



MTC Regional Transportation Plan and Related MOU: Benefits for TJPA

May 8, 2012

Transbay Transit Center

TJPA





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Proposition 1A

- Approved by voters in November 2008.
- Provides almost \$10 billion to plan, build and maintain statewide high speed rail system.
- Revised business plan being considered by the California High Speed Rail Authority today.
- New plan shifts to blended system that integrates high speed rail with existing passenger rail systems using existing right of way.



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MOU Overview

- Regional agreement to support implementation of high-speed rail using a blended system on the peninsula corridor with the terminus at the Transbay Transit Center.
- Identifies projects needed to address safety, corridor capacity, operational efficiency, and connectivity for high-speed rail, Caltrain, and freight services:
 - Electrification
 - Advance Signal System (Positive Train Control)
 - DTX
 - San Jose Diridon Station
 - Millbrae Station at SFO
 - Upgrades and track modifications, including potential passing tracks and selected grade separations



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Anticipated MOU Signatories

- Transbay Joint Powers Authority
- City and County of San Francisco
- California High Speed Rail Authority
- Metropolitan Transportation Commission (MTC)
- Peninsula Corridor Joint Powers Board (Caltrain)
- San Francisco County Transportation Authority
- San Mateo County Transportation Authority
- Santa Clara Valley Transportation Authority (VTA)
- City of San Jose



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MOU Early Investments

Provides \$706 million from statewide high-speed rail for early investments by Caltrain:

- Corridor Electrification Infrastructure Project, including rolling stock needed to operate revenue service
- Advance Signal System (Positive Train Control)



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Early Investments: Program Costs

(in \$ millions,
year of expenditure)

Projects

Advance Signal System / Positive Train Control	\$ 231
Electrification and Electric Multiple Units (EMUs)	\$1,225
Total Costs	\$1,456

Funding

Proposition 1A Connectivity	\$ 106
Proposition 1A High Speed Rail	\$ 600
Other Local, Regional, Federal	\$ 750
Total Revenues	\$1,456



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Benefits of Electrification

Electrifying Caltrain will:

- Reduce noise and air pollution, including a 90% reduction of the system's greenhouse gas emissions
- Increase speed and reduce travel times, allowing Caltrain to add more service
- Increase ridership by as much as 50%
- Increase revenues while reducing operating costs, stabilizing Caltrain's operating budget
- Create over 54,000 jobs over the life of the project
- Establish EMU Caltrain fleet to serve the Transbay Transit Center via the Downtown Extension
- Provide the foundation upon which to build the blended system upon which future CHSRA trains can operate



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MOU Benefits Related to DTX

- References MTC Resolution 3434, which includes the DTX as a regional priority for transit expansion.
- Reiterates the Transbay Transit Center as the northern terminus for the statewide high speed rail system utilizing a blended system.
- Commits Parties to work towards fully funding the DTX and other projects identified in MOU.
- ***Is accompanied by commitment from MTC staff to designate the DTX as a regional New Starts priority in the upcoming Regional Transportation Plan (RTP).***
- ***Establishes a regional strategy for fully funding DTX***



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New Starts

- The Federal Transit Administration's discretionary New Starts program is the federal government's primary financial resource for supporting locally planned, implemented, and operated major transit capital investments.
- The New Starts program funds new and extensions to existing fixed guideway transit systems including rail, bus rapid transit, and ferries.
- Proceeding through New Starts "pipeline" involves significant level of effort to meet Federal Transit Administration requirements over several years.



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Steps in New Starts Process

1. Analysis of Alternatives
2. ***Designation by MPO in RTP as regional priority for New Starts pipeline***
3. Preliminary Engineering
4. Final Design
5. Full Funding Grant Agreement
6. Construction



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TJPA Funding Plan

Sources (in Millions, YOE \$s)	Phase 1	Phase 2
SF Prop K	\$98	\$50
San Mateo Sales Tax	\$5	\$19
AC Transit Capital Contribution	\$39	
Misc. Local	\$7	
Regional Measure 1	\$54	
Regional Measure 2	\$143	\$8
AB 1171	\$150	
RTIP or Alternative	\$28	
Land Sales or Alternative	\$429	\$185
Federal Earmarks (FTA and FRA)	\$65	
TIFIA Loan	\$171	\$377
ARRA High Speed Rail	\$400	
Other, to be Determined	\$0	\$1,957
Total Revenues	\$1,589	\$2,596



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New Starts Funding Strategy

- Proposed DTX Funding Plan from MTC:

New Starts	\$ 650,000,000
New Bridge Tolls	\$ 300,000,000
Future High Speed Rail	\$ 557,000,000
New/Augmented Sales Tax	\$ 350,000,000
<u>Joint Dev. /Other Local</u>	<u>\$ 100,000,000</u>
Total	\$ 1,957,000,000



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Adoption of RTP: Next Steps

- | | |
|------------------------|---|
| April 13 th | Draft RTP heard as information item in MTC Planning Committee |
| May 11 th | Draft RTP considered for approval in MTC Planning Committee |
| May 17 th | Draft RTP considered for approval by MTC Commission |
| Mid-2013 | Final RTP adopted by MTC Commission after environmental clearance |