



MTC Overview

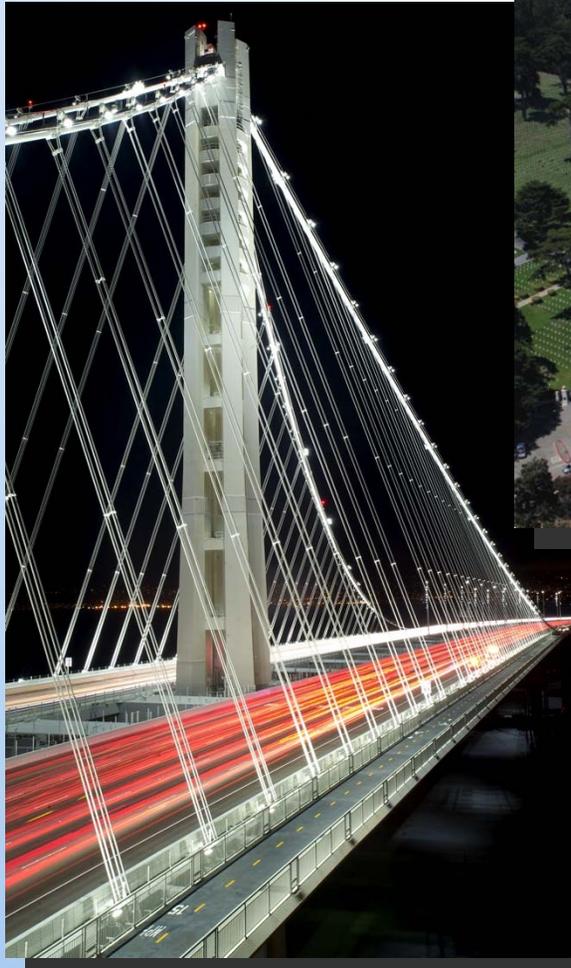
T

Steve Heminger

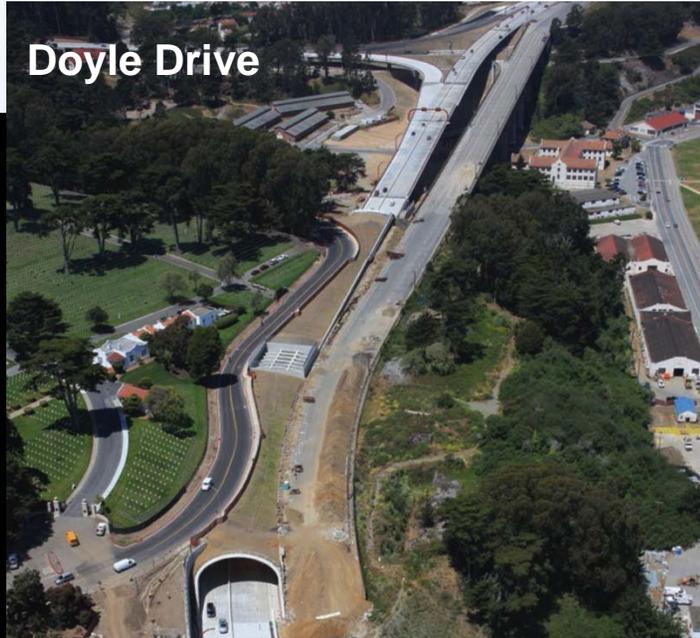
Executive Director
MTC/BATA

METROPOLITAN TRANSPORTATION COMMISSION

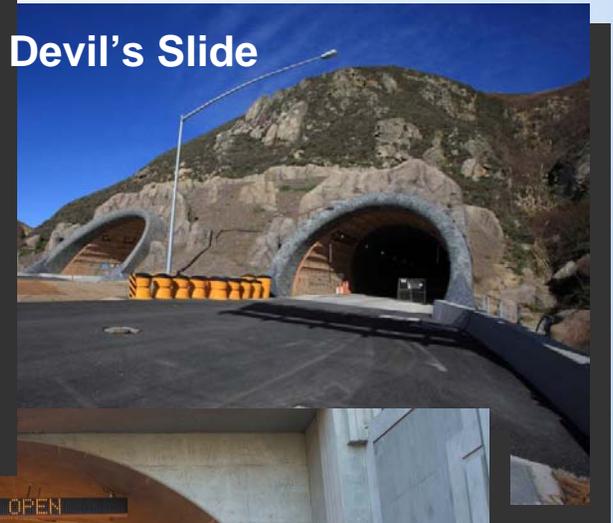
An Historic Era



Doyle Drive



Devil's Slide



...Is Drawing to a Close

■ Highways

- Major work on:
US 101 in the North Bay,
HWY 4, I-80/I-680, I-580

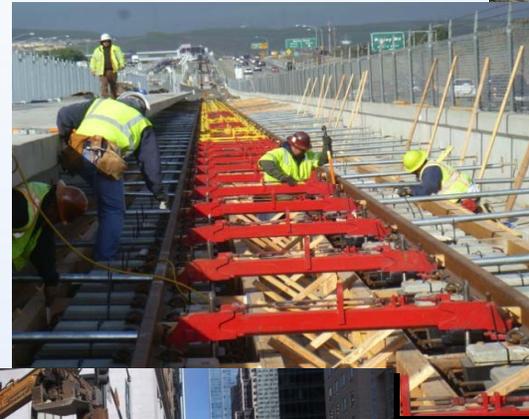
■ New Toll Bridges and Seismic Safety

■ Tunnels

- Caldecott 4th Bore,
Devil's Slide,
Doyle Drive

■ Transit

- BART Oakland-Airport Connector
- MUNI Central Subway
- E-BART
- BART to Silicon Valley



Toll Bridge Program

■ **Seismic Retrofit Program**

- Began in 1998
- \$9.1 billion program
- Three new bridges
