

MTC Funding Analysis to Implement EJ Principle #2

-- DRAFT REPORT --

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revised from previous 6/26/06 draft

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Background

MTC's Minority Citizens Advisory Committee (MCAC) developed a set of four Environmental Justice principles that were recommended to the Commission in March 2006 (see Attachment A). The Commission adopted the first two EJ principles and asked staff to gather data and perform analyses to understand whether, and to what extent, inequities exist in current transportation funding patterns in the Bay Area.

As a reminder, the exact wording of EJ principle #2 reads as follows:

Principle #2 – Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

MTC staff has used a nine-cell matrix to guide the following analyses and discussion. The full matrix is presented as Table 1. For the purposes of this analysis we are focusing on cell #1 (transportation funding by communities of concern), cell #4 (transportation funding by transit-dependent households) and cell #7 (transit funding by ridership of the major transit operators). Each cell has two components: an analysis of future planned funding (from 2005-2030, covering 25 years of funding under the Transportation 2030 Plan), and an analysis of actual expenditures over the last eight years (covering the most recent period from FY1998 through FY2005).

Disclaimers and Assumptions

There are numerous assumptions that have been made in the analyses presented herein, and many limitations with much of the data presented. This deserves appropriate explanation here and should be used as a consistent set of disclaimers and footnotes to all the attached charts and tables.

- All the attached analyses, charts and tables are still in draft form, and may be updated as additional data becomes available. There may be assumptions contained in the methodology for the analyses that prove to be problematic or inaccurate. All the data contained herein is a work in progress and presented here for the benefit of the MCAC and Partnership members of the EJ subcommittee, and should not be quoted or cited until additional feedback is solicited and staff review can be performed.

TABLE 1: MTC ANALYSIS UNDER EJ PRINCIPLE #2

	Funding Inputs	Service Outputs	Mobility and Accessibility
All Funding By Communities of Concern	CELL #1 1a – T2030 1b – FY98-FY05	CELL #2 No analysis envisioned	CELL #3 Equity Analysis <i>Small update completed</i>
All Funding By Transit-Dependent Households	CELL #4 4a – T2030 4b – FY98-FY05	CELL #5 No analysis envisioned	CELL #6 No analysis envisioned
Transit Funding By Operator By Ridership	CELL #7 7a – T2030 7b – FY98-FY05	CELL #8 e.g. Lifeline report – no new analysis at this time but future study has been requested	CELL #9 No analysis envisioned

- Funding has been divided by “MTC Discretionary Funds” and “Non-Discretionary Funds” to better understand which fund sources MTC has a role in programming or allocating. This definition is taken from the existing annual MTC Discretionary Funding reports that have been published from FY1998-FY2005 (see Attachment B for complete list of discretionary and non-discretionary fund sources). It should be noted, however, that there are funds within this definition of MTC discretion that cannot be moved from one transit operator to another, or from one county to another. Certain operators are also statutorily restricted from receiving certain fund sources.
- The sources for non-discretionary funding from FY1998-FY2005 are from external state and federal reports that are not published by MTC. Staff calculated non-discretionary funding for each of the transit operators by subtracting the annual discretionary expenditures tracked by MTC from the total funding tracked in each of the external reports. Due to different methodologies used, year-to-year discretionary and non-discretionary funding may not align accurately.
- In general, we have attempted to focus on the region’s seven largest transit operators on the basis of how much funding they receive. These seven operators (AC Transit, BART, Caltrain, Golden Gate, MUNI, Samtrans and VTA) account for more than 80% of total regional discretionary funding and more than 95% of total regional transit ridership. However, slightly different subsets of transit operators have been used for each analysis based on the availability of either demographic or expenditure data:
 - In cell #1a, funding for all transit operators has been aggregated for the T2030 time period from 2005 to 2030. In cell #1b, only FY98-FY05 spending on seven of the region’s largest fund recipients (AC Transit, BART, Caltrain, Golden Gate, MUNI, Samtrans and VTA) is readily available and thus incorporated in this analysis.
 - In cells #4a and #4b, only six of the largest transit operators (AC Transit, BART, Caltrain, MUNI, Samtrans and VTA) are included in the analysis since they are the only ones that collected data on auto availability from their patrons.
 - In cells #7a and #7b, only five of the largest transit operators (AC Transit, BART, Caltrain, MUNI, and VTA) are included in the analysis since they are the only agencies that have collected data on the race and ethnicity of their patrons.
- Much of the demographic data for transit passengers (race, ethnicity and auto availability) that provide the “denominators” used in attached analyses is taken from on-board surveys conducted by the major transit operators in the region. These on-board surveys have been conducted to date independently of one

another and are thus problematic to compare side-by-side, though we have done that for these initial analyses. For instance, while we would like to disaggregate transit riders by both race/ethnicity and income, we are unable to do so given the differences in survey methodologies. Questions about auto availability for the purposes of the analysis in cell #4 were also asked differently in each of the transit passenger surveys, and so calls into question the reliability of this data and our ability to compare across different transit operators. Again, we have done so here for the purposes of comparison.

- While T2030 funding is broken out by rehabilitation, operating and expansion expenditures, historical funding is only disaggregated by capital and operating expenses. Expansion projects are thus included in the definition of “capital” expenditures for FY98-FY05 funds and thus may not align accurately with the totals shown for capital expenditures in T2030.

Defining Equity by Distribution of Funds

No matter which particular analysis one looks at, the critical question that must be addressed is how to define equity based on the distribution of funding. Does equity mean that there should be an exactly equal share of transportation spending per capita by communities of concern vs. all other residents of the Bay Area? Or does an inequity in the distribution of funds only exist when differing by orders of magnitude? What do the different methodologies used in cells #1, #4 and #7 imply in terms of defining equity? At this point, these are all unanswered questions and this analysis remains incomplete without them.

Other Considerations to Balance with Equity Goals

This subcommittee, other stakeholders and agencies, and the Commission itself must also recognize and weigh other, sometimes competing, policies and requirements that MTC is subject to. For example, federal transit (FTA) funding, known as Section 5307 and Section 5309, is apportioned to the region based on federal formulas that factor in measures such as population, population density, and transit passenger-miles. While MTC does not use a “return to source” factor in its programming choices based on that formula, a case could be made that such a consideration is warranted.

MTC also has a significant “fix it first” commitment to maintaining and repairing the existing transportation system. Staff strongly believes that any actions to strive for a more equitable distribution of funds must not come at the expense of maintaining and rehabilitating the region’s roads, highways, buses, trains and ferries. For the purposes of this analysis, both discretionary and non-discretionary capital funds that typically rehabilitate and maintain the transportation network have been included in the analysis to present a more complete picture of overall funding distributions. It would, however, be

poor financial stewardship to redistribute any funding at the expense of maintaining the existing system.

