

# Silicon Valley Transportation Update

Silicon Valley Leadership Group

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Executive Director

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The logo features the letters 'M' and 'T' in a bold, sans-serif font. The 'M' is blue and the 'T' is red. They are positioned inside a blue circular arc that is open on the right side. The background of the slide has a light gray gradient with a red vertical bar on the left and a blue vertical bar on the right.

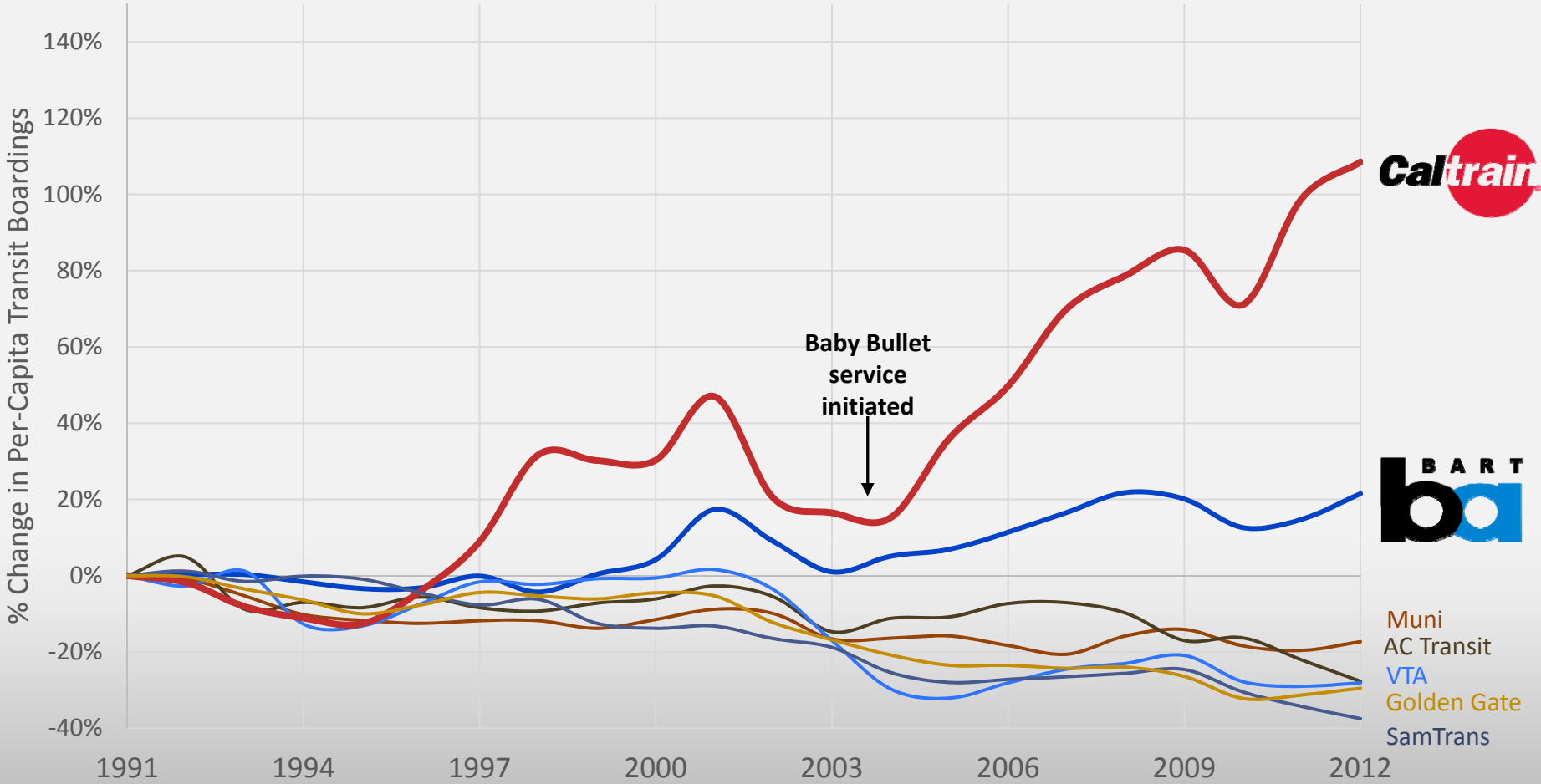
**M T**

# BART Extension Is Regional Priority



# Caltrain and BART Show Biggest Percentage Growth in Riders

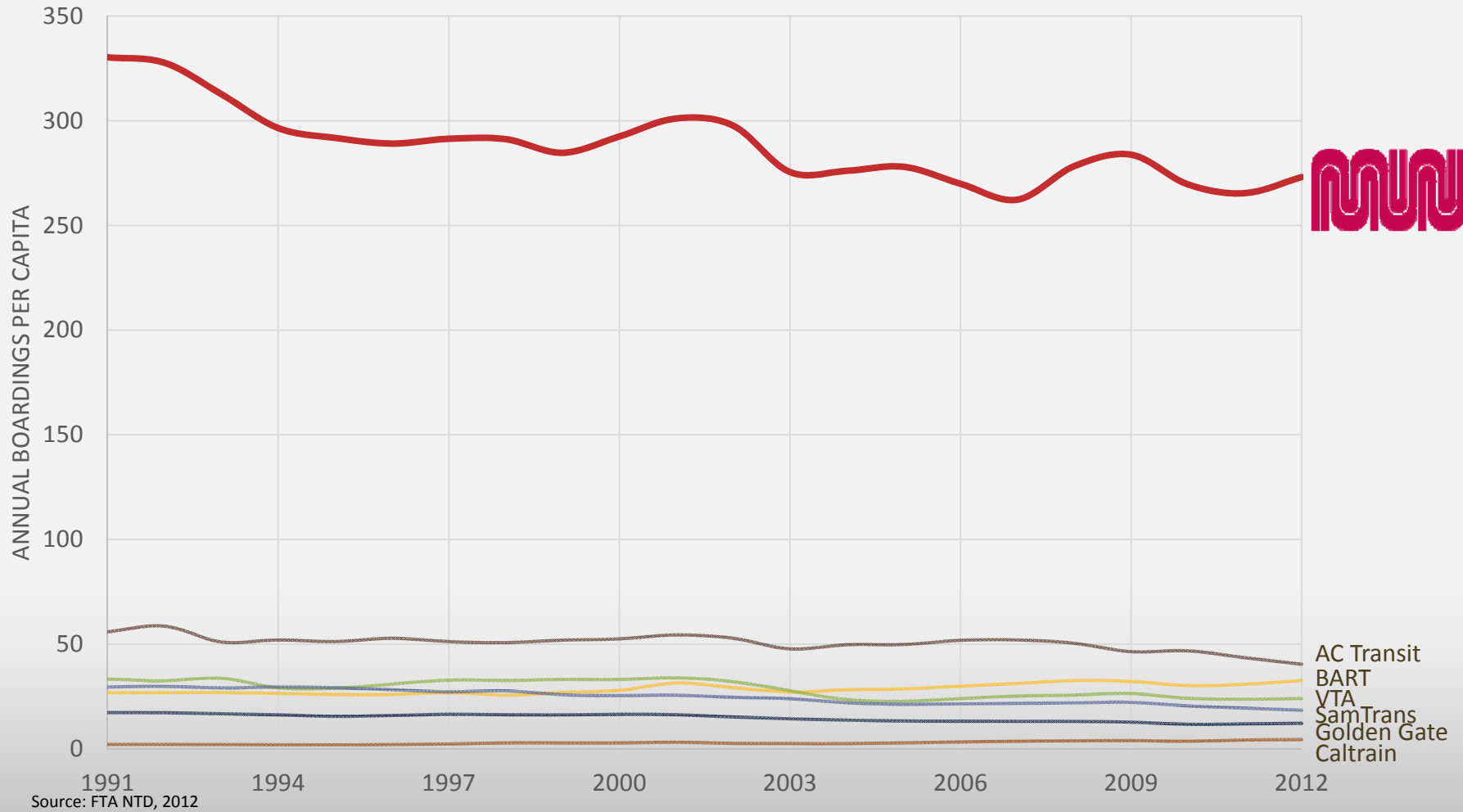
PERCENT CHANGE IN PER-CAPITA TRANSIT BOARDINGS BY OPERATOR SINCE 1991



Source: FTA NTD, 2012

# But SFMTA Ridership Dwarfs Other Systems

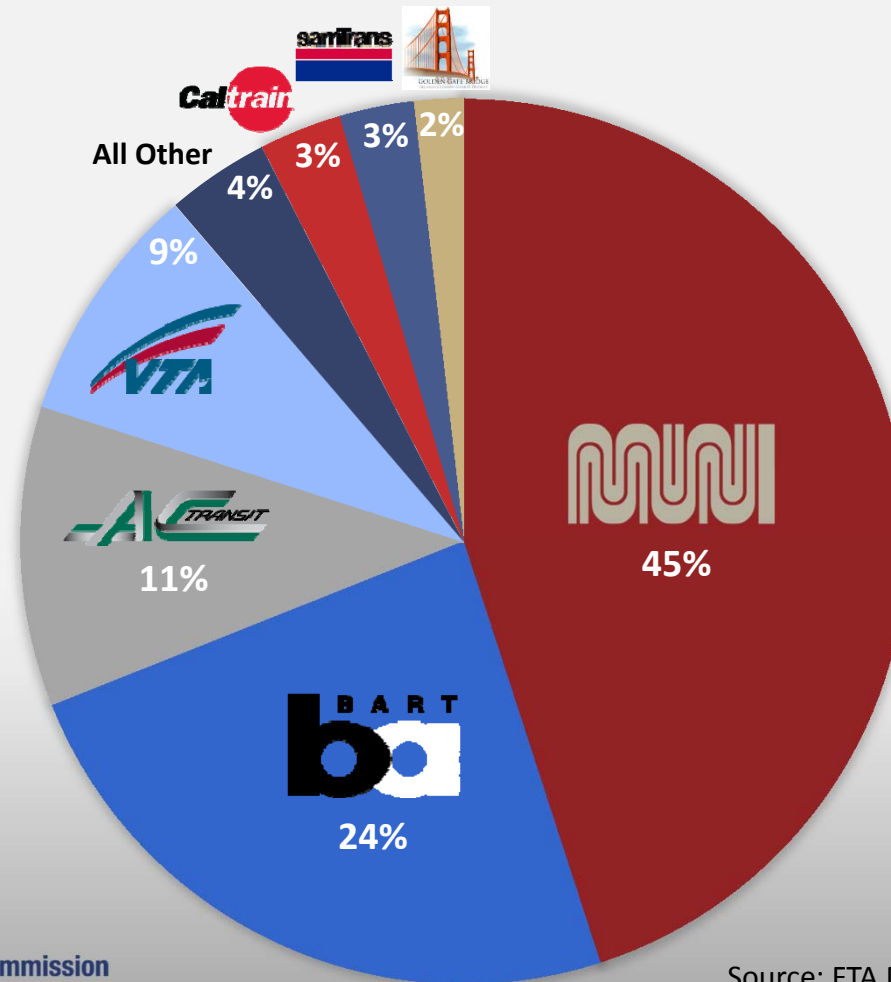
PER-CAPITA TRANSIT BOARDINGS BY OPERATOR'S SERVICE AREA



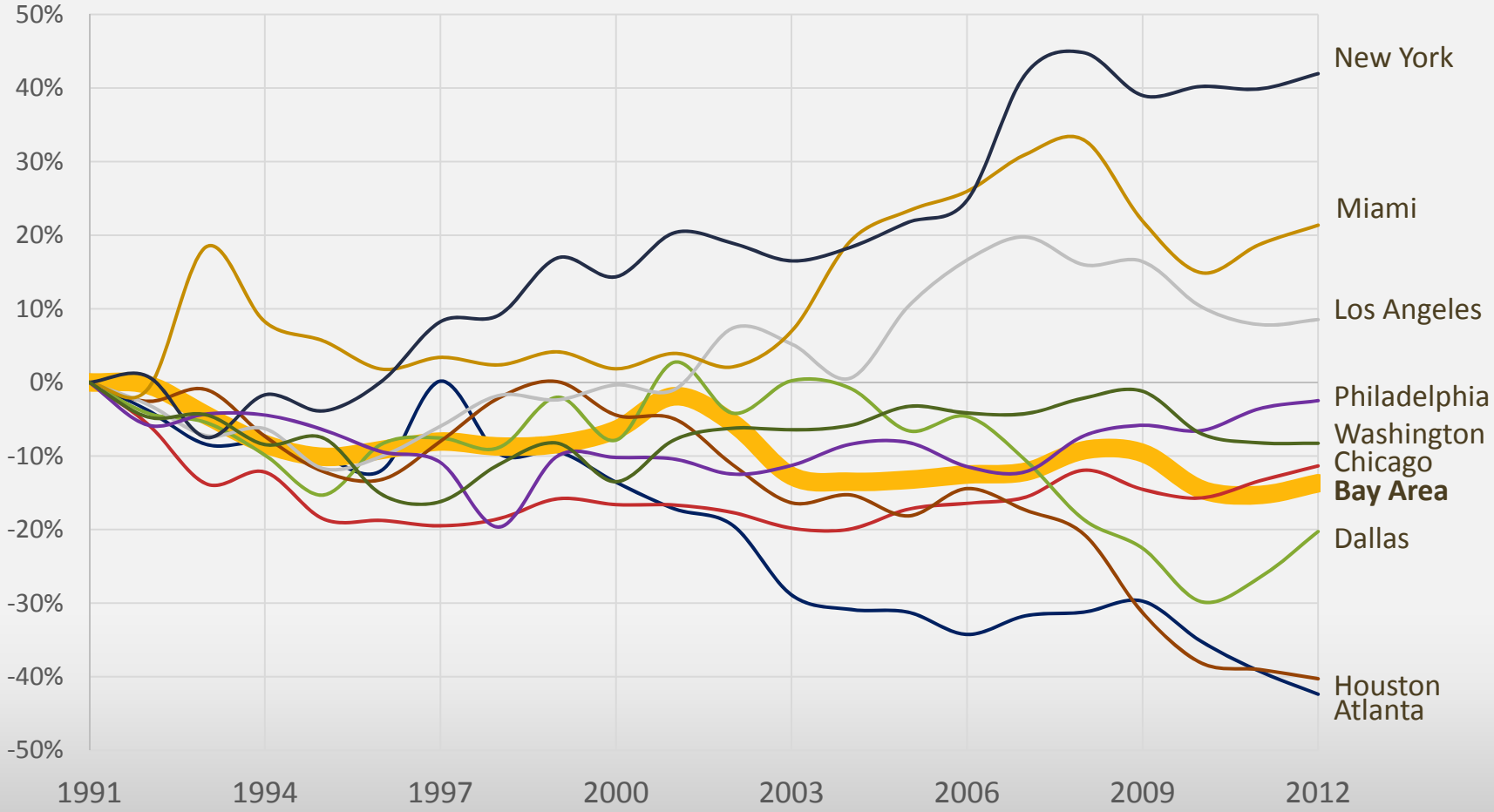


# Transit Ridership: Regional Context

SHARE OF DAILY TRANSIT BOARDINGS  
BY OPERATOR



# Percent Change in Per Capita Transit Boardings by Metro Area Since 1991



Source: FTA NTD, 2012

# Statewide Cap and Trade Programs: FY 2015-16 and Beyond

Statewide Revenue Framework	Share of Total Revenue	Estimated Annual Funding (\$ millions)	State Agency
High Speed Rail	25%	\$625	HSRA
Low Carbon Transit Operations Program	5%	\$125	Caltrans
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC

- Assumes \$2.5 billion in statewide annual funding for FY 2015-16 and beyond; actual revenues will depend on auctions.
- 40 percent of funds remain uncommitted.

# High Speed Rail

- Statewide program includes \$250 million in 2014-15 and a 25% share of future Cap & Trade funding
- Region has committed to funding the \$1.8 billion Caltrain Electrification program (9-party MOU), which includes funding from state High Speed Rail bonds
- Continue to prioritize Caltrain under High Speed Rail category.