- One widened
- All strengthened

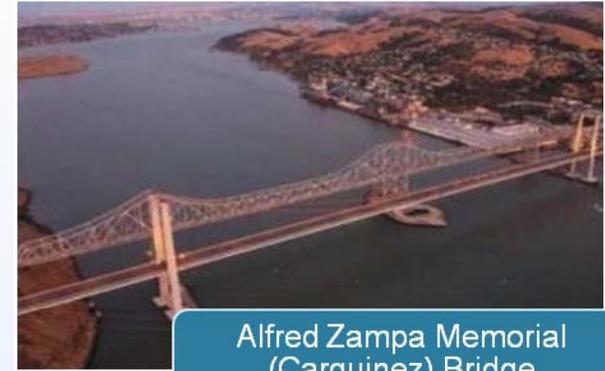


SF-Oakland Bay Bridge
New East Span

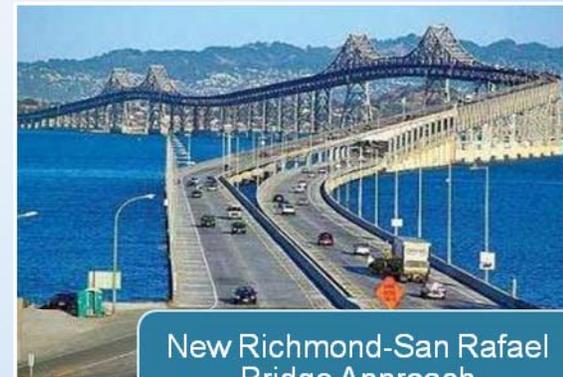
Toll Bridge Program

■ Regional Measure 1

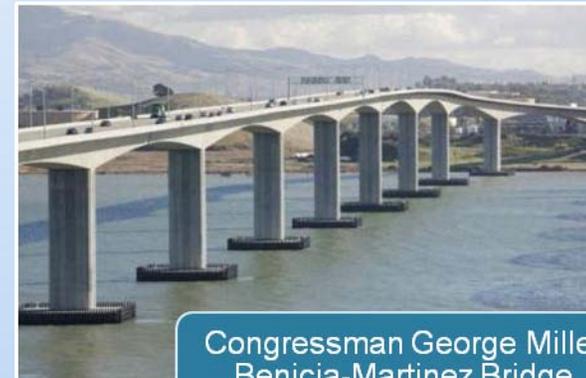
- Passed by voters in November 1988
- \$2.3 billion program
- Funded primarily bridge expansion projects



Alfred Zampa Memorial
(Carquinez) Bridge



New Richmond-San Rafael
Bridge Approach



Congressman George Miller
Benicia-Martinez Bridge

Toll Bridge Program Review

■ Regional Measure 2

- Passed by voters in March 2004
- Funded \$1.5 Billion of transit and highway projects in bridge corridors
- Revenues approximately \$115 million annually
- 80 Percent of Capital Funds Allocated to Projects