Gaps in “Accurate and Current Data”

Given that EJ principle #2 is aimed at the collection of “accurate and current data,” one of the most obvious data gaps that these analyses show is the inconsistency of demographic data for the region's transit passengers. MTC and the region's transit operators are aiming to address this in a new transit passenger survey to be conducted in late 2006 that for the first time will collect accurate and consistent demographic data for every transit operator in the region. Gathering historical expenditure data from before FY1998 would also be helpful but is not possible given the limitations on the financial records.

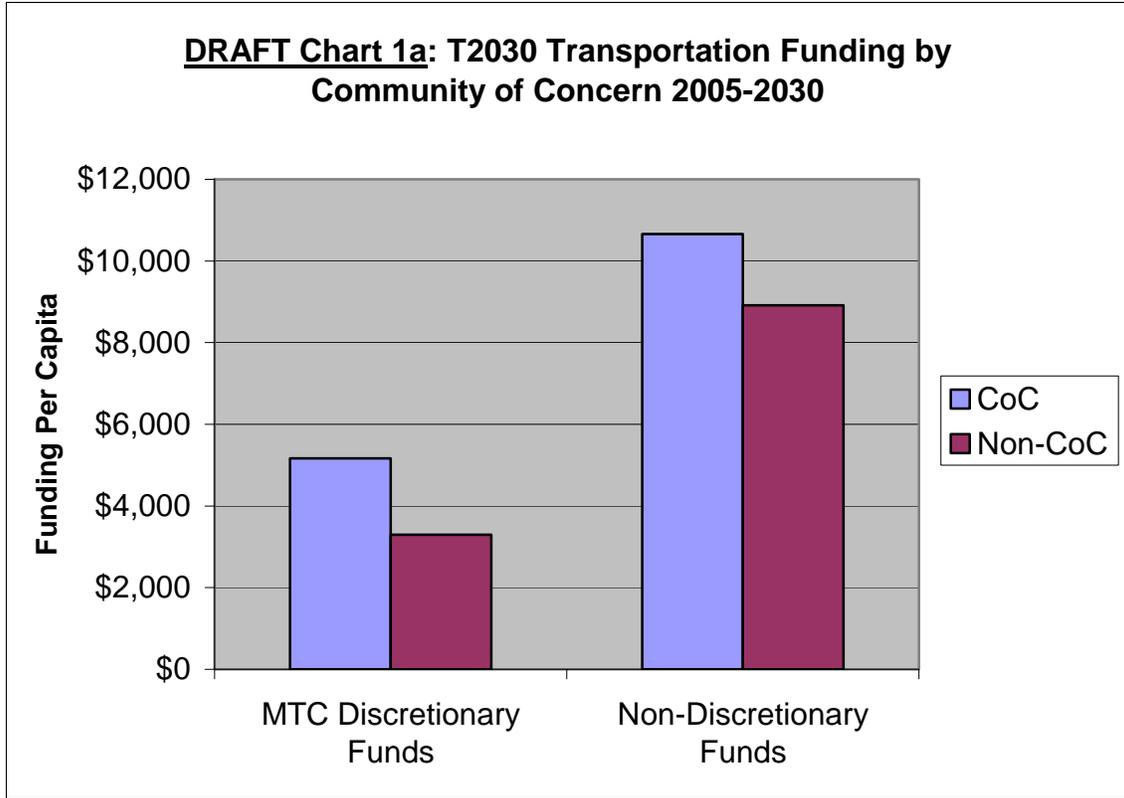
Details of Specific Funding Analyses

The following narrative explains the methodologies used for each of the analyses and provides some context and interpretation of the results to date.

(1a) T2030 funding by community of concern

This analysis is the initial one proposed by MTC staff and presented at the last EJ subcommittee meeting. T2030 funding categories are aggregated by either transit or roads, and apportioned by the relative usage of the transportation network in 2030 by residents of communities of concern vs. all others (using forecasted auto trips and transit trips). By 2030, communities of concern will make up 35% of the region's population and account for 46% of all transit trips and 31% of all vehicle trips. In other words, residents of communities of concern and all other residents will benefit from transportation funding in direct proportion to their use of the transportation system.

The disadvantage with this methodology is that the benefits from transportation funding are assigned to all users regardless of location. In other words, funding for eBART would benefit a resident of West Oakland who uses transit. The repair of a local street in a community of concern in Santa Clara County would benefit a driver in Solano County. Nevertheless, this analysis is useful in understanding the relative balance of expenditures on either roads or transit, and the resulting benefit that accrues to either residents of communities of concern vs. all other residents based on their relative use of the transportation system.

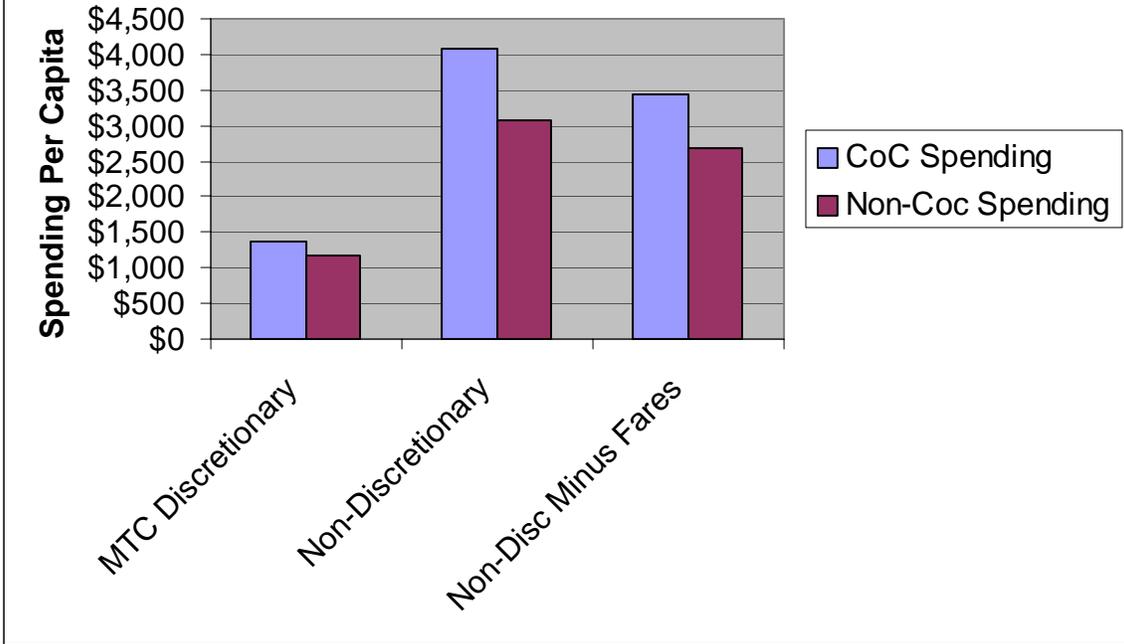


(1b) FY03-FY05 spending by community of concern

This is the same analysis as cell #1a, performed on the last eight years of all transportation spending (FY1998-FY2005) aggregated by either transit or roads. Seven of the region's largest transit operators (AC Transit, BART, Caltrain, Golden Gate, MUNI, Samtrans and VTA) are included in this particular analysis since they are the only ones with historical non-discretionary funding data that is readily available (these seven operators comprise roughly 81% of all the passenger trips and 96% of all regional transportation funding). Spending is apportioned using transit trip and vehicle trip 'usage' statistics from 2006 by residents of communities of concern vs. all others.

