Regional Measure 2
Initial Project Report (IPR)

Project Title: AC Transit East Bay Bus Rapid Transit Project

RM2 Project No. 24.5

Allocation History:

	MTC Approval Date	Amount	Phase
#1	9/22/2004	$8,200,000	Rolling Stock – Construction
#2	12/16/2004	$150,000	Uptown Transit Center – Environmental
#3	12/17/2004	$600,000	Estudillo Plaza Transit Center – Construction
#4	7/27/05	$7,500,000	Signalization-Construction
#5	7/27/05	$400,000	Uptown Transit Center – PS&E
#6	1/26/06	($53,000)	Uptown Transit Center – PS&E
#7	1/26/06	$5,000	Uptown Transit Center – ROW
#8	1/26/06	$3,355,000	Uptown Transit Center – Construction
#9	9/27/06	$900,000	Uptown Transit Center- Construction
#10	1/28/09	$600,000	Uptown Transit Center – Construction
#11	12/4/09	$1,500,000	Enhanced Bus – Environmental
#12	11/16/11	$2,000,000	Enhanced Bus – Environmental
#13	4/10/13	$1,500,000	Enhanced Bus - Real Estate acquisition
#14	7/23/14	$9,300,000	Enhanced Bus – Advance Construction

#15	**3/25/15**	**($1,347,348)**	**Signalization – Construction**
#16	**3/25/15**	**($1,660,661)**	**Enhanced Bus – Environmental**
#17	**3/25/15**	**($1,304,849)**	**Enhanced Bus - Real Estate acquisition**
#18	**3/25/15**	**$46,116,029**	**Enhanced Bus – Main Construction**
#19	**8/1/2018**	**$1,890,173**	**Enhanced Bus – Main Construction**

Total: $77,760,172

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
6/30/20	**$74,579**	**Enhanced Bus – Main Construction**

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Alameda Contra Costa Transit District (AC Transit) is the Lead Sponsor of the East Bay Bus Rapid Transit project and is responsible for ensuring the delivery of the RM-2 fully funded project, including the early implementation of Rapid Bus in 2006 and the Phase 1 project in the Regional Transportation Plan. AC Transit is responsible for delivering the RM-2 funded portion of the full project and addressing any funding shortfalls. The Alameda County Congestion Management Agency has coordinated the first phase of the BRT which includes work related to traffic signal upgrades and transit priority in the Rapid Bus phase of the overall project.

B. Project Purpose

The corridor under study encompasses some of AC Transit's most heavily used bus routes and some of the highest employment and residential densities in the East Bay. Today, there are over 40,000 daily boardings in the corridor. Bus Route 1/1R on International Boulevard/East 14th Street carries over 21,000 riders a day, is one of the most heavily used bus routes in the entire Bay Area, and is projected to increase to 24,400 riders a day by 2017. The bus routes in the corridor frequently operate with standing loads during both peak and off-peak periods, despite 8 minute scheduled headways and the use of 60-foot articulated buses. The project is designed to meet the following needs:

- Improve transit service and better accommodate high existing ridership. The project would improve speed and reliability of service to current riders, including large numbers of minority, low-income, and transit-dependent residents, by offering higher frequency service, reduced travel time, access to more stops along the corridor, and greater schedule reliability. Downtown Oakland is expected to attract 132,380 trips per day from places throughout the corridor, of which 25,240 would be on transit. The proposed BRT project would improve both the travel time and reliability for these trips by providing a transit alternative that avoids general congestion and removes disruptions caused by parallel parking vehicles, right-turning vehicles, and pervasive double parking.

- Increase Transit Ridership**.** The project would attract new riders and reduce single occupant automobile use by providing a rail-like experience by improving transit service and facilities along the corridor. The project would improve the two factors most important in attracting motorists to transit service: competitive transit travel times and a high degree of reliability. Transit boardings in the corridor will increase by almost 11,400 per day in 2019 (opening year), of which 2,484 will be new riders to transit. The East Bay BRT would also serve and benefit sizable low-income and transit-dependent populations that currently live within one-half of the BRT corridor.