BART Transbay Tube
Seismic Retrofit



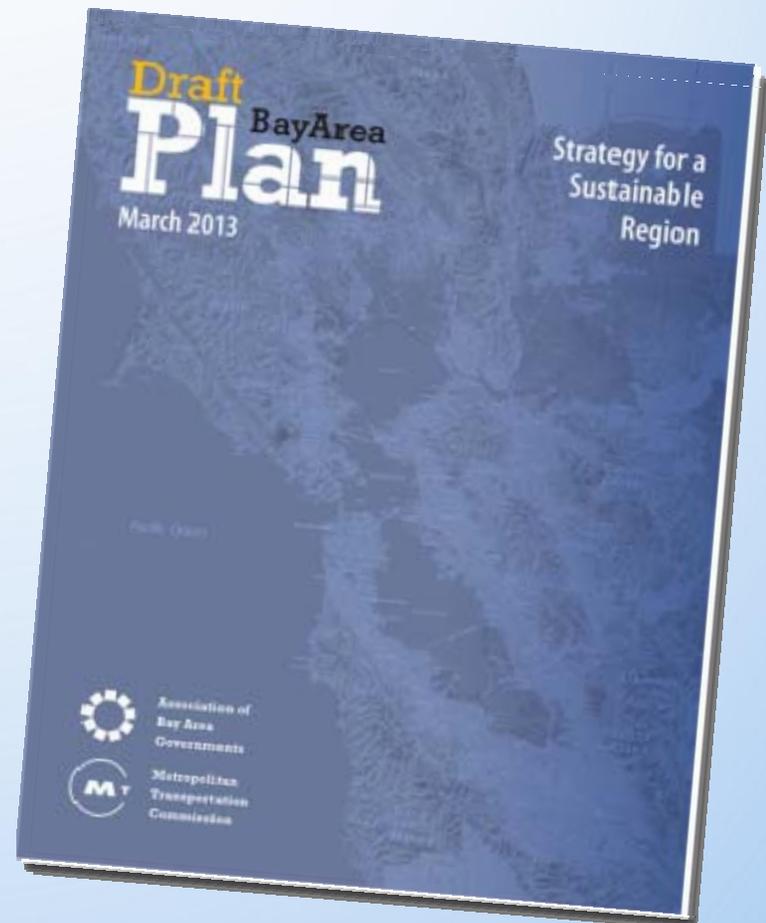
BART Warm Springs
Extension



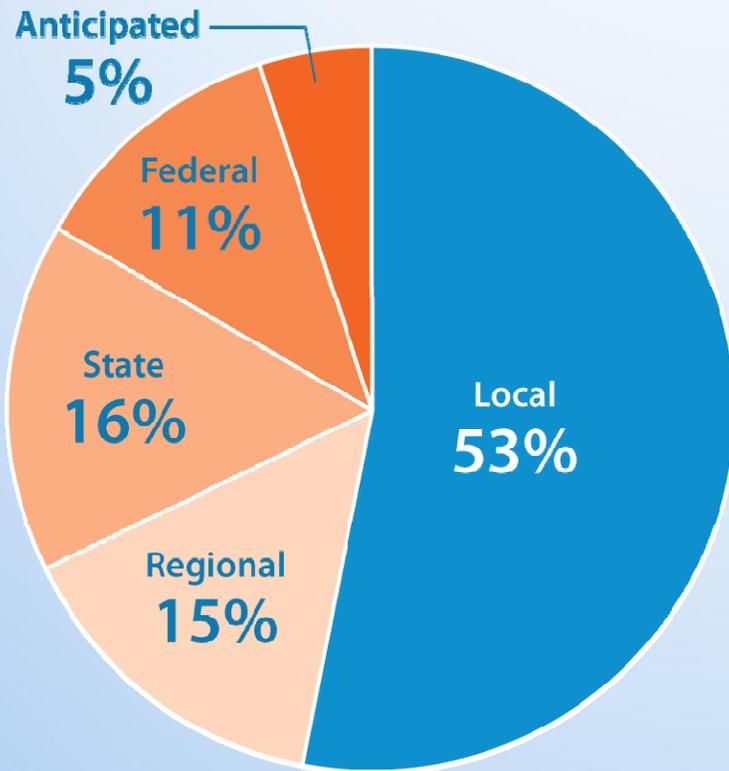
WETA Ferry System
Expansion

Plan Bay Area

- **25-year long-range transportation plan updated every four years**
- **Guides transportation policies and investments in the nine-county region**
- **More closely links land use and transportation planning**
- **Reduces per capita greenhouse gas emissions**



Plan Bay Area: Where Does the Money Come From?



Source	YOES\$ billions	% of Total
Local	\$154	53%
Regional	\$43	15%
State	\$48	16%
Federal	\$33	11%
Anticipated	\$14	5%
Total	\$292	100%

Where is it Going?

