECT DETAILS

Purpose To enhance transit service and improve interregional connections with neighboring counties.

Description Provide capital funds for the transit connection between Napa and Fairfield.

RTP Goals Mobility, Economic Vitality, Community Vitality, and Equity: provide transit connections from Napa to Fairfield

Planning Context NCTPA 1999 Strategic Transportation Plan

Alternatives Considered Not applicable

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Napa County Transportation Planning Agency

Project complete and operational after 2010

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21342

Project / Program Caltrain Downtown Extension/TransBay Terminal Replacement

Notes Reflects total costs & revenues; Existing Funding assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from S.F. (S.F. will explore contributions from other counties benefitting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$1,600.0
Track 1 Funds	\$285.0
Total Project Cost	\$1,885.0

PROJECT DETAILS

Purpose To provide for an extension of Caltrain to downtown San Francisco, and replace the existing Transbay Terminal.	Description Extend the Caltrain heavy rail system in a tunnel from the current terminal at Fourth and King to a new terminal at First and Mission, and replace the existing Transbay Terminal. The Downtown Extension will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The new Transbay Terminal is a multimodal terminal connecting local, intercity, and interregional bus and rail, as well as a planned future high-speed rail service.
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RTP Goals Mobility, Equity, Environment, Economic Vitality, and Community Vitality: provides for a transit extension to address regional transit needs, increases transit trips, and facilities transit-oriented developments around stations and Transbay Terminal.	Planning Context The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS (currently underway) is scheduled for completion in 2002.
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Alternatives Considered See EIR/EIS.

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input checked="" type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Environmental

PSR Status Not Required

Environmental Status Underway

Project Sponsor(s) San Francisco County Transportation Authority, Caltrain JPB

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number	21509
Project / Program	Caltrain electrification from San Francisco to Gilroy
Notes	Reflects total costs & revenues; Track 1 assumes at least \$47 million from S.F., \$65 million in ITIP and \$50 million in AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$440.0
Track 1 Funds	\$162.0
Total Project Cost	\$602.0

PROJECT DETAILS

Purpose To upgrade Caltrain infrastructure. Caltrain is one of the oldest commuter railroads in the country. The JPB has determined as essential to upgrade Caltrain's utility and reliability, and has resolved to rebuild and modernize Caltrain's infrastructure. Converting the existing diesel mode to electrification will improve travel times and reduce noise in adjacent neighborhoods.	Description Electrification of the Caltrain corridor from San Francisco to Gilroy. Includes catenary poles, wires, power supply, track, signal.
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RTP Goals Mobility: improves transit travel times; Community Vitality: reduces train noise in neighboring communities

Planning Context CTP; MTC's Blueprint; sales tax plan

Alternatives Considered No build.

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input checked="" type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input checked="" type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status	Not Begun
PSR Status	Not Required
Environmental Status	Future
Project Sponsor(s)	Caltrain JPB
Project complete and operational by 2010 or earlier	

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference Number 21508
Project / Program Bus Rapid Transit Program
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$26.0
Total Project Cost	\$26.0

PROJECT DETAILS

Purpose To improve reliability and travel time on transit corridors citywide and increase transit ridership.

Description Implementation of bus rapid transit, transit priority techniques and supporting capital and operational improvements (e.g. proof of payment, improved board areas, transit only lanes) on transit corridors citywide.

RTP Goals Mobility, Environment: improves transit services.

Planning Context

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Alternatives Considered N/A

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Various Transit Agencies

Project complete and operational after 2010

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference Number 21510
 Project / Program Third Street Light Rail Transit extension to Chinatown (Central Subway)
 Notes Assumes \$432 million from federal discretionary Section 5309 New Starts funding; 2000 Traffic Congestion Relief Program project

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$140.0
Track 1 Funds	\$507.0
Total Project Cost	\$647.0

PROJECT DETAILS

Purpose To improve mobility through the most congested area in downtown San Francisco and provide quicker, more reliable, and more direct rail service between Bayview Hunters Point and Chinatown in downtown San Francisco.

Description Construction of a subway from 4th/King Streets, under 3rd Street, Geary Street and Stockton Street to Clay Street

RTP Goals Mobility, Community Vitality: provides new transit services and opportunities for transit-oriented development/redevelopment around station; Equity: provides service to/from predominantly low-income/minority area in Bayview Hunters Point.

Planning Context Included in 2000 TCRP and sales tax plan. Environmental analysis complete; segment between Bayview Hunters Point and Caltrain station under construction.