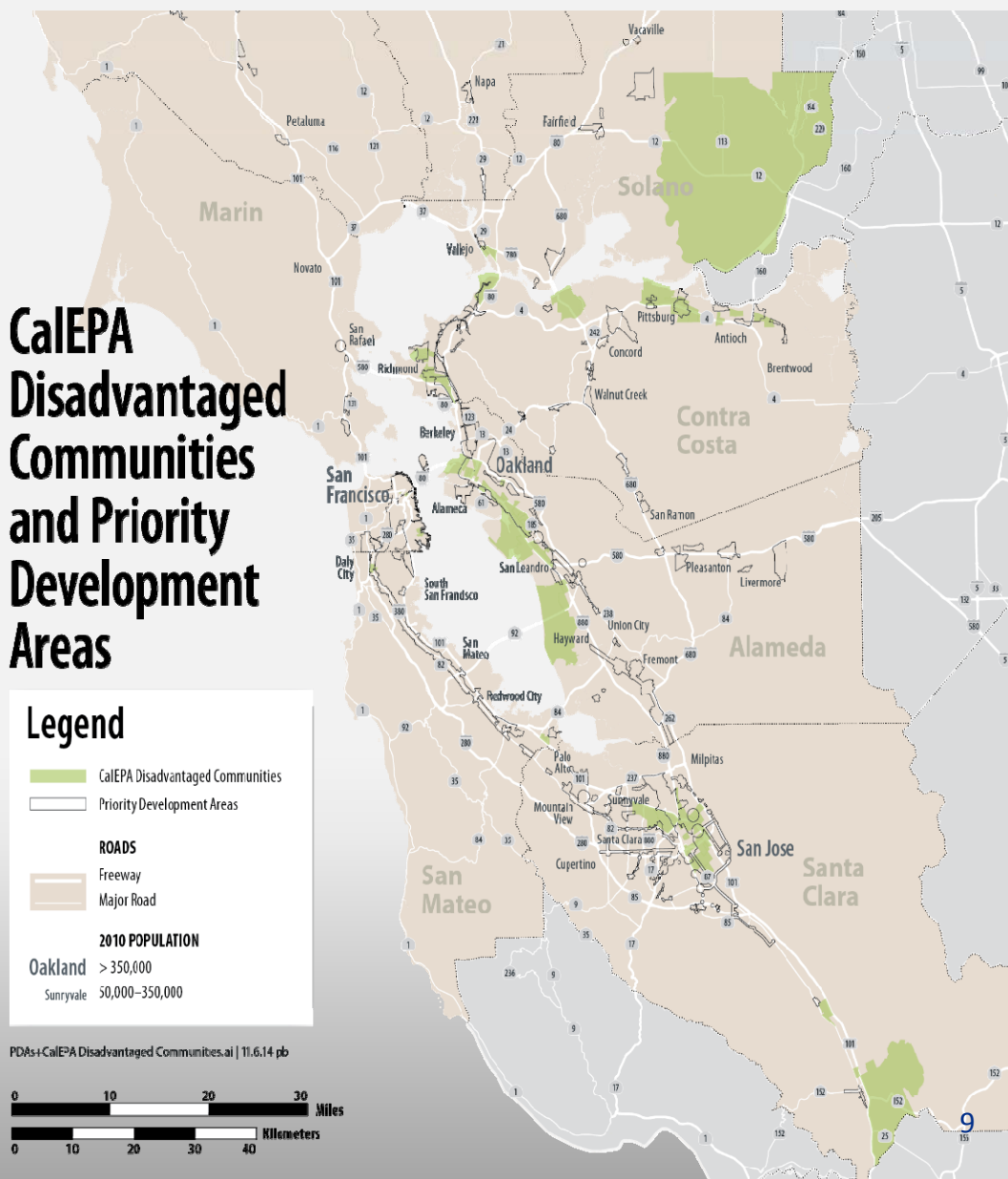




# Disadvantaged Communities Definition

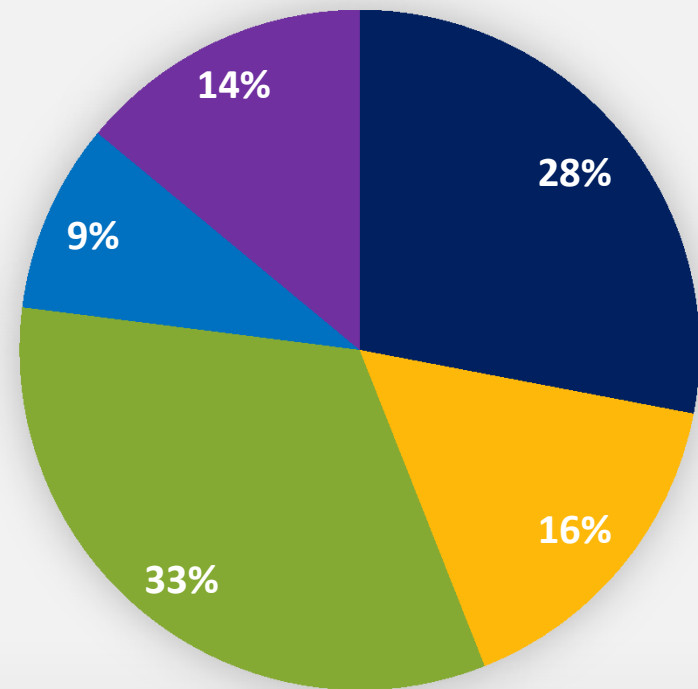
- In November, CalEPA adopted a definition based on “top” (i.e. worst) 25% CalEnviroScreen scoring census tracts.
- 85 Bay Area census tracts qualify (including 23 in Santa Clara County), representing 5% of region’s total population.
- Of the region’s total, 82% are MTC Communities of Concern” and 84% are as Priority Development Areas.

## CalEPA Disadvantaged Communities and Priority Development Areas



# Cap & Trade Funding in Plan Bay Area

- Plan Bay Area, assumed \$3.1 billion for the region from Cap & Trade funds over 28 years.
- In December 2013, MTC adopted a Cap & Trade Funding Framework to guide future investment.



- Transit Core Capacity Program
- Transit Operating and Efficiency Program
- One Bay Area Grants
- Climate Initiatives
- Goods Movement

# Preserving and Modernizing the Bay Area's Transit System

- Core Capacity Challenge Grant Program is a \$7.5 billion regional commitment adopted by MTC to fund key transit capital rehabilitation and expansion needs.
- Core Capacity Program leverages regional and local funds, including \$875 million in Cap and Trade revenue for GHG reduction projects.

Agency: Project	MTC Adopted Framework: Cap and Trade funds
<b>BART to San Jose Railcars</b>	\$75
<b>BART: Train Control</b>	\$126
<b>SFMTA: Fleet Enhancements &amp; Expansion</b>	\$400