Figure 3 Committed Revenue
\$232 Billion

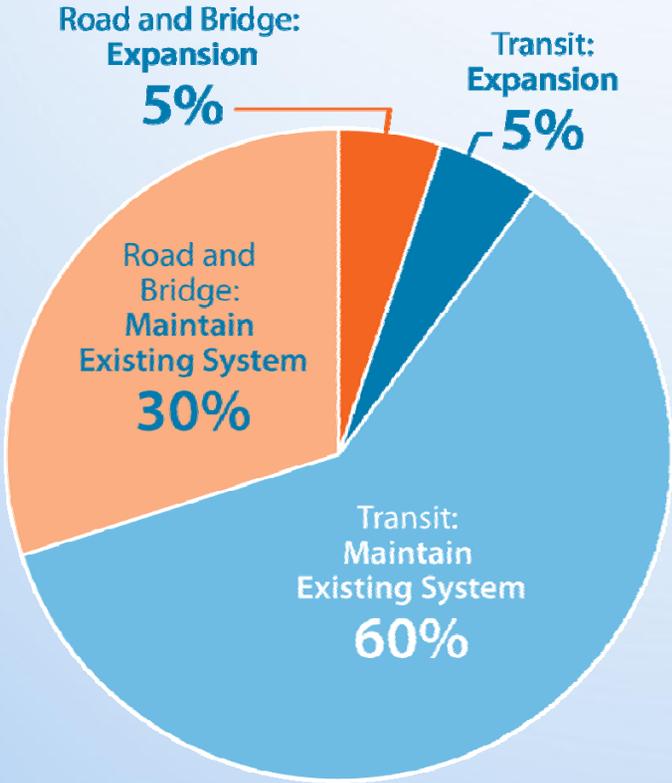
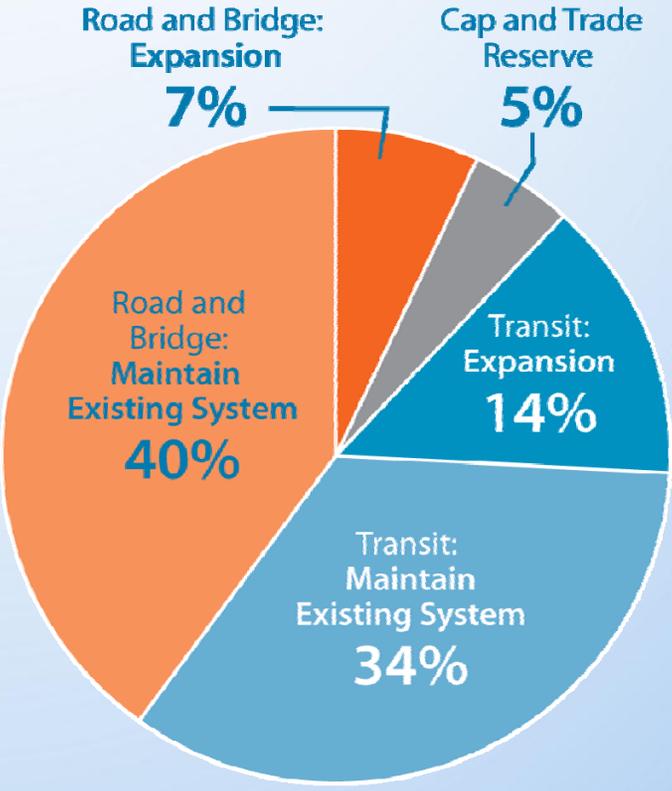
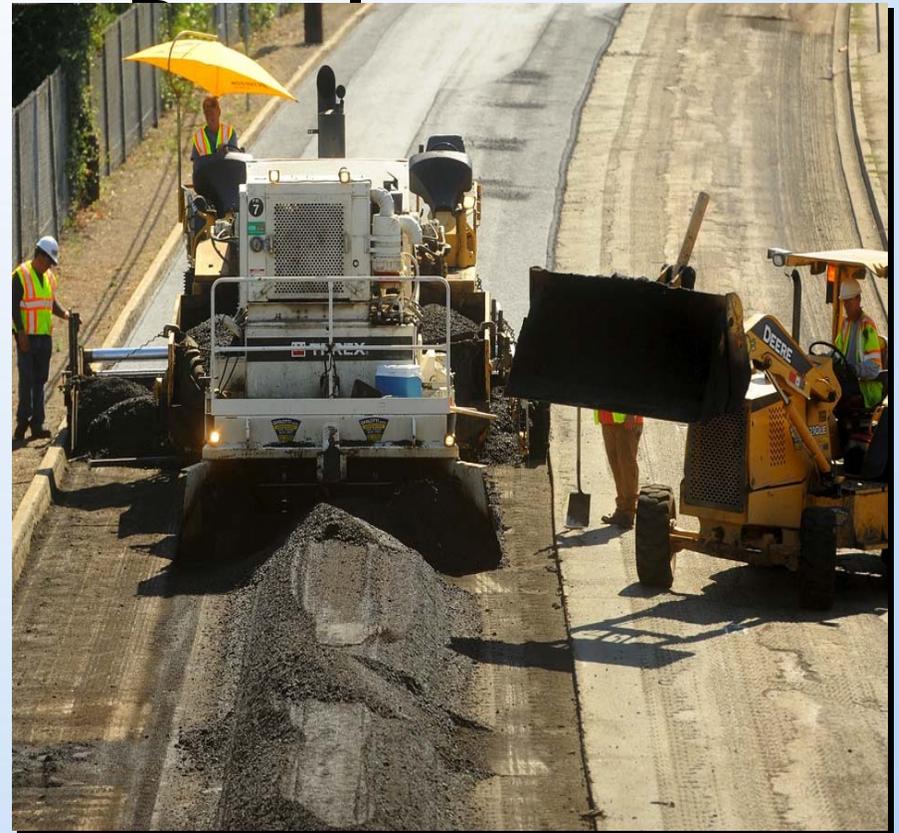