The proportion of spending per capita that benefits communities of concern is less than for the 25 year forward-looking analysis in part due to some significant RM1 expenditures on bridge construction over the last several years using RM1 funds (counted as an MTC discretionary fund source). In general, most of the public transit expenditures in T2030 are expected to increase towards the latter half of the T2030 timeframe and, as they do, the share of spending that will 'benefit' communities of concern is expected to increase.

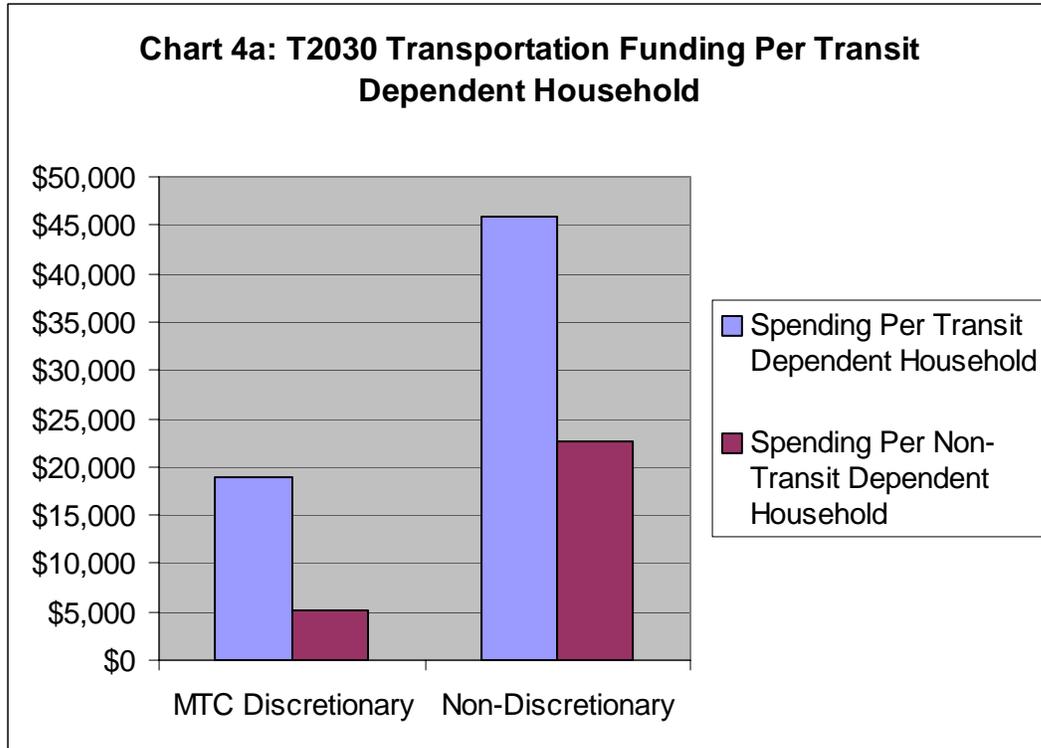
Chart 1b: Transportation Programming & Allocations By Community of Concern FY03-FY05



(4a) T2030 funding by transit dependent households

This analysis assigns transit funding to transit dependent households based on the share of transit riders from each major operator who don't have access to a vehicle. Nearly all road and highway funds are assigned to non-transit dependent households with the exception of the share of zero vehicle households that still produce a small share of all regional auto trips (zero vehicle households comprise 10% of all households and account for 1.2% of all auto trips). For example, 61% of AC Transit's riders have no access to an auto, thus 61% of AC Transit's funding is assigned to transit dependent households and 39% of AC Transit's funding is assigned to non-transit dependent households. For highway and local streets and roads funding, 1.2% of the total expenditures are assigned to transit-dependent households while the remainder (98.8%) is assigned to non transit-dependent households.

This particular analysis for T2030 funding covers the six major transit operators that have collected data from their patrons on auto availability. As described above, this data on auto availability is not consistent among all the operators and may have significant issues regarding its accuracy.



It is important to note that in this analysis the definition of “transit-dependent” may not align well with income level. While many zero-vehicle households are likely to also be low-income households, this may not be the case for all zero-vehicle households. In addition, the definition of “partially transit-dependent households,” where workers in a household are greater than the number of vehicles, may also contain significant numbers of middle or upper-income households where two adult workers share one car. And finally, the definition of “non-transit dependent households” where workers in a household equal, or are less than, the number of available autos may include significant numbers of low-income households. This is important for the purposes of this analysis since “transit-dependent” may not align well with our working definition of communities of concern specifically in terms of income. A more precise correlation between transit-dependent households and income level can likely be developed by staff in the near future.

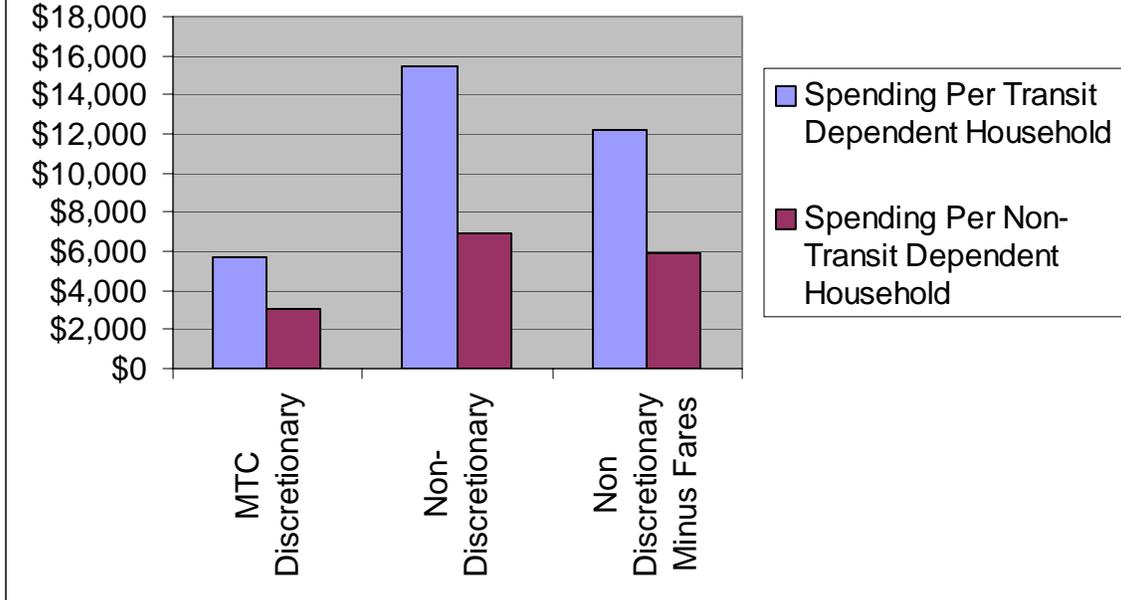
That said, the analysis in cell #4a shows significantly more funding per transit-dependent household than for non-transit dependent households for both MTC discretionary fund sources and non-discretionary funds.