- Serve under-served travel markets. A key objective of the project is to improve access to important employment and educational centers in the East Bay. There is a large existing travel market trying to reach major employment centers and educational institutions in the East Bay, including downtown Oakland, downtown San Leandro, and others. Many of these trips are currently not well served by either BART or existing AC Transit service. Key employment centers in the East Bay are projected to have 140,000 jobs in 2020. In addition, there are over 23,000 students enrolled at Laney College and the public high schools, junior high schools and middle schools in the corridor. All these institutions are located in dense, built-up urban areas where the public and private costs of expanding roadways or parking are prohibitive. Investment in transit service to these locations helps improve the efficiency of the roadway and transit networks and reduces the need for parking.

Daily user benefits for the East Bay BRT by 2016 are estimated at 2,121 hours, as a result of improved travel times, greater accessibility, and service frequency through the implementation of this project. User benefits for home-based work trips are estimated at 627 hours of travel-time savings (i.e., 30 percent of total user benefit), and attracting about 1,154 new riders. San Francisco County enjoys significant home-based work trip benefits because the BRT project improves transit service to BART stations. Downtown Oakland is also forecast to gain new home-based work transit trips.

- Reduce auto use and congestion. The project is intended to provide a viable alternative to driving in the East Bay. To succeed in attracting those who currently drive, transit service must be reliable and time-competitive. Current mixed-flow bus operations compromises both speed and reliability, thus limiting the attractiveness of transit as an alternative for people that drive or have other choices. Improving transit service reliability and speed—as well as providing a more comfortable and secure environment while riding on and waiting for transit, real-time vehicle arrival information, and proof-of-payment ticketing—will also help make transit a viable and competitive alternative to the auto for travel in the corridor.

- Contribute to transit-oriented development and redevelopment. Building upon strong existing transit-supportive land use patterns, Oakland and San Leandro are carrying out extensive development and redevelopment efforts along International Boulevard, East 14th Street, and in the downtown portions of the corridor. Land use and zoning policies are in place that promote higher-density, transit-oriented development in the downtown areas and along transit corridors. Nearly all the corridor also falls within Priority Development Areas (PDA) designation, and a large part of the corridor is within Oakland's Enterprise and Empowerment Zone. A major focus of Oakland's updated General Plan policies is to invest in transit-oriented development at transit nodes and stations such as the Fruitvale Transit Village, in the Fruitvale BART Station area and a proposed BRT station. In San Leandro, the General Plan envisions reshaping the East 14th Street corridor from a three-mile commercial strip to a series of transit-oriented "districts" focused around the downtown, and other destinations served by the East Bay BRT. The San Leandro BART Station area is adjacent to downtown and is under development as a transit village with commercial and residential uses. Providing quality transit service has the potential to assist by providing nodes for concentrated activity and by providing better access to this area for those seeking jobs or services. For those living in these areas, the transit improvements would provide better access to jobs, education, and services.

- Contribute to environmental justice. The corridor recommended here for significant operating and capital improvements transects areas of the District that currently have high proportions of low income and minority residents. As such, improving transit service in the urban core and on the corridor in particular contributes to social equity and Environmental Justice by improving the mobility of lower income residents. Non-white residents account for 92.3 percent of the corridor population, compared to 31.5 percent for the Bay Area and 44.0 percent for the AC Transit service area[1]. Residents living below the poverty line are also seen in greater proportions in this corridor. Low-income residents account for 24.1 percent of the corridor population compared to 8.3 percent for the Bay Area and 10.5 percent for the entire AC Transit service area. Transit investment in this corridor would contribute to improved mobility for area residents and greater access to jobs.

C. Project Description (please provide details)

☐ **Project Graphics to be sent electronically with This Application**

[1] 1990 Census

The AC Transit East Bay Bus Rapid Transit Project would provide high-quality, fast, and frequent express bus service along an approximately 9.52-mile-long heavily urbanized corridor. The project extends from Downtown Oakland to San Leandro at the southern end. The project cost based on a 55% estimate confidence level is $216M.