Figure 4 Discretionary Revenue
\$60 Billion



Big Challenges Remain

- **\$17 billion transit capital funding shortfall**
- **\$21 billion local road repair shortfall**
- **\$9 billion state highway rehabilitation shortfall**
- **New capacity needed for population and economic growth**



Shortcomings of Federal Policy

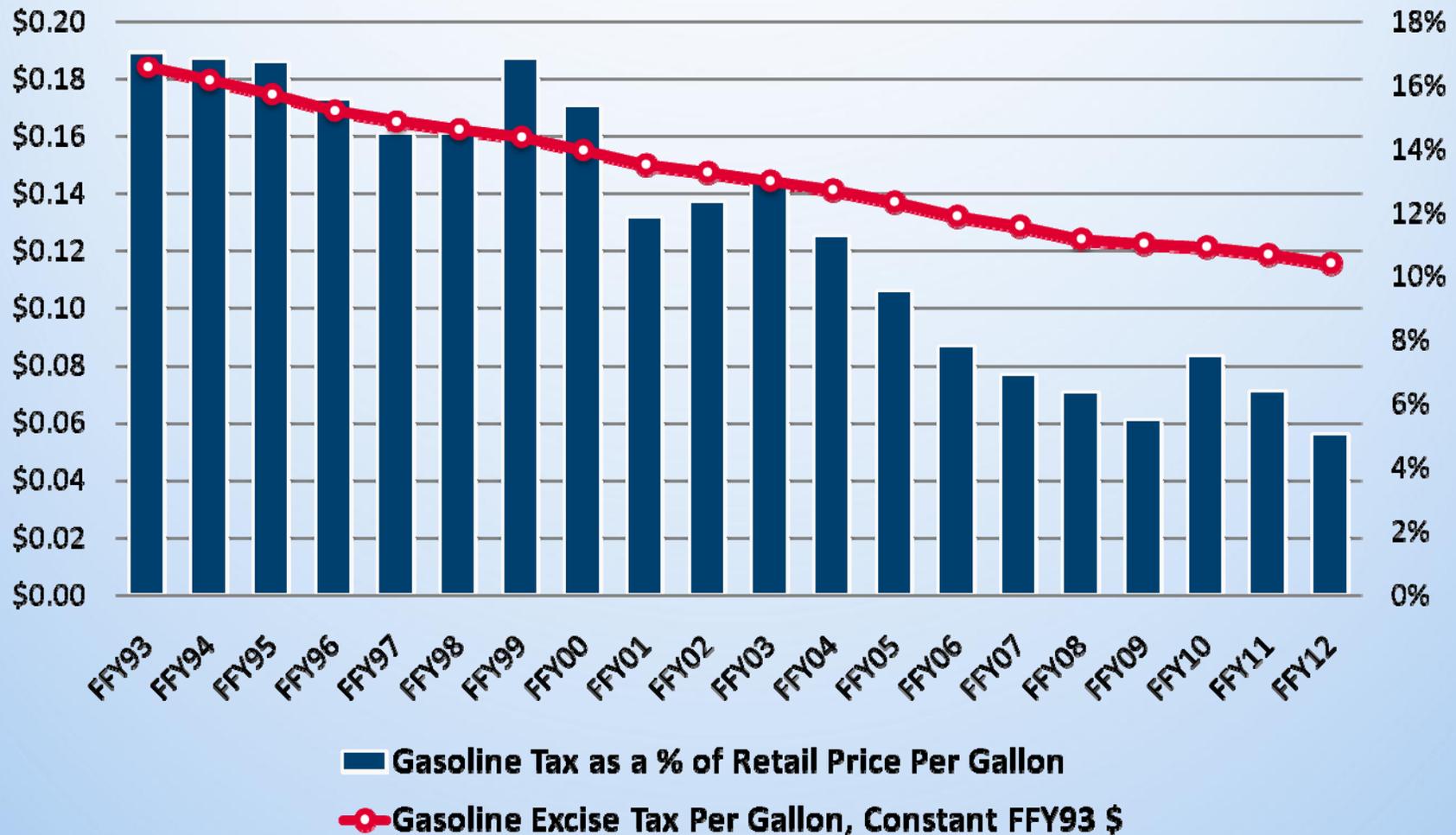
“The food is lousy and the portions are so small.”