TABLE 1: METHODOLOGY FOR ANALYSIS IN CELL #4		
	Transit-Dependent Households	Non-Transit Dependent Households
Share of all regional households	All zero-vehicle households (10% of all households regionwide) plus roughly half of all partially transit dependent households (9.1% of all households regionwide)	All households where autos equal or outnumber workers (80.9% of all households) plus roughly half of partially transit dependent households (9.1% of all households)
Share of Benefit from Transit Spending	Funding for each of six major transit operators apportioned by each operators' share of riders <u>with no access to an auto</u>	Funding for each of six major transit operators apportioned by each operators' share of riders <u>with access to an auto</u>
Share of Benefit from Road Spending	1.2% of all funding for streets and highways	98.8% of all funding for streets and highways

(4b) FY98-FY05 spending by transit dependent households

This is the same analysis as cell #4a performed on the last eight years of transportation spending, with the same caveat that only six major transit operators are covered. There is a similar decrease in the share of MTC discretionary spending on transit-dependent households when comparing future funding (2005-2030) to actual spending in the last eight years (FY98-FY05), likely due to the same expenditure patterns that are being picked up in cells #1a and #1b.

**Chart 4b: FY98-FY05 Transportation Programming & Allocations
Per Transit Dependent Household**



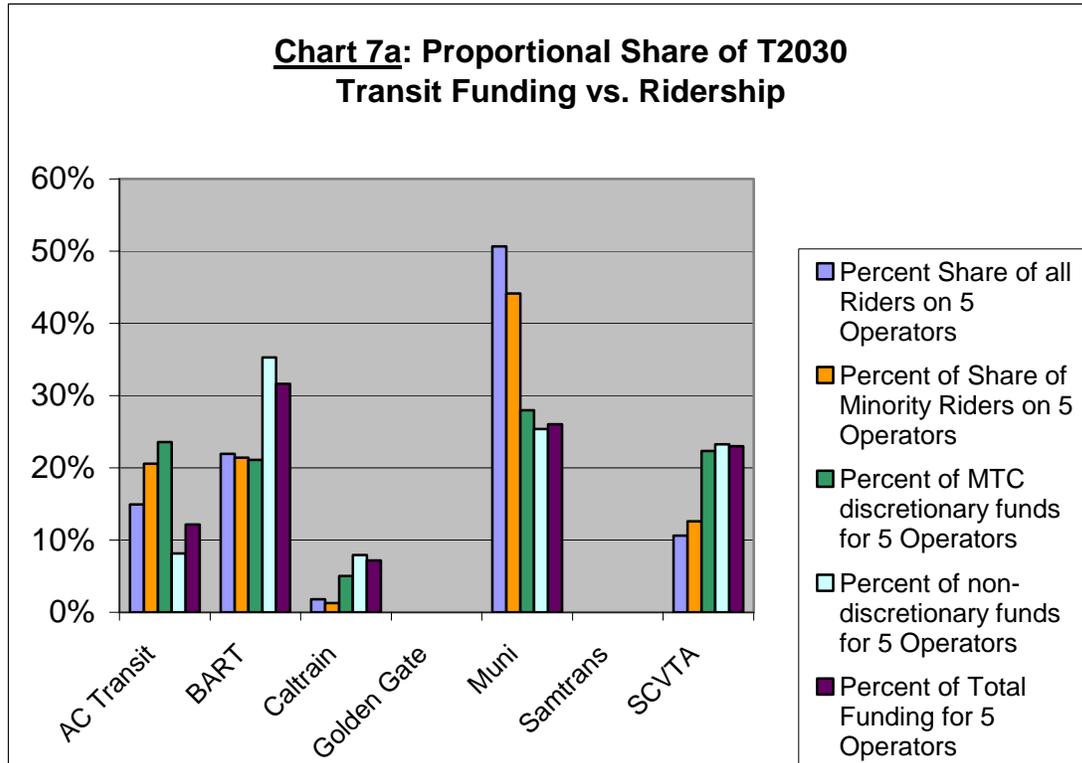
Specifically, the FY98-05 expenditures on state highways and bridge rehab is higher proportionally than that projected in T2030. This may be partly attributed to higher expenditures on the region’s bridges using RM1 funds, which are treated for the purposes of this analysis as an MTC discretionary action. Despite this decrease in proportional expenditures on transit-dependent households between T2030 and FY98-FY05, the analysis still shows significantly more expenditures per transit-dependent household than for non-transit dependent households for both MTC discretionary fund sources and non-discretionary funds.

(7a) T2030 funding by transit ridership

This analysis compares the proportion of all T2030 transit funding among five of the major transit operators (AC Transit, BART, Caltrain, MUNI and VTA) against the proportion of the total transit riders and the proportion of minority transit riders carried by these specific transit operators. Only the five transit operators that have conducted on-board surveys and have collected demographic data are included in this analysis. As noted above, the analysis would ideally analyze both race/ethnicity and income, but cannot incorporate this due to the limitations of the individual operator surveys.

As chart 7a shows, MTC discretionary funding is allocated in T2030 to AC Transit, Caltrain and VTA in greater proportion to the total share of either all riders or minority

riders. MTC's discretionary funds are allocated to MUNI in lesser proportion to their share of total riders or minority riders and to BART in roughly equal proportion to their share of total riders or minority riders. Non-discretionary funds are allocated showing a similar trend, except AC Transit receives less in proportion to their share of all riders or minority riders, and BART receives more.