The project includes the following features:

- **Dedicated Bus Lanes –** The BRT transitway consists of traffic lanes converted for exclusive transit use, for approximately 79 percent of the 9.52-mile corridor (see Figure 1.2 for BRT corridor lane configuration, including mixed traffic lanes). The dedicated lanes provide improved travel times and better schedule reliability. Median transitways 22-24 feet in width will serve two-directional travel while side-running transitways 11-12 feet in width serve single direction travel. Along most roadways, transit lanes would be established by converting mixed-flow traffic lanes to transit-only lanes.
- **Intelligent Transportation Systems Elements (ITS) –** Two main elements of ITS would be implemented as part of the East Bay BRT project: 1) transit signal priority treatments and signal coordination throughout the BRT project alignment; and 2) real-time bus arrival information displayed (and announced) at stations as well as available on the Internet.
- **Bus Frequencies of Seven-Minute Headways during Peak and Midday Periods –** All bus service along the project alignment would be operated along the BRT transitway as express service. The only routes that would use mixed-flow lanes would be those that operate along short segments of the alignment before continuing onto other streets.
- **Thirty-Four BRT Stations –** The BRT system would include 34 stations, spaced approximately every one-quarter to one-half mile. Stations would include: comfortable shelters, level boarding platforms, benches, security technologies, and fare machines, among other features.
- **Fare Collection –** The proposed East Bay BRT fare system would be barrier-free self-service, proof-of-payment fare collection.
- **BRT Vehicles –** AC Transit would deploy dual-side-door, low-floor, hybrid diesel-electric, 60-foot articulated buses on East Bay BRT service.

D. Impediments to Project Completion

Current top identified risks to the project are:

- Access to more work areas, utility relocations, timely resolution of field conflicts, traffic control and work site safety, and quality control remain the five most critical elements in achieving the planned construction progress.
- Unknown utility conflicts at nearly every excavation site.
- Utility agencies need to obtain permits from local jurisdictions to perform certain facilities adjustment and relocations that need to happen during construction.
- FTA acceptance of BRT Project Completion Plan. FTA and PMOC staff continue to request revisions and changes to the Project Completion Plan.
- Caltrans approved design requirements of signal systems changing during construction.

E. Operability

The BRT project is intended to be an operable system regardless of funding level on the capital or operations side. RM-2 has provided $3 million annually for operations and maintenance. As part of the requirements for the Small Starts Grant Agreement with the FTA, the District has completed an Operations & Maintenance plan to show how all operations needs of the BRT line would be funded for at least the first five years of operation.

The following components would require ongoing maintenance and expenditure of operating funds:

Traffic signals. Through the lifetime of the project, AC Transit would be required to contribute its fair share to the maintenance of the traffic signal and the transit priority systems that are incorporated into the Alameda County Transportation Commission's Smart Corridor programs for International Boulevard and East 14th Street.

BRT infrastructure and vehicles. The vehicles, BRT station platforms, landscape/streetscape, ticket vending machines and electronic bus arrival signs will require ongoing maintenance. The cost will generally be low in the early years and increase toward the end of each element's life cycle. The maintenance would be covered by a combination of RM-2 operating funds and District operating funds. Bus maintenance is included in the hourly costs associated with RM-2 operating funds or through the District's routine maintenance program.

Maintenance of the bus lanes is currently being determined through O&M agreements Oakland, San Leandro, and Caltrans. Depending on the responsibilities of the agencies, funding may be a mix of existing local streets and roads funding, State Highway Operation and Protection Program (SHOPP), and regional FTA Section 5337 State of Good Repair funds. Maintenance costs would be similar to the roadway prior to bus lane dedication. RM-2 funds would not likely be used for bus lane maintenance.

Service. AC Transit currently provides 8-minute peak period bus frequencies along International Boulevard and 12-minute frequencies along East 14th Street. The service component of this project would treat the entire corridor as a single unit, with 7-minute peak and mid-day headways. The dedicated bus lanes and traffic signal priority permit higher average bus speeds, reducing the required subsidy.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental – Does NEPA Apply: ☒ Yes ☐ No

AC Transit is the state CEQA lead agency preparing a joint NEPA/CEQA Federal Environmental Impact Statement/Federal Environmental Impact Report (FEIS/FEIR). FTA is the NEPA lead agency for the FEIS. The FEIS/FEIR will environmentally clear the ultimate BRT project; not just the RM-2 funded phase. An Administrative Draft of the FEIS/FEIR was submitted to FTA in February 2011. A revised administrative draft was submitted to the FTA in October 2011 and the FTA granted a Record of Decision on June 8th, 2012.

The preliminary engineering phase entails the following action items: issue RFP and select consultant; execute design contract; preliminary engineering of guideway, stations, utilities and systems; perform value engineering; preliminary design review and revisions; and complete preliminary engineering.