- Groucho Marx



The Incredible Shrinking Gas Tax

Federal Gasoline Tax



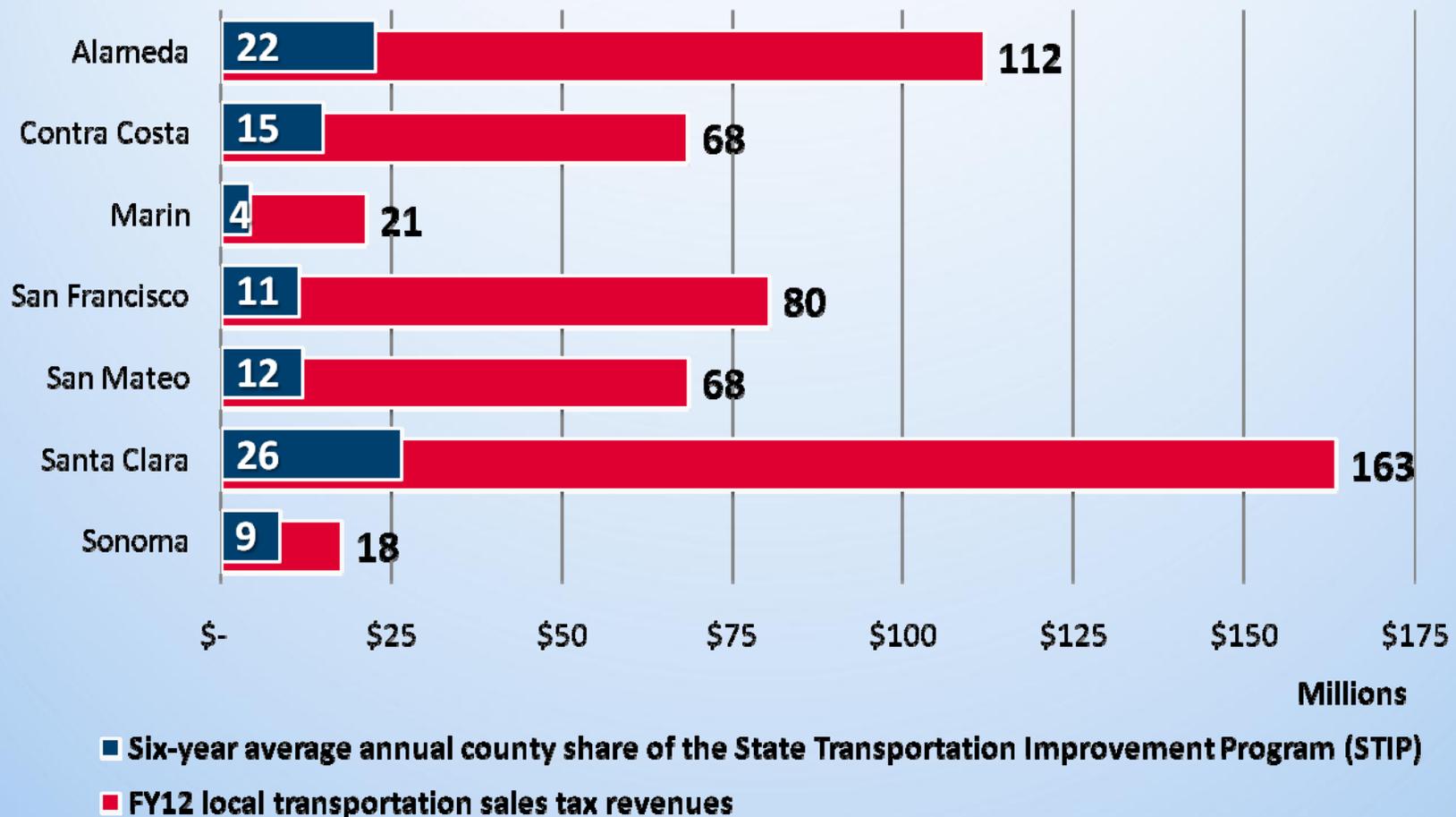
Source: CPI Data from Bureau of Labor Statistics. Gasoline prices from U.S. Energy Information Administration.