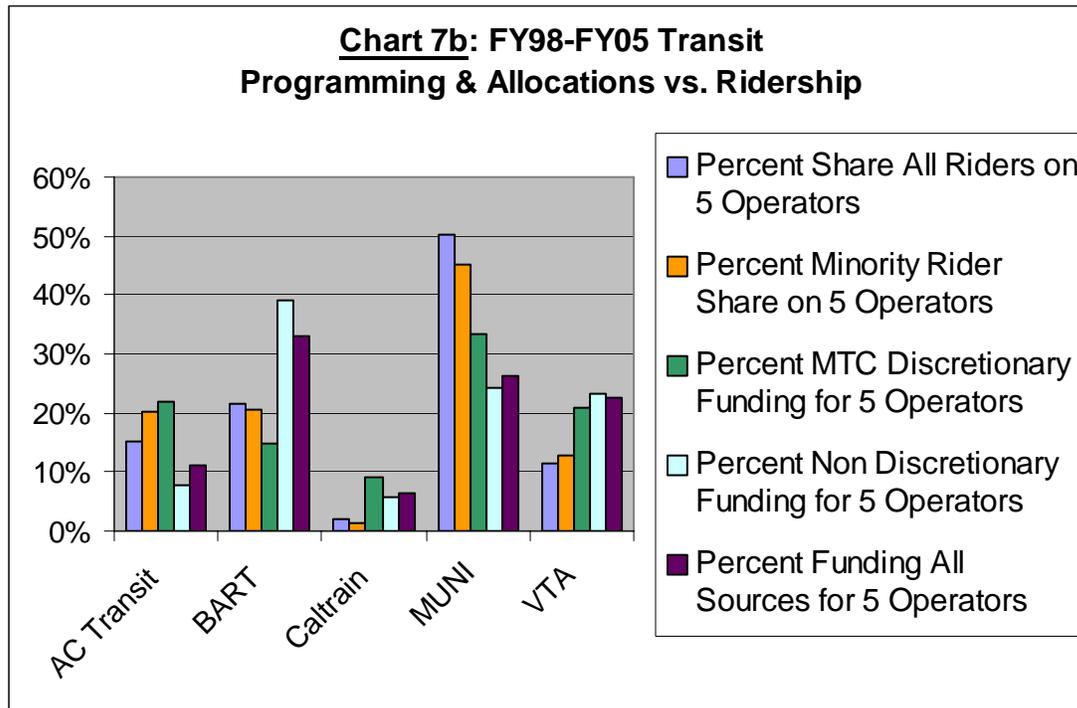
It should be noted that the primary driver of discretionary funding sources in T2030 are FTA formula funds, TDA funding for maintenance and operations respectively, and RM1 rail reserves for expansion projects. Based on this, funding distributions among transit operators were influenced by their qualifying capital need — as determined by operator-submitted inventories of capital funding shortfalls — and eligibility for urbanized area FTA formula funds. The RM1 rail reserves were attributed to BART expansions and the Transbay Terminal (not included in this analysis).

Whether any of the proportional shares shown in table #7a and chart #7a are measures that truly define equity — or how disproportionate funding shares to ridership shares have to become to be considered "inequitable" — is an unresolved question.

(7b) FY98-FY05 spending by transit ridership

This is the same analysis as #7a performed on the last eight years of transportation spending and with modal funding (e.g. bus and light rail) broken out for both VTA and MUNI in chart 7b2 (see below). An additional analysis of operating funding distributed

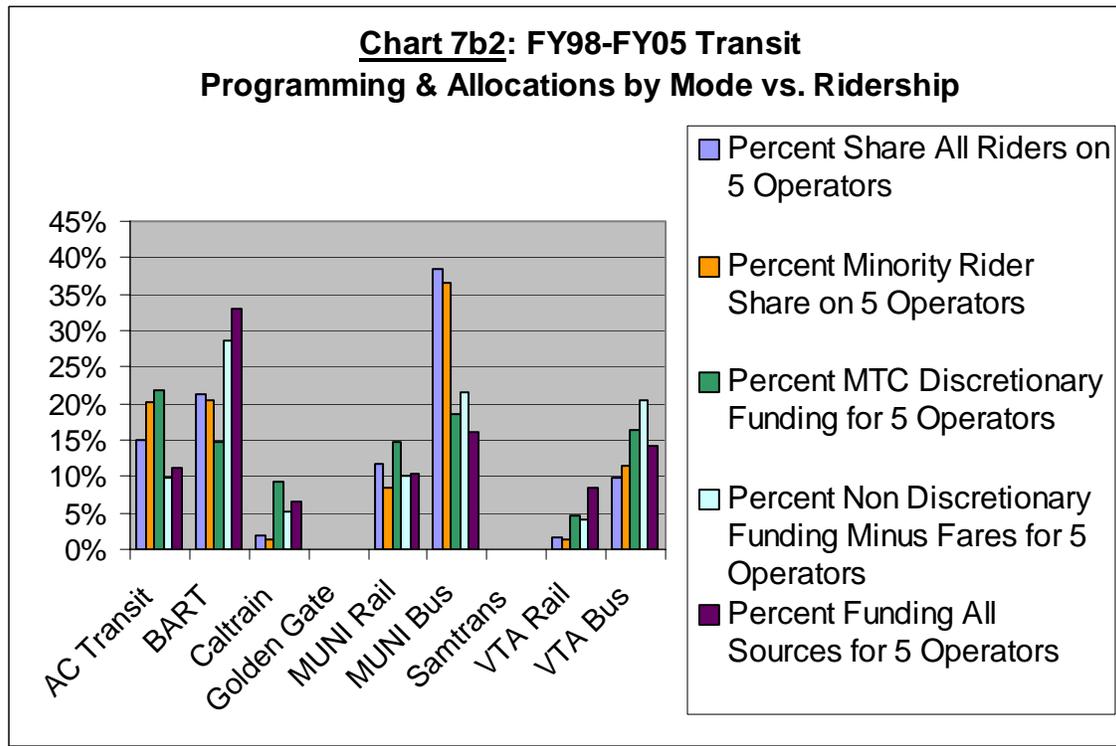
among the five transit agencies is provided in the Appendix as Chart #7b3. Proportional shares are almost identical to those in the T2030 analysis performed in cell #7a above, with the exception of a lower proportion of MTC discretionary funding expended on BART relative to ridership. The higher proportion of funding expended on Caltrain relative to T2030 funding reflects recent significant expenditures on the rehabilitation of the commuter rail system with FTA funds to bring the rail line up to standard.



A more detailed explanation for the funding patterns for analysis in both cell #7a and cell #7b includes:

- The use of a separate federal urbanized area formula for San Jose (and thus only VTA and Caltrain) that provides a greater guaranteed source of federal transit funding for the south bay (for federal funding purposes, San Jose is separate Urbanized Area and San Francisco and Oakland are combined to form another Urbanized Area).
- Significantly more sales tax-generated TDA funds (counted as MTC discretionary funds) for Santa Clara County (i.e. VTA) in part due to the Silicon Valley economy, while significantly less sales tax-generated TDA funds in smaller counties like San Francisco (i.e. MUNI).

- Significant sources of voter-approved and statutorily-enacted dedicated funding (i.e. non-discretionary funds) for BART and VTA that include sales taxes and the recently-approved seismic bond.
- BART's significant capital funding need and securing 80% of the STP transit shortfall based on that identified need.
- Fewer significant sources of any guaranteed funding (i.e. non-discretionary funds) dedicated to the particular operator such as a dedicated sales tax or property tax) for AC Transit, especially compared to other transit agencies.