Alternatives Considered N/A

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|---|---|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? |
| <input checked="" type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Design and ROW

PSR Status Not Required

Environmental Status Completed

Project Sponsor(s) San Francisco Municipal Railway (MUNI)

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference Number 21544
 Project / Program Balboa Park BART Station expansion (planning phase only)
 Notes Assumes \$2 million in state ITIP funding; 2000 Traffic Congestion Relief Program project

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.4
Track 1 Funds	\$2.0
Total Project Cost	\$2.4

PROJECT DETAILS

<p>Purpose To improve pedestrian access and egress to the station in terms of capacity, safety, convenience and ADA accessibility; and improve intermodal transit connections through design of an intermodal transit center.</p>	<p>Description Create a new Ocean Avenue entrance to the Balboa Park BART Station. The existing walkway along the west side of the station will be widened and enhanced for better safety and ADA accessibility. The project PA & ED phase also includes funding for conceptual engineering work with SF Planning Department, SF Muni and BART related to the creation of an intermodal transit hub at the Balboa Park Station.</p>	
<p>RTP Goals Mobility, Community Vitality, and Safety: improves safety and vehicular and pedestrian access to BART station</p>	<p>Planning Context Partially funded through TCRP (\$0.35 m).</p>	
<p>Alternatives Considered N/A</p>		<p> <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p> <p> Project Status Not Begun PSR Status Not Required Environmental Status Future Project Sponsor(s) San Francisco Planning Department; San Francisco Municipal Railway (Muni); BART </p> <p>Project complete and operational by 2010 or earlier</p>

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21343

Project / Program Caltrain Downtown Extension/Transbay Terminal Replacement

Notes Reflects total costs & revenues; Existing Funding assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from S.F. (S.F. will explore contributions from other counties benefitting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$1,600.0
Track 1 Funds	\$285.0
Total Project Cost	\$1,885.0

PROJECT DETAILS

Purpose To provide for an extension of Caltrain to downtown San Francisco, and replace the existing Transbay Terminal.	Description Extend the Caltrain heavy rail system in a tunnel from the current terminal at Fourth and King to a new terminal at First and Mission, and replace the existing Transbay Terminal. The Downtown Extension will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The new Transbay Terminal is a multimodal terminal connecting local, intercity, and interregional bus and rail, as well as a planned future high-speed rail service.
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RTP Goals Mobility, Equity, Environment, Economic Vitality, and Community Vitality: provides for a transit extension to address regional transit needs, increases transit trips, and facilities transit-oriented developments around stations and Transbay Terminal.	Planning Context The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS (currently underway) is scheduled for completion in 2002.
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Alternatives Considered See EIR/EIS.

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input checked="" type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Environmental

PSR Status Not Required

Environmental Status Underway

Project Sponsor(s) San Francisco County Transportation Authority, Caltrain JPB

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number	21627
Project / Program	Caltrain electrification from San Francisco to Gilroy
Notes	Reflects total costs & revenues; Track 1 assumes at least \$47 million from S.F., \$65 million in ITIP and \$50 million in AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$440.0
Track 1 Funds	\$162.0
Total Project Cost	\$602.0

PROJECT DETAILS

<p>Purpose To upgrade Caltrain infrastructure. Caltrain is one of the oldest commuter railroads in the country. The JPB has determined as essential to upgrade Caltrain's utility and reliability, and has resolved to rebuild and modernize Caltrain's infrastructure. Converting the existing diesel mode to electrification will improve travel times and reduce noise in adjacent neighborhoods.</p>	<p>Description Electrification of the Caltrain corridor from San Francisco to Gilroy. Includes catenary poles, wires, power supply, track, signal.</p>
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<p>RTP Goals Mobility: improves transit travel times; Community Vitality: reduces train noise in neighboring communities</p>	<p>Planning Context</p>
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Alternatives Considered No build.

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input checked="" type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input checked="" type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status	Not Begun
PSR Status	Not Required
Environmental Status	Future
Project Sponsor(s)	Caltrain JPB
Project complete and operational by 2010 or earlier	

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

RTP Reference Number 21921
 Project / Program BART Extension from Warm Springs to San Jose
 Notes Track 1 funds from federal discretionary Section 5309 New Starts

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$2,876.0
Track 1 Funds	\$834.0
Total Project Cost	\$3,710.0

PROJECT DETAILS

<p>Purpose To provide intra-regional rail connection between San Francisco, Alameda, Contra Costa County and Santa Clara County.</p>	<p>Description The proposed project will provide extension or connection of rapid rail transit from future BART extension in Warm Spring to Milpitas, downtown San Jose and Santa Clara. VTA is currently conducting a Major Investment Study (MIS) to identify a Preferred Investment Strategy for the corridor. The MIS will be followed by the preparation of an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Preferred Investment Strategy.</p>
<p>RTP Goals Mobility: provides new intra-regional rail services.</p>	<p>Planning Context Valley Transportation Plan 2020, December 2000</p>
<p>Alternatives Considered Track 1 Subalternative A defined as BART to San Jose/Santa Clara on UPRR alignment</p>	<p> <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p> <p> Project Status Not Begun PSR Status Not Required Environmental Status Future Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA) Project complete and operational after 2010 </p>