Self-Help to the Rescue

- **State of California funding for transportation has been unreliable.**
- **Proposition 1B bond funding was essential but is now gone.**
- **Local & regional initiatives have long picked up the Slack**
 - Local Sales Taxes
 - Bridge Tolls
 - Express (HOT) Lanes
 - Local Bonds (BART)

Annual County STIP Revenues Dwarfed by Sales Tax Revenues

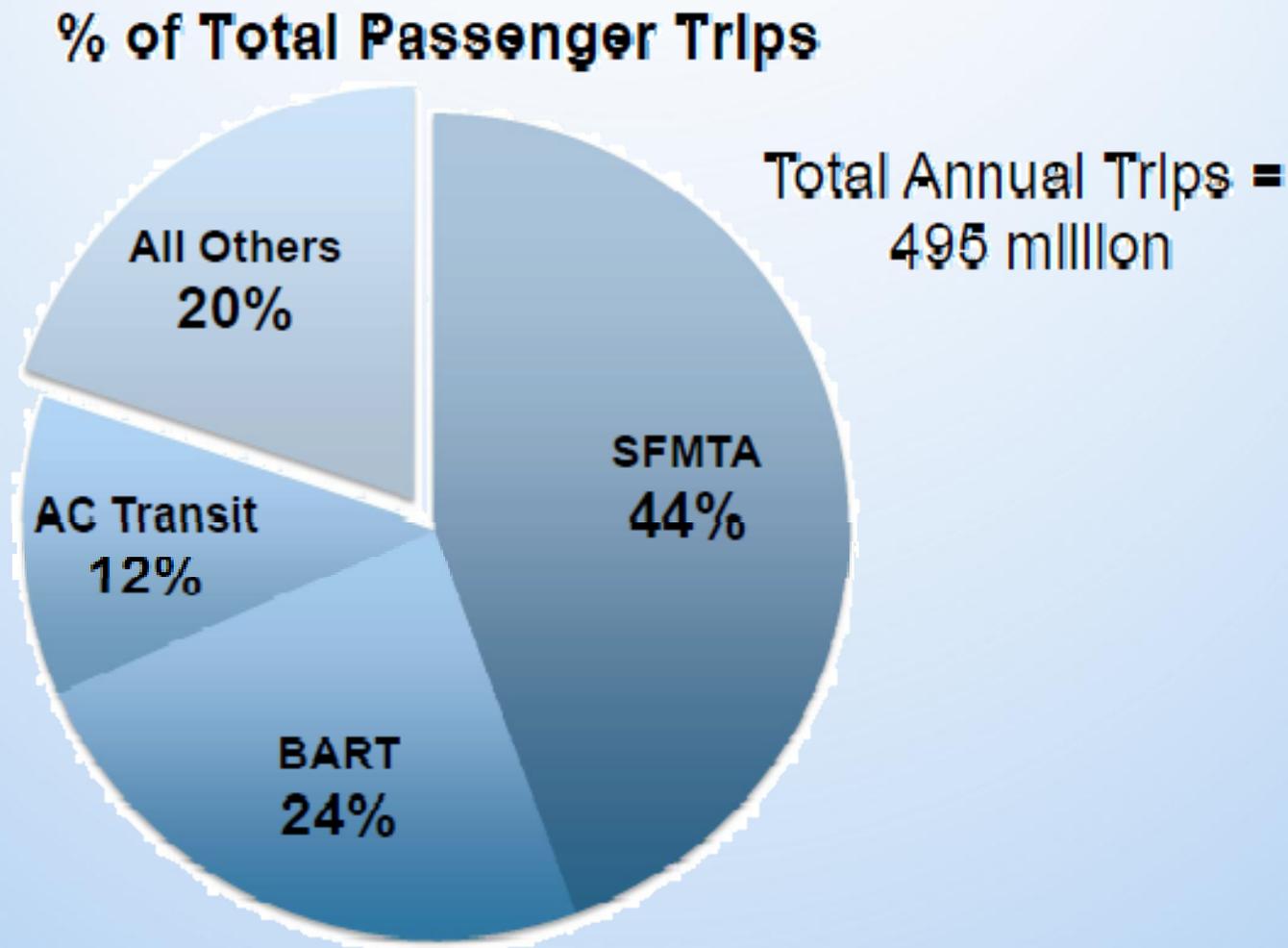
County STIP Revenues vs. Sales Tax Revenues



Core Capacity Challenge Grant Proposal: Over \$7 billion Investment Package

- **Focuses on three largest transit operators:
San Francisco Municipal Transportation Agency (SFMTA),
BART, and AC Transit**
- **Complements major new funding commitments in 2012 to**
- **Silicon Valley BART extension and Caltrain improvements**
- **Leverages regional discretionary funds and local
contributions, including proposed Cap and Trade revenue**
- **Accelerates and solidifies funding for fleet replacement
projects, and identifies new funding for key enhancement
projects**
- **Requires participating operators to meet the performance
objectives of the Transit Sustainability Project (TSP)**