Conclusion

(TBD pending discussion and recommendations from EJ Subcommittee)

**ATTACHMENT A:
MCAC Proposed Environmental Justice Principles**

Title: MTC and Environmental Justice

Opening Statement: To ensure that Environmental Justice is effectively incorporated into all of the Metropolitan Transportation Commission's planning, decision-making, funding and operations, the Minority Citizens Advisory Committee urges the Metropolitan Transportation Commission to adopt and implement the following principles.

Principles:

Principle #1 – Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them. *(Adopted by the Commission 3/22/06)*

Principle #2 – Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income. *(Adopted by the Commission 3/22/06)*

Principle #3 – *MTC should change its discretionary investment decisions and actions to mitigate identified inequities. (Not Adopted)*

Principle #4 – *Ensure that adverse or potentially adverse disproportionate project impacts on low-income and/or minority communities are addressed and mitigated by project sponsors prior to MTC project or funding approval. (Not Adopted)*

ATTACHMENT B: Definition of MTC Discretionary Fund Sources

Fund Sources	Total MTC Programmed and Allocated Funds for FY 2004-05
<u>Federal</u>	
FTA Section 5307	193,470,543
FTA Section 5309 Fixed Guideway	92,879,560
FTA Section 5310	2,655,000
FTA Section 5311	925,000
Surface Transportation Program (STP)	75,861,500
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	106,696,962
<u>State</u>	
State Transit Assistance (STA)	42,819,743
Regional Transportation Improvement Program (RTIP)	20,586,000
<u>Local</u>	
Transportation Development Act (TDA) Articles 4, 4.5 and 8	251,263,644
TDA Article 3	6,700,477
AB1107	59,457,522
AB664 Bridge Tolls	12, 860,559
Regional Measure 1 Bridge Toll Unrestricted 5% Funds	2,890,293
Regional Measure 1 Bridge Toll Ferryboat Capital 2% Funds	1,129,411
RM1 Regional Rail Extension Reserves	10,000,000
Regional Measure 1 Bridge Funds	164,122,844
Total	\$ 1,044,319,058

Mode (Operator/Jurisdiction)	Non-Discretionary Fund Sources
Transit (AC Transit)	Fares, Contract Service, Advertising, Federal Earmarks, Measure B County Sales Tax, Property Tax, AB434, Regional Measure 2 (RM2), Dumbarton Service Reimbursement, Interest on Investments
Transit (BART)	Fares, AB1107, Seismic Bond, Property Tax, Advertising, Measure B County Sales Tax, Federal and State Earmarks, Interregional Transportation Improvement Program (ITIP), Seismic Retrofit (State Funds), RM2, Transit Congestion Relief Plan (TCRP), Proposition 116, Interest on Investments
Transit (Caltrain)	Fares, Member Agency Subsidies, Rental Income, Federal Earmarks, ITIP, Advertising, TCRP, Prop. 116, Interest on Investments
Transit (GGBHTD)	Fares, Golden Gate Bridge Tolls, Federal Earmarks, ITIP, TCRP, RM2, Interest on Investments
Transit (Muni)	Fares, San Francisco General Fund, Parking and Traffic, BART ADA, Proposition K County Sales Tax, Federal and State Earmarks, Advertising, ITIP, TCRP, RM2, Prop. 116, Interest on Investments
Transit (SamTrans)	Fares, Measure A Property Tax, District ½ Cent Sales Tax, Federal and State Earmarks, Advertising, AB434, Rental Income, Interest on Investments
Transit (VTA)	Fares, Measure A Property Tax, ½ Cent Sales Tax, Advertising Income, ITIP, TCRP, Interest on Investments
Highways (Caltrans/CMAAs)	State Highway Operations and Protection Program (SHOPP), Highway Bridge Replacement and Rehabilitation Program (HBRR), Seismic Retrofit, ITIP, Sound Walls, Minor A Program, Gas Tax Subvention, TCRP, Federal and State Earmarks, RM2, County Transportation Sales Tax Measures
Local Streets and Roads (Cities)	HBRR, Seismic Retrofit, Railroad Highway Grade Crossing Protection Program, Hazard Elimination Safety Program, Seismic Retrofit, Safe Routes to School, General Fund, Gas Tax Subvention, Motor Vehicle License Fees, Local Measure Transportation Sales Tax, Bond Proceeds, Street Assessment Levies, General Fund, Traffic Safety Fund, Developer Fees, Public Utilities Code (Sections 99234 & 99400)
Local Streets and Roads (Counties)	HBRR, Seismic Retrofit, Emergency Relief, Safe Routes to School, Hazard Elimination Safety, Gas Tax Subvention, Motor Vehicle License Fees, Local Measure Transportation Sales Tax, Bond Proceeds, Interest on Investments, Road Taxes, Traffic Fines and Forfeitures, Public Utilities Code (Sections 99234 & 99400)

Notes:

1. The Transit property non-discretionary funds were developed by deducting the MTC discretionary funds from operators' National Transit Database Report.
2. The Highway non-discretionary funds were calculated by tallying Caltrans reports and highway expansion projects shown in MTC's Transportation Improvement Program (TIP). Local Streets and Roads non-discretionary funds were developed from MTC administered surveys, when available. When surveys were not available, MTC staff calculated the totals based on prior year expenditures.
3. The fund sources listed above for each jurisdiction are fund sources that the jurisdiction is eligible to receive. Because of the way that the non-discretionary amounts were developed, MTC cannot verify that all of the fund sources were actually expended during the period being evaluated from FY 2002-03 through FY 2004-05.

APPENDIX: DATA TABLES FOR ALL ANALYSES

Summary Table 1a: T2030 Funding by Community of Concern by Usage

	CoC	Non-CoC
MTC Discretionary Funding	\$15,982,000,000	\$18,761,000,000
Non-Discretionary Funding	\$32,946,000,000	\$50,716,000,000
2030 Population	3,091,179	5,689,138
2030 Households	981,590	2,205,002

Per Capita Funding	MTC Discretionary Funds	Non-Discretionary Funds
CoC	\$5,170	\$10,658
Non-CoC	\$3,298	\$8,915

Per Household Funding	MTC Discretionary Funds	Non-Discretionary Funds
CoC	\$16,282	\$33,564
Non-CoC	\$8,508	\$23,000

**Table 1b: FY98-FY05 Transportation Expenditures By Usage
(CoC vs. non-CoC)**

	MTC Discretionary	Non-Discretionary	TOTAL
Local Streets and Roads	\$452,730,467	\$2,133,976,101	\$2,586,706,568
State Highway Rehab	\$2,093,431,894	\$2,860,578,427	\$4,954,010,321
State Highway Expansion	\$1,513,537,018	\$1,384,097,847	\$2,897,634,865
Transit Capital (7 Major Operators Only)	\$2,346,494,009	\$4,871,153,249	\$7,217,647,258
Transit Operating (7 Major Operators)**	\$2,610,649,075	\$13,502,247,663	\$16,112,896,738
Subtotal Roads & Highways	\$4,059,699,379	\$6,378,652,375	\$10,438,351,754
Subtotal Transit (Major Operators)**	\$4,957,143,084	\$18,373,400,912	\$23,330,543,996
<i>Subtotal Transit (MINUS FARES)</i>		<i>\$14,904,671,540</i>	
TOTAL	\$9,016,842,463	\$24,752,053,287	\$33,768,895,750

