



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Commission

DATE: December 13, 2013

FR: Executive Director

RE: Cap and Trade Transit Operating and Efficiency Program – Alternate Distribution Scenarios

As requested by the Programming and Allocations Committee earlier this week and after consultation with Chair Worth, I attach five alternate distribution scenarios among the region's public transit operators for the proposed \$450 million Transit Operating and Efficiency Program to be funded with expected state Cap and Trade revenues. The distribution scenario proposed by Commissioner Pirzynski at the Committee meeting is labeled Scenario 1. The other four scenarios alter the relative percentage of Cap and Trade revenues assigned to the two "pools" of transit operators: (1) AC Transit, BART and Muni – the original Core Capacity Challenge Grant Program operators, and (2) All remaining transit operators. These five scenarios are included in Attachment A.

There are two changes to the format of the tabular information presented by Commissioner Pirzynski. First, we have provided operator-by-operator detail for the smaller systems. Second, we also have depicted in Attachment B the combined benefit for each transit operator from the commitment of \$900 million in Cap and Trade revenue in the Core Capacity Challenge Grant Program plus the commitment of \$450 million in Cap and Trade revenue in the Transit Operating and Efficiency Program under the various scenarios. For information purposes, I also have included in Attachment C the latest audited ridership data for all of the region's transit operators.

As a final reminder, whichever distribution scenario is selected by the Commission would not constitute an unconditional guarantee of funding for any operator in the Transit Operating and Efficiency Program. Actual allocation of these funds would be subject to: (a) availability of Cap and Trade revenues from the state, and (b) performance evaluation of specific proposals for new or enhanced transit service according to a set of scoring criteria that are to be developed over the next several months as described in the item forwarded to you by the Programming and Allocations Committee.

Please do not hesitate to contact me if you require further information or clarification on the enclosed alternate distribution scenarios.

Steve Heminger

Attachments

Attachment A

Distribution Options for \$450 Million Cap and Trade Transit Operating and Efficiency Program Total 26-Year Estimate (FYs'15-40)

Table 1. Core Capacity Operator Distribution Summary (\$ millions)

	% Ridership	% Low Income	% Minority	Scenario 1 30 - 70%	Scenario 2 40 - 60%	Scenario 3 50 - 50%	Scenario 4 60 - 40%	Scenario 5 70 - 30%
				Split	Split	Split	Split	Split
% Ridership				50%	50%	50%	50%	50%
% Low Income				25%	25%	25%	25%	25%
% Minority				25%	25%	25%	25%	25%
Core Capacity Operator				30%	40%	50%	60%	70%
<i>AC Transit</i>	15%	20%	20%	\$24	\$32	\$40	\$47	\$55
<i>BART</i>	29%	24%	26%	\$36	\$48	\$60	\$72	\$85
<i>SFMTA</i>	56%	56%	54%	\$75	\$100	\$125	\$150	\$175
Subtotal	100%	100%	100%	\$135	\$180	\$225	\$270	\$315

Table 2. Other Operator Distribution Summary (\$ millions)

	% Ridership	% Low Income	% Minority	Scenario 1 30 - 70%	Scenario 2 40 - 60%	Scenario 3 50 - 50%	Scenario 4 60 - 40%	Scenario 5 70 - 30%
				Split	Split	Split	Split	Split
% Ridership				50%	50%	50%	50%	50%
% Low Income				25%	25%	25%	25%	25%
% Minority				25%	25%	25%	25%	25%
Other Operator				70%	60%	50%	40%	30%
Large								
<i>Caltrain</i>	14%	7%	11%	\$36	\$31	\$26	\$21	\$16
<i>Golden Gate (w Marin Transit)</i>	9%	6%	6%	\$23	\$20	\$16	\$13	\$10
<i>SamTrans</i>	14%	15%	16%	\$46	\$40	\$33	\$26	\$20
<i>VTA</i>	43%	52%	49%	\$147	\$126	\$105	\$84	\$63
Subtotal	80%	80%	81%	\$253	\$217	\$181	\$145	\$108
Small								
<i>ACE</i>	0.7%	0.3%	0.7%	\$1.9	\$1.6	\$1.3	\$1.1	\$0.8
<i>CCCTA</i>	3.5%	3.5%	3.2%	\$10.8	\$9.3	\$7.7	\$6.2	\$4.6
<i>ECCTA</i>	2.5%	2.7%	3.1%	\$8.5	\$7.3	\$6.1	\$4.8	\$3.6
<i>Fairfield + Sulsun</i>	0.9%	0.9%	1.1%	\$3.1	\$2.6	\$2.2	\$1.8	\$1.3
<i>LAVTA</i>	1.8%	1.8%	1.8%	\$5.6	\$4.8	\$4.0	\$3.2	\$2.4
<i>NCTPA</i>	0.8%	1.1%	0.6%	\$2.7	\$2.3	\$1.9	\$1.5	\$1.1
<i>Santa Rosa</i>	3.1%	4.2%	2.5%	\$10.2	\$8.8	\$7.3	\$5.8	\$4.4
<i>SolTrans</i>	1.5%	1.5%	1.8%	\$5.0	\$4.3	\$3.6	\$2.9	\$2.1
<i>Sonoma County</i>	1.4%	2.0%	0.9%	\$4.5	\$3.9	\$3.2	\$2.6	\$1.9
<i>Union City</i>	0.5%	0.4%	0.6%	\$1.5	\$1.3	\$1.1	\$0.9	\$0.7
<i>Vacaville</i>	0.4%	0.5%	0.4%	\$1.3	\$1.1	\$0.9	\$0.8	\$0.6
<i>WCCTA</i>	1.3%	1.0%	1.5%	\$4.0	\$3.4	\$2.8	\$2.3	\$1.7
<i>WETA</i>	1.2%	0.5%	0.8%	\$2.8	\$2.4	\$2.0	\$1.6	\$1.2
Subtotal	20%	20%	19%	\$62	\$53	\$44	\$35	\$27
Total	100%	100%	100%	\$450	\$450	\$450	\$450	\$450