Targets Operators with High Existing Ridership and Future Growth



Source: FY12 June 2013 Statistical Summary, all modes

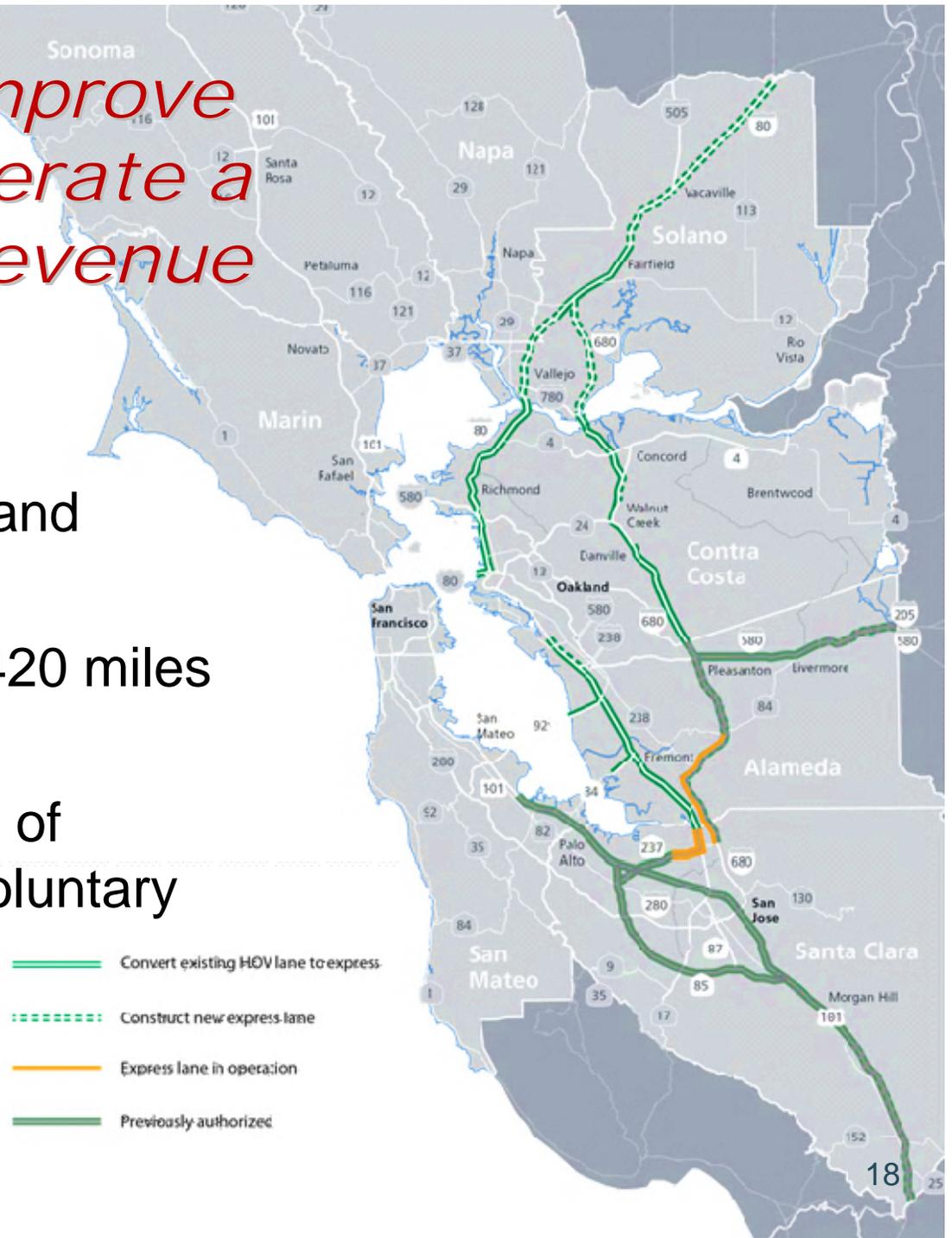
Proposed Investments

■ \$7.4 Billion investment over 15 years

Project	Project Cost
BART	
850 Rail Cars (440 cars beyond current funding commitment)	1,446
Train Control Replacement	700
Hayward Maintenance Center Expansion	433
SFMTA	
Fleet Replacement	2,624
Fleet Expansion	670
Facilities Core Improvements	209
AC Transit	
Fleet Replacement	780
Fleet Expansion	90
Facility Replacement/Rehabilitation	268
Financing	200
TOTAL	7,420

Express Lanes Improve Mobility and Generate a New Source of Revenue

- Improve mobility for carpoolers, bus riders, and motorists willing to pay
- Build on foundation of 420 miles of existing HOV lanes
- Generate a new source of capital funds through voluntary toll payments



Bay Area Experience



Peak Hour HOV Lane Average Speeds



Source: "2011 Bay Area HOV Lanes", Caltrans, District 4, Office of Highway Operations