G. Design –

The Final Design phase includes the final design of the utility relocations, civil and system packages; constructability review; 65 percent design review; final design review (95 percent plans); incorporation of comments and issue 95 percent plans; final plan check; and issuance of bid-ready plans and specifications.

H. Right-of-Way Activities / Acquisition –

Costs associated with right-of-way acquisition for mitigation of the project are included in the total cost for the project. Right-of-way acquisition plans are limited to two partial lots at an off-alignment intersection (Fruitvale Avenue, San Leandro Street, East 12th Street, and East 10th Street) for traffic mitigation purposes, and up to three route-adjacent lots for parking mitigation.

I. Construction / Vehicle Acquisition -

Construction will be executed in three packages: advance utility relocations, parking lot and traffic mitigation (Fruitvale bypass) improvements, and the main construction of the BRT route. There is also the procurement of the 27 buses that is partly funded by the BRT project. The first two packages have been completed and the third and main construction package is has recently reached substantial completion. The contractor and agency are currently working on punchlist items and closeout.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure) - AC Transit Enhanced Bus International Downtown Oakland-San Leandro East Bay BRT

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies	13,020
Preliminary Engineering	5,472
Design - Plans, Specifications and Estimates (PS&E)	24,263
Right-of-Way Activities /Acquisition (R/W)	990
Construction / Rolling Stock Acquisition (CON)	225,000
Total Project Budget (in thousands)	268,745

K. Project Budget (De-escalated to current year) - AC Transit Enhanced Bus International Downtown Oakland-San Leandro East Bay BRT

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies	13,020
Preliminary Engineering	5,472
Design - Plans, Specifications and Estimates (PS&E)	24,263
Right-of-Way Activities /Acquisition (R/W)	990
Construction / Rolling Stock Acquisition (CON)	225,000
Total Project Budget (in thousands)	268,745

IV. OVERALL PROJECT SCHEDULE

	Planned (Update as needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	Mar 2003	Jun 2012
Environmental Studies	Dec 2011	Jun 2012
Preliminary Engineering	Apr 2012	Sep 2013
Final Design - Plans, Specs. & Estimates (PS&E)	Jun 2013	Apr 2015
Right-of-Way Activities /Acquisition (R/W)	Jun 2013	Dec 2014
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	Nov 2014	Aug 2020

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

This allocation request for $74,579 requests the remainder of funds from an earlier Uptown Transit Center allocation be rescinded and re-allocated towards the main construction package. The scope of activities for the main construction package is unchanged from the prior allocation.

The activities funded are all part of Bid Package 3 and the major construction activities. Bid Package 3 will construct the dedicated and non-dedicated right-of-way; all stations (including integrated artwork, canopies, off-board fare payment systems, security, and lighting); fiber-optic communications systems; traffic/signal controls; central dispatch and control systems; landscaping; and all associated and required streetscape improvements that are part of the BRT project.

RM2 funding makes up approximately 25% of the funding for this part of the project, with FTA Small Starts and CMAQ funding at approximately 38%. Cap & Trade, Proposition 1B, and STA SGR funds compromise 10.7%, Measure B and BB funds are 10%, AC Transit funding is 9%, and the remaining 6.7% is made up of other local and state sources.

Bid Package 3 was awarded at $104.9M with a $3.2M allowance for the construction of the San Leandro BART Transit Center, a separate but related project. AC Transit is estimating a $232M total project cost based on work to date. Construction claims may increase this cost but they are still being quantified and negotiated. The IPR worksheet shows a higher total of $269M as it includes prior phases of RM2 project 24.5 (Rapid Bus implementation and Uptown Transit Center).

As part of the project, AC Transit, Oakland, and San Leandro have put together a Business Impact Mitigation Program to assist affected business owners and individuals who may be affected by construction. The program includes a significant amount of outreach through the construction phase.

Other activities include:

- Northern Terminal – AC Transit and the City of Oakland have agreed on an on-street location for the northern layover site for the BRT buses. There are expected to be minimal expenses for striping, signage, and other actions to demarcate the layover site.
- Branding Implementation – Branding of the service is being determined and will need to be implemented on buses, shelters, through various offline and online advertising methods.
- Outside Legal Counsel – the project has continuing need for specialized legal counsel
- Construction Management – the existing project/construction management consultant will continue through to project completion
- Design Support – the existing design consultant will continue through project completion
- Start Up – system integration testing and certification
- AC Transit Staff Costs – AC Transit staff charges are estimated based on existing expenses and are in line with the initial estimates of 3% of construction costs.
- Third Party Support – Extending the revenue start date to November 2019 requires additional funding for outside agency support costs over the currently budgeted amounts.