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21840
 Project / Program San Jose-Santa Clara fourth main track and station upgrades (Phase I)
 Notes Assumes \$17.9 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$26.1
Track 1 Funds	\$17.9
Total Project Cost	\$44.0

PROJECT DETAILS

Purpose To improve schedule flexibility, on-time performance and corridor reliability, reduce train running times and increase track capacity to operate more Capitol Corridor, ACE, Caltrain, and UPRR trains between Santa Clara and Diridon Station. (Final scope of Phase I is to be determined at the completion of the Preliminary Engineering phase of project.)

Description Construct a 4th main track between Santa Clara and Diridon Station, and upgrade the approach capacity of the terminal. Track at Santa Clara, College Park and Diridon Station would be reconstructed/upgraded. New signals and remote controlled switches will connect main tracks and terminal tracks to allow train movements to switch from one track to another. A hold out track or siding will be constructed on the UPRR's Coast main approach to the JPB corridor and Santa Clara Station.

RTP Goals Mobility, Environment: provides for increased commuter and passenger rail service as an alternative to automobile use in the congested South Bay area.

Planning Context Addition of 4th Track: Capitol Corridor 2001-02 Business Plan Update; Improvements to San Jose-Diridon Caltrain Station: JPB Rapid Rail Update; San Jose-Diridon Station and Santa Clara Station Improvements: Santa Clara County 1999 CMP and 2000 VTA SRTP.

Alternatives Considered Reduce the scope of the project; no increases in passenger rail service in the area; station improvements only.

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| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Cal Train; Capitol Corridor Joint Powers Authority; Altamont Commuter Express; Santa Clara Valley Transportation Authority (VTA)

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21344

Project / Program Caltrain Downtown Extension/Transbay Terminal Replacement

Notes Reflects total costs & revenues; Existing Funding assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from S.F. (S.F. will explore contributions from other counties benefitting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$1,600.0
Track 1 Funds	\$285.0
Total Project Cost	\$1,885.0

PROJECT DETAILS

Purpose To provide for an extension of Caltrain to downtown San Francisco, and replace the existing Transbay Terminal.	Description Extend the Caltrain heavy rail system in a tunnel from the current terminal at Fourth and King to a new terminal at First and Mission, and replace the existing Transbay Terminal. The Downtown Extension will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The new Transbay Terminal is a multimodal terminal connecting local, intercity, and interregional bus and rail, as well as a planned future high-speed rail service.
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RTP Goals Mobility, Equity, Environment, Economic Vitality, and Community Vitality: provides for a transit extension to address regional transit needs, increases transit trips, and facilities transit-oriented developments around stations and Transbay Terminal.	Planning Context The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS (currently underway) is scheduled for completion in 2002.
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Alternatives Considered See EIR/EIS.

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| <input type="checkbox"/> In Congestion Mgt Plan? | <input checked="" type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Environmental

PSR Status Not Required

Environmental Status Underway

Project Sponsor(s) San Francisco County Transportation Authority, Caltrain JPB

Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21769

Project / Program Caltrain electrification from San Francisco to Gilroy

Notes Funded through 2000 Measure A sales tax; reflects total costs & revenues; Track 1 assumes at least \$47 million from S.F., \$65 million in ITIP and \$50 million in AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$440.0
Track 1 Funds	\$162.0
Total Project Cost	\$602.0

PROJECT DETAILS

<p>Purpose To upgrade Caltrain infrastructure. Caltrain is one of the oldest commuter railroads in the country. The JPB has determined as essential to upgrade Caltrain's utility and reliability, and has resolved to rebuild and modernize Caltrain's infrastructure. Converting the existing diesel mode to electrification will improve travel times and reduce noise in adjacent neighborhoods.</p>	<p>Description Electrification of the Caltrain corridor from San Francisco to Gilroy. Includes catenary poles, wires, power supply, track, signal.</p>
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RTP Goals Mobility: improves transit travel times; Community Vitality: reduces train noise in neighboring communities

Planning Context

Alternatives Considered No build.

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|---|---|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input checked="" type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input checked="" type="checkbox"/> In SalesTax Plan? | <input checked="" type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status	Not Begun
PSR Status	Not Required
Environmental Status	Future
Project Sponsor(s)	Caltrain JPB
Project complete and operational by 2010 or earlier	

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21817
 Project / Program Vallejo intermodal ferry terminal (Phase 1)
 Notes Remaining phases in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$10.0
Track 1 Funds	\$10.0
Total Project Cost	\$20.0

PROJECT DETAILS

Purpose To create an intermodal station that would be a "key" transfer station for buses and ferries. Connections with regional and local transit will be provided at this location.