<b>SFMTA: Facilities</b>	\$67
<b>AC Transit: Fleet Expansion</b>	\$45
<b>AC Transit: Facilities</b>	\$162
<b>TOTAL</b>	<b>\$875</b>

# Delivering on Plan Bay Area's Commitment to Transit

- Region could likely meet Core Capacity commitment through the competitive Transit and Intercity Rail Capital Program (CalSTA)
- Depending on funding received, region may also have an opportunity to fund other high priority transit projects

Funding Level	Annual Regional Funding*	25-year Regional Funding*	Core Capacity Commitment	Amount Remaining for New Projects
<b>Low Estimate</b> (19% statewide)	\$48	\$1,206	\$875	\$331
<b>High Estimate</b> (37% statewide)	\$93	\$2,326	\$875	\$1,451

\* Assumes \$2.5 billion in annual Cap & Trade funding.

*Dollars in millions*

# One Bay Area Grant Program (OBAG)

- OBAG commitments may be achieved through the Affordable Housing and Sustainable Communities (AHSC) program.
- Depending on funding levels, region may have opportunity to fund other high priority projects.
- Some OBAG-eligible projects (local street repair, planning activities) may be ineligible.

State Program	Annual regional revenue	25-year regional forecast	Plan Bay Area OBAG Commitment	Amount Remaining
AHSC (19% of non-housing component)	\$48	\$1,206	\$1,050	\$156
AHSC (19% of entire program)	\$96	\$2,412	\$1,050	\$1,362

*Dollars in millions*

## Bottom Line

- State Legislators:

**Thanks for Cap & Trade**

- Regional Partners:

**Let's go get the dough**