Amount being requested (in escalated dollars)	$74,579
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	☒ Yes ☐ No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	July 2020
Month/year being requested for MTC Commission approval of allocation	July 2020

M. Status of Previous Allocations (if any)

Allocations #18 and #19 are still being spent down on construction and support activities. AC Transit should be submitting final billings for all allocations before the end of calendar 2020.

N. Workplan **Workplan in Alternate Format Enclosed** ☒

See attached Project Completion Plan for schedule details.

TASK NO	Description	Deliverables	Completion Date

O. Impediments to Allocation Implementation

None

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

☒ **The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

Next Anticipated RM-2 Funding Allocation Request

None expected.

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ **Governing Board Resolution attached**

☒ **Governing Board Resolution to be provided on or before: July 25, 2020**

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency
Name: David Wilkins
Phone: (510) 891-5427
Title: Director, BRT Project
E-mail: dwilkins@actransit.org
Address: 1600 Franklin Street – Oakland, CA 94612

Information on Person Preparing IPR
Name: Chris Andrichak
Phone: (510) 891-4855
Title: Acting Deputy Chief Financial Officer
E-mail: candrichak@actransit.org
Address: 1600 Franklin Street – Oakland, CA 94612

Applicant Agency's Accounting Contact
Name: Jennifer Sherman
Phone: (510) 891-5413
Title: Grants Accountant
E-mail: jsherman@actransit.org
Address: 1600 Franklin Street – Oakland, CA 94612

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TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: **AC Transit Enhanced Bus International Boulevard/Telegraph Avenue/E. 14th BRT Corridor** Project ID: **24.5**

Agency: AC Transit Date: **6/30/2020**

TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED

Fund Source	Phase	Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)																
Measure B/BB	Env	4,921			2,672											7,593
FTA 5309 BUS	Env			100												100
RM2	Env	150	1,500	339												1,989
STIP	Env	1,550														1,550
Federal 5339	Env	238														238
FTA Small Starts	Env	2,450	3,792	500												6,742
AC Transit Funds	Env	280														280
Measure B/BB	PS&E	1,596				200	2,266									4,062
RM2	PS&E	347														347
FTA 5309 BUS	PS&E						2,683									2,683
FTA Small Starts	PS&E						16,669									16,669
Prop 1B	PS&E						502									502
RM2	ROW	5				195										200
FTA Small Starts	ROW						790									790
Measure B/BB	Construction	12,799					1596	5,000	8,000							27,395
Prop 1B	Construction						3,292			1,118	1,415	1,219	2,949			9,993
FTA Small Starts	Construction							50,798								50,798
FTA 5309 BUS	Construction							272								272
CMAQ	Construction							2,155	10,387							12,542
Cap & Trade	Construction								1,949	936	3,386					6,271
STA SGR	Construction										3,150	3,063	1,956			8,169
AC Transit Funds	Construction											5,000	15,238			20,238
STIP	Construction													13,125		13,125
TFCA	Construction							925								925
RM2	Construction	19,808						53,526			1,890		48			75,272
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)																

		Prior	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL																
		44,144	5,292	939	2,672	395	27,798	112,676	20,336	2,054	9,841	9,282	20,191	13,125		268,745

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activites use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Date Printed: 7/1/2020

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DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: **AC Transit Enhanced Bus International Boulevard/Telegraph Avenue/E. 14th BRT Corridor** Project ID: **24.5**