Description The Vallejo Intermodal Station will include structured parking for ferry and express bus patrons, and replacement of Vallejo's main bus transfer location with modern off-street facility. Proposed private sector contributions adjacent to the intermodal facility will include transit-oriented development comprised of high density housing and retail/office development. Project will be located adjacent to Vallejo's Waterfront.

RTP Goals Mobility: supports and promotes intercity and regional transit usage, thereby relieving congestion on the freeway systems; Community Vitality: the intermodal station's proposed location, near the Vallejo Waterfront, will provide an attractive center for transit-oriented developments; Equity: address transportation needs of surrounding low-income neighborhood

Planning Context 1999 Solano CMP, 1995 Intercity Transit , 1998 Vallejo Short Range Transit Plan

Alternatives Considered No build.

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| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun
 PSR Status Not Required
 Environmental Status Exempt
 Project Sponsor(s) Vallejo
 Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21819
 Project / Program Vallejo ferry maintenance facility
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$4.6
Track 1 Funds	\$0.4
Total Project Cost	\$5.0

PROJECT DETAILS

Purpose To replace the current temporary maintenance facilities which the ferry system is currently operating from.

Description The project location is Building 165 on Mare Island. The proposed project will include improvements to Building 165 to provide ongoing maintenance needs or a larger vessel fleet in the near future. The project involves: 1) removal of unneeded facilities and equipment previously used by the U.S. Navy, 2) addition of heavy maintenance workshops, related shop equipment, materials and parts storage, 3) addition of maintenance and operations offices, 4) upgrades to maintenance dock and overnight vessel docking facilities, 5) upgrades to existing fuel tank/pump to provide for long term fuel storage.

RTP Goals Mobility: supports the ongoing operations of the Vallejo ferry system.

Planning Context 1999 Solano CMP, 1995 Intercity Transit , 1998 Vallejo Short Range Transit Plan

Alternatives Considered No build.

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|---|--|
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? |

Project Status Not Begun
 PSR Status Not Required
 Environmental Status Exempt
 Project Sponsor(s) Vallejo
 Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 94146
 Project / Program Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)
 Notes Needs operating funds.

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$3.5
Total Project Cost	\$3.5

PROJECT DETAILS

<p>Purpose To improve intercity transit services throughout Solano County.</p>	<p>Description Implement Solano Intercity Transit Plan.</p>
<p>RTP Goals Mobility and Environment: improves congestion by offering improved transit alternatives.</p>	<p>Planning Context 1999 Solano CMP, 1995 Intercity Transit Plan.</p>
<p>Alternatives Considered No new service expansion or development.</p>	<p> <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p> <p> Project Status Not Begun PSR Status Not Required Environmental Status Exempt Project Sponsor(s) STA Project complete and operational by 2010 or earlier </p>

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 94148

Project / Program Construct rail station, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia

Notes Unfunded elements in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$10.0
Total Project Cost	\$10.0

PROJECT DETAILS

Purpose	To improve Capital Corridor intercity rail service.	Description	These funds will be used to construct the next selected rail station.
RTP Goals	Mobility and Environment: relieves traffic congestion by adding more transit options.	Planning Context	1999 Solano CMP, 1995 Solano Rail Facilities Plan
Alternatives Considered	Three alternative sites are currently being considered by the STA (Fairfield/Vacaville, Dixon, and Benicia).		<input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)?
		Project Status	Not Begun
		PSR Status	Not Required
		Environmental Status	Exempt
		Project Sponsor(s)	STA
			Project complete and operational by 2010 or earlier

TRACK 1 INVESTMENTS

SOLANO COUNTY
DIABLO

PROJECT / PROGRAM

RTP Reference Number 98100
 Project / Program Additional express bus service on I-680 (capital costs)
 Notes Additional buses in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding	\$0.0
Track 1 Funds	\$2.1
Total Project Cost	\$2.1

PROJECT DETAILS

<p>Purpose To improve intercity transit services throughout Solano County.</p>	<p>Description Implement Intercity Transit Plan. Project specific details will be determined as they become nominated by local agencies.</p>
<p>RTP Goals Mobility: express bus service would relieve congestion on I-680 by offering improved transit alternatives.</p>	<p>Planning Context 1999 Solano CMP, 1995 Intercity Transit Plan</p>
<p>Alternatives Considered Not funding additional express bus service on I-680.</p>	<p> <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? <input type="checkbox"/> In Regional Transit Expansion Policy (Resolution No. 3434)? </p> <p> Project Status Not Begun PSR Status Not Required Environmental Status Exempt Project Sponsor(s) STA Project complete and operational by 2010 or earlier </p>