Share Roads & Highways	45%	26%	31%
Share Transit	55%	74%	69%

	CoC	Non-Coc
2006 Auto Trip Share	28%	72%
2006 Transit Trips Share	44%	56%
2006 Population Share	33%	67%

	MTC Discretionary	Non-Discretionary	Subtotal
CoC Roads & Highways Spending	\$1,148,894,924	\$1,805,158,622	\$2,954,053,546
Non-Coc Roads & Highways Spending	\$2,910,804,455	\$4,573,493,753	\$7,484,298,208
CoC Transit Spending	\$2,166,271,528	\$8,029,176,199	\$10,195,447,726
Non-CoC Transit Spending	\$2,790,871,556	\$10,344,224,713	\$13,135,096,270
	\$9,016,842,463	\$24,752,053,287	\$33,768,895,750

	MTC Discretionary	Non-Discretionary	Subtotal
Total CoC Spending	\$3,315,166,452	\$9,834,334,821	\$13,149,501,273
Total Non-CoC Spending	\$5,701,676,011	\$14,917,718,466	\$20,619,394,477
	\$9,016,842,463	\$24,752,053,287	\$33,768,895,750

	CoC	Non_CoC	
2006 Population	2,411,570	4,849,069	7,260,639
2006 Households	749,167	1,856,307	2,605,474
Avg Household Size	3.2	2.6	2.8

Per Capita	MTC Discretionary	Non-Discretionary	Non-Disc Minus Fares
CoC Spending	\$1,375	\$4,078	\$3,449
Non-Coc Spending	\$1,176	\$3,076	\$2,674

Per Household	MTC Discretionary	Non-Discretionary
CoC Spending	\$4,425	\$13,127
Non-CoC Spending	\$3,072	\$8,036

** Major Operators Includes AC Transit, BART, Caltrain, Golden Gate, SF MUNI, Samtrans, VTA

Summary Table 4a: 2005-2030 Funding by Transit Dependent Household

	MTC	Discretionary	Non-Discretionary	Subtotal
Subtotal Roads & Highways	\$4,884,000,000	\$34,617,000,000		\$39,501,000,000
Transit Share for Transit Dependent Households	\$8,699,213,000	\$20,809,021,000		\$29,508,234,000
Transit Share for Choice Riders	\$8,936,570,000	\$27,640,210,000		\$36,576,780,000
Subtotal Transit (Major Operators)	\$17,635,783,000	\$48,449,231,000		\$66,085,014,000
TOTAL	\$22,519,783,000	\$83,066,231,000		\$105,586,014,000

Households in 2030	3,186,592
Transit Dependent Households as % of all households	14.5%
Zero Vehicle Household Roadway Usage	1.2%

	MTC	Discretionary	Non-Discretionary
Spending Per Transit Dependent Household	\$18,954	\$45,935	
Spending Per Non-Transit Dependent Household	\$5,051	\$22,698	

*NOTE: Only Major Operators Included in Analysis: AC Transit, BART, Caltrain, MUNI, Samtrans and VTA
 These are the only operators that collected data on auto availability for their passengers.*

Summary Table 4b: FY1998-FY2005 Programming by Transit Dependent Household

	MTC Discretionary	Non-Discretionary	TOTAL
Local Streets and Roads	\$452,730,467	\$2,133,976,101	\$2,586,706,568
State Highway Rehab	\$2,093,431,894	\$2,860,578,427	\$4,954,010,321
State Highway Expansion	\$1,513,537,018	\$1,384,097,847	\$2,897,634,865
Transit Capital (7 Major Operators Only)	\$2,346,494,009	\$4,871,153,249	\$7,217,647,258
Transit Operating (7 Major Operators)**	\$2,610,649,075	\$13,502,247,663	\$16,112,896,738
Subtotal Roads & Highways	\$4,059,699,379	\$6,378,652,375	\$10,438,351,754
Subtotal Transit (Major Operators)**	\$4,957,143,084	\$18,373,400,912	\$23,330,543,996
Percent Roads & Highways	45%	26%	31%
Percent Transit (Major Operators)**	55%	74%	69%
Transit Share for Transit Dependent Households	\$2,004,002,811	\$5,458,763,468	\$7,462,766,279
Transit-Share for non-Transit Dependent Households	\$2,385,600,987	\$8,243,999,706	\$10,629,600,693
TOTAL	\$9,016,842,463	\$24,752,053,287	\$33,768,895,750

Transit Dependent Households	
Households in 2000	2,466,000
Transit Dependent Household as %	14.5%
Zero Vehicle Household Benefit From Road Spending	1.2%

	MTC Discretionary	Non-Discretionary	Non Discretionary Minus Fares
Spending Per Transit Dependent Household	\$5,741	\$15,480	\$12,219
Spending Per Non-Transit Dependent Household	\$3,034	\$6,899	\$5,941

Notes: Transit Shares for Transit Dependent Riders Count Only Major Transit Operators