Agency: AC Transit Plan Date: 06/30/20

RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project

Fund Source	Phase	Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	TOTAL
Measure B/BB	Env	2,643			2,672											5,315
FTA 5309 BUS	Env			100												100
RM2	Env		1,500	339												1,839
STIP	Env	1,550														1,550
Federal 5339	Env															
FTA Small Starts	Env	2,450	3,792	500												6,742
AC Transit Funds	Env	280														280
Measure B/BB	PS&E					200	2,266									2,466
RM2	PS&E															
FTA 5309 BUS	PS&E						2,683									2,683
FTA Small Starts	PS&E						16,669									16,669
Prop 1B	PS&E						502									502
RM2	ROW					195										195
FTA Small Starts	ROW						790									790
Measure B/BB	Construction						1,596	5,000	8,000							14,596
Prop 1B	Construction						3,292			1,118	1,415	1,219	2,949			9,993
FTA Small Starts	Construction							50,798								50,798
FTA 5309 BUS	Construction							272								272
CMAQ	Construction							2,155	10,387							12,542
Cap & Trade	Construction								1,949	936	3,386					6,271
STA SGR	Construction										3,150	3,063	1,956			8,169
AC Transit Funds	Construction											5,000	15,238			20,238
STIP	Construction													13,125		13,125
TFCA	Construction							925								925
RM2	Construction							53,526			1,890		48			55,464

UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)

		Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future Committed	TOTAL
RM-2 SEGMENT FUNDING TOTAL																
		6,923	5,292	939	2,672	395	27,798	112,676	20,336	2,054	9,841	9,282	20,191	13,125		231,524

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds ***Committed*** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activites use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Date Printed: 7/1/2020

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EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES: Downtown Oakland-San Leandro East Bay BRT

Phase	Fund Source	Date of Last Expenditure	Amount	Available
ENV / PA&ED	Measure B/BB	Aug-13	7,593	-
	FTA 5309 BUS	Dec-12	100	-
	RM2	Aug-13	1,989	-
	STIP	Apr-10	1,550	-
	Federal 5339	Oct-12	238	-
	FTA Small Starts	Aug-13	6,742	-
	AC Transit Funds	Oct-11	280	-
PS&E	Measure B/BB	Dec-14	4,062	-
	RM2	N/A	347	-
	FTA 5309 BUS	Dec-14	2,683	-
	FTA Small Starts	Dec-14	16,669	-
	Prop 1B	Dec-14	502	-
ROW	RM2	Dec-14	200	-
	FTA Small Starts	Dec-14	790	-
CON	Measure B/BB	N/A	27,395	395
	Prop 1B	N/A	9,993	980
	FTA Small Starts	N/A	50,798	1,800
	FTA 5309 BUS	Dec-14	272	-
	CMAQ	N/A	12,542	3,000
	Cap & Trade	N/A	6,271	3,400
	STA SGR	N/A	8,169	1,500
	AC Transit Funds	N/A	20,238	7,400
	STIP	Dec-14	13,125	-
	TFCA	Dec-14	925	5
	RM2	N/A	75,272	2,000
Total to date (in thousands)			268,745	20,480

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 24.5
Date: 6/30/2020

RM-2 Initial Project Report

RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)

(Amounts Escalated in Thousands)

Project Title:	AC Transit Enhanced Bus International Boulevard/Telegraph Avenue/E. 14th BRT Corridor	Project ID:	**24.5**
Agency:	AC Transit	Plan Date:	06/30/20

RM-2 CASH FLOW PLAN

RM-2 Expenditures	Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Future	TOTAL
ENV	1,433	440			111	5									1,989
PS&E	347														347
R/W	5						196								201
CON	19,808				35	138	2,395	5,645	8,694	14,565	14,845	5,500	3,645		75,270

	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2014-15	2014-15	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL															
	21,593	440			146	143	2,591	5,645	8,694	14,565	14,845	5,500	3,645		77,808

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activites use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program

Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT	RM2 Legislation ID (and project subelements if any)
AC Transit Enhanced Bus International Boulevard/Telegraph Avenue/E. 14th BRT Corridor	24.5

NAME AND ADDRESS OF IMPLEMENTING AGENCY
AC Transit
1600 Franklin Street
Oakland, CA 94612

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
Agency Labor			0
			0
			0
			0
			0
		TOTAL DIRECT LABOR	**0**
2. DIRECT BENEFITS (Specify)	Benefit Rate	X BASE	
Agency Benefits	90%	0	0
		TOTAL BENEFIT	0
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)	Unit (if applicable)	Cost per Unit ($)	
Construction		74,579	74,579
		TOTAL DIRECT CAPITAL COSTS	74,579
4. CONSULTANTS (Identify purpose and or consultant)			
			0
			0
		TOTAL CONSULTANTS	0
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
		TOTAL OTHER DIRECT COSTS	0
6. TOTAL ESTIMATED COSTS			74,579

Comments:

Date: 6/30/2020