Data Sources:

- 1) % Ridership based on Unlinked Passenger Trips, All Modes, 2011 NTD
- 2) % Low Income & % Minority based on Godbe Transit Passenger Demographic Survey, 2006

Attachment B

Distribution Options for Core Capacity & Cap and Trade Transit Operating and Efficiency Program
 Total 26-Year Estimate (FYs'15-40)

Table 1. Core Capacity Challenge Grant Summary (\$ millions)

Operator	Category 1	
	Projected Distribution	Projected % of Total
Large Operators		
AC Transit	\$207	23%
BART	\$126	14%
Caltrain	\$0	0%
Golden Gate (w MCTD)	\$0	0%
SFMTA	\$467	52%
SamTrans	\$0	0%
VTA	\$100	11%
Subtotal	\$900	100%
Small Operators	\$0	0%
Total	\$900	100%

Table 2. Cap and Trade Transit Operating and Efficiency Program (\$ millions)

Operator	Category 2					Category 2				
	Projected Distribution					Projected % of Total				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Large Operators										
AC Transit	\$24	\$32	\$40	\$47	\$55	5%	7%	9%	11%	12%
BART	\$36	\$48	\$60	\$72	\$85	8%	11%	13%	16%	19%
Caltrain	\$36	\$31	\$26	\$21	\$16	8%	7%	6%	5%	3%
Golden Gate (w MCTD)	\$23	\$20	\$16	\$13	\$10	5%	4%	4%	3%	2%
SFMTA	\$75	\$100	\$125	\$150	\$175	17%	22%	28%	33%	39%
SamTrans	\$46	\$40	\$33	\$26	\$20	10%	9%	7%	6%	4%
VTA	\$147	\$126	\$105	\$84	\$63	33%	28%	23%	19%	14%
Subtotal	\$388	\$397	\$406	\$415	\$423	86%	88%	90%	92%	94%
Small Operators	\$62	\$53	\$44	\$35	\$27	14%	12%	10%	8%	6%
Total	\$450	\$450	\$450	\$450	\$450	100%	100%	100%	100%	100%

Table 3. Category 1 Funding + Category 2 Funding

Operator	Total					Total				
	Projected Distribution					Projected % of Total				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Large Operators										
AC Transit	\$231	\$239	\$247	\$254	\$262	17%	18%	18%	19%	19%
BART	\$162	\$174	\$186	\$198	\$211	12%	13%	14%	15%	16%
Caltrain	\$36	\$31	\$26	\$21	\$16	3%	2%	2%	2%	1%
Golden Gate (w MCTD)	\$23	\$20	\$16	\$13	\$10	2%	1%	1%	1%	1%
SFMTA	\$542	\$567	\$592	\$617	\$642	40%	42%	44%	46%	48%
SamTrans	\$46	\$40	\$33	\$26	\$20	3%	3%	2%	2%	1%
VTA	\$247	\$226	\$205	\$184	\$163	18%	17%	15%	14%	12%
Subtotal	\$1,288	\$1,297	\$1,306	\$1,315	\$1,323	95%	96%	97%	97%	98%
Small Operators	\$62	\$53	\$44	\$35	\$27	5%	4%	3%	3%	2%
Total	\$1,350	\$1,350	\$1,350	\$1,350	\$1,350	100%	100%	100%	100%	100%

Attachment C

Ridership Information

Table 1. Operator Summary

Other Operator	2011 Ridership	% of Total
Large		
<i>AC Transit</i>	58,085,889	12%
<i>BART</i>	111,099,037	23%
<i>Caltrain</i>	14,046,588	3%
<i>Golden Gate (w Marin Transit)</i>	8,759,056	2%
<i>SFMTA</i>	214,652,993	44%
<i>SamTrans</i>	14,007,441	3%
<i>VTA</i>	42,491,761	9%
Subtotal	463,142,765	96%
Small		
<i>ACE</i>	718,356	0.1%
<i>CCCTA</i>	3,470,558	0.7%
<i>ECCTA</i>	2,480,703	0.5%
<i>Fairfield + Suisun</i>	934,703	0.2%
<i>LAVTA</i>	1,769,674	0.4%
<i>NCTPA</i>	800,342	0.2%
<i>Santa Rosa</i>	3,103,996	0.6%
<i>SolTrans</i>	1,517,862	0.3%
<i>Sonoma County</i>	1,382,370	0.3%
<i>Union City</i>	492,708	0.1%
<i>Vacaville</i>	386,624	0.1%
<i>WCCTA</i>	1,254,294	0.3%
<i>WETA</i>	1,178,810	0.2%
Subtotal	19,491,000	4%
Total	482,633,765	100%

Data Source: Ridership based on Unlinked Passenger Trips, All Modes, 2011 NTD