**Operators Included: AC Transit, BART, Caltrain, MUNI, Samtrans, VTA

TABLE 4b: Transit Programming Summary FY1998 - FY2005

	AC Transit	BART	Caltrain	Golden Gate	MUNI Rail	MUNI Bus	Samtrans	VTA Rail	VTA Bus	Total
Capital										
Discretionary	150,467,058	630,104,850	403,137,796		451,241,839	393,376,452		76,220,019	78,891,829	2,183,439,843
Non-Discretionary	133,317,276	2,077,749,492	309,264,845		399,961,949	224,013,816		1,049,788,469	434,047,109	4,628,142,956
Operating										
Discretionary	810,301,678	15,513,969	-		198,772,005	418,057,772		124,612,729	638,905,802	2,206,163,955
Non-Discretionary/Excluding Fares	583,206,712	1,686,410,427	306,492,819		596,931,466	1,276,055,314		233,483,811	1,207,916,202	5,890,496,751
Non-Discretionary/Fares	355,446,722	1,582,884,460	164,905,997		215,608,791	609,455,931		29,499,444	226,322,122	3,184,123,467
	AC Transit	BART	Caltrain		MUNI Rail	MUNI Bus		VTA Rail	VTA Bus	Total
Total Discretionary	960,768,736	645,618,819	403,137,796		650,013,844	811,434,224		200,832,748	717,797,631	4,389,603,798
Total Non Discretionary	1,071,970,710	5,347,044,379	780,663,661	-	1,212,502,206	2,109,525,061	-	1,312,771,724	1,868,285,433	13,702,763,174
Grand Total	2,032,739,446	5,992,663,198	1,183,801,457		1,862,516,050	2,920,959,285		1,513,604,472	2,586,083,064	18,092,366,972
Transit Dependent Riders	61%	25%	14%		33%	46%		50%	71%	
Discretionary Funds										
	AC Transit	BART	Caltrain	Golden Gate	MUNI Rail	MUNI Bus	Samtrans	VTA Rail	VTA Bus	Total
Share of Funding for Transit Dependent Riders	\$586,068,929	\$161,404,705	\$56,439,291	\$0	\$215,154,582	\$374,882,611	\$0	\$100,416,374	\$509,636,318	2,004,002,811
Share of Funding for Choice Riders	\$374,699,807	\$484,214,114	\$346,698,505	\$0	\$434,859,262	\$436,551,613	\$0	\$100,416,374	\$208,161,313	2,385,600,987
Non-Discretionary Funds										
Share of Funding for Transit Dependent Riders	\$653,902,133	\$1,336,761,095	\$109,292,913	\$0	\$401,338,230	\$974,600,578	\$0	\$656,385,862	\$1,326,482,657	5,458,763,468
Share of Funding for Choice Riders	\$418,068,577	\$4,010,283,284	\$671,370,748	\$0	\$811,163,976	\$1,134,924,483	\$0	\$656,385,862	\$541,802,776	8,243,999,706
Non-Discretionary Funds Minus Fares										
Share of Funding for Transit Dependent Riders	\$437,079,633	\$941,039,980	\$86,206,073	\$0	\$329,971,720	\$693,031,938	\$0	\$641,636,140	\$1,165,793,951	4,294,759,435
Share of Funding for Choice Riders	\$279,444,355	\$2,823,119,939	\$529,551,591	\$0	\$666,921,695	\$807,037,192	\$0	\$641,636,140	\$476,169,360	6,223,880,272

TABLE 7b: Transit Programming Summary FY1998 - FY2005

	AC Transit	BART	Caltrain	MUNI	VTA	Total
Capital						
Discretionary	150,467,058	630,104,850	403,137,796	844,618,291	155,111,848	2,183,439,843
Non-Discretionary	133,317,276	2,077,749,492	309,264,845	623,975,765	1,483,835,578	4,628,142,956
Operating						
Discretionary	810,301,678	15,513,969	-	616,829,777	763,518,531	2,206,163,955
Non-Discretionary/Excluding Fares	583,206,712	1,686,410,427	306,492,819	1,872,986,780	1,441,400,013	5,890,496,751
Non-Discretionary/Fares	355,446,722	1,582,884,460	164,905,997	825,064,722	255,821,566	3,184,123,467
	AC Transit	BART	Caltrain			Total
Total Discretionary	960,768,736	645,618,819	403,137,796	1,461,448,068	918,630,379	4,389,603,798
Total Non Discretionary	1,071,970,710	5,347,044,379	780,663,661	3,322,027,267	3,181,057,157	13,702,763,174
Grand Total	2,032,739,446	5,992,663,198	1,183,801,457	4,783,475,335	4,099,687,536	18,092,366,972
% of Operator Total						
	AC Transit	BART	Caltrain	MUNI	VTA	Total
Discretionary	47%	11%	34%	31%	22%	24%
Non Discretionary	53%	89%	66%	69%	78%	76%
% of Regional Total						
Discretionary	22%	15%	9%	33%	21%	100%
Non Discretionary	8%	39%	6%	24%	23%	100%
Total Ridership (FY98-FY05)						
Total Ridership (FY98-FY05)	532,535	757,486	68,232	1,780,697	399,710	3,538,660
Percent Minority Ridership	79%	57%	40%	53%	68%	59%
Total Minority Ridership (FY98-FY05)	420,703	428,737	27,293	942,956	271,271	2,090,960
Percent Share All Riders on 5 Operators						
Percent Share All Riders on 5 Operators	15%	21%	2%	50%	11%	89%
Percent Minority Rider Share on 5 Operators	20%	21%	1%	45%	13%	100%
Percent MTC Discretionary Funding for 5 Operators	22%	15%	9%	33%	21%	100%
Percent Non Discretionary Funding for 5 Operators	8%	39%	6%	24%	23%	100%
Percent Funding All Sources for 5 Operators	11%	33%	7%	26%	23%	100%

TABLE 7b2: Transit Programming Summary by Mode FY1998 - FY2005

	AC Transit	BART	Caltrain	Golden Gate	MUNI Rail	MUNI Bus	Samtrans	VTA Rail
Capital								
Discretionary	150,467,058	630,104,850	403,137,796		451,241,839	393,376,452		76,220,019
Non-Discretionary	133,317,276	2,077,749,492	309,264,845		399,961,949	224,013,816		1,049,788,469
Operating								
Discretionary	810,301,678	15,513,969	-		198,772,005	418,057,772		124,612,729
Non-Discretionary/Excluding Fares	583,206,712	1,686,410,427	306,492,819		596,931,466	1,276,055,314		233,483,811
Non-Discretionary/Fares	355,446,722	1,582,884,460	164,905,997		215,608,791	609,455,931		29,499,444
	AC Transit	BART	Caltrain		MUNI Rail	MUNI Bus		VTA Rail
Total Discretionary	960,768,736	645,618,819	403,137,796		650,013,844	811,434,224		200,832,748
Total Non Discretionary	1,071,970,710	5,347,044,379	780,663,661	-	1,212,502,206	2,109,525,061	-	1,312,771,724
Grand Total	2,032,739,446	5,992,663,198	1,183,801,457		1,862,516,050	2,920,959,285		1,513,604,472
% of Operator Total								
	AC Transit	BART	Caltrain		MUNI Rail	MUNI Bus		VTA Rail
Discretionary	47%	11%	34%		35%	28%		13%
Non Discretionary	53%	89%	66%		65%	72%		87%
% of Regional Total								
Discretionary	22%	15%	9%		15%	18%		5%
Non Discretionary	8%	39%	6%		9%	15%		10%
Total Ridership (FY98-FY05)								
Total Ridership (FY98-FY05)	532,535	757,486	68,232		417,182	1,363,515		56,830
Percent Minority Ridership	79%	57%	40%		43%	56%		55%
Total Minority Ridership (FY98-FY05)	420,703	428,737	27,293		179,388	763,568		31,257
Percent Share All Riders on 5 Operators								
Percent Share All Riders on 5 Operators	15%	21%	2%		12%	39%		2%
Percent Minority Rider Share on 5 Operators	20%	21%	1%	TBD	9%	37%	TBD	1%
Percent MTC Discretionary Funding for 5 Operators	22%	15%	9%		15%	18%		5%
Percent Non Discretionary Funding Minus Fares for 5 Opera	10%	29%	5%		10%	22%		4%
Percent Funding All Sources for 5 Operators	11%	33%	7%		10%	16%		8%

**Chart 7b3: FY98-FY05 Transit
Operating Expenditures vs. Minority Ridership**

