

BART, Caltrain among four local rail transit projects to win cap-and-trade grants

By Jody Meacham, jmeacham@bizjournals.com



The cap-and-trade grants will help pay for BART's extension to downtown San Jose and...

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Four passenger rail improvement projects affecting Silicon Valley were among 14 projects statewide that won multimillion-dollar grants Tuesday from California's cap-and-trade market revenues.

The projects include bringing BART to downtown San Jose, Caltrain electrification and improvements to ACE and Capitol Corridor service.

"It is one more step to removing barriers to sustained economic growth and improved quality of life for Valley residents," said [Carl Guardino](#), a member of the California State Transportation Agency that awarded the grants. He is also a leader in the campaign to pass a half-cent transportation improvement sales tax, in his role as CEO of the [Silicon Valley Leadership Group](#).

The grants came from the state's Transit and Intercity Rail Capital Program (TIRCP) — one of four programs including high-speed rail, low-carbon transit and affordable housing that receive continuing appropriations of cap-and-trade revenues. The grants totaled \$391 million statewide toward projects worth a combined \$3.9 billion.

The four projects affecting San Jose are worth a combined \$543 million and received \$65.5 million.

The BART extension will require approval of two-thirds of Santa Clara County voters in November to go forward.

[Nuria Fernandez](#), general manager and CEO of the [Santa Clara Valley Transportation Authority](#), which is responsible for building BART's extension into San Jose, said the grant "is a step forward in realizing the full vision of BART Silicon Valley."

Here's a breakdown of the grants:

- **Peninsula Corridor Joint Powers Board, \$20 million:** This is Caltrain's governing body. The money is part of a \$1.9 billion project that will electrify the line between San Jose and San Francisco by 2021, buy new electric trains and prepare for the arrival of high-speed trains in 2025.
- **VTA, \$20 million:** VTA will open Phase I of its BART extension to San Jose next year, which stretches from Milpitas to a new station in Berryessa. The grant is part of the \$247 million Phase II project to extend BART from Berryessa to Diridon Station and Santa Clara by 2025.
- **San Joaquin Regional Rail Commission, \$16.5 million:** This goes toward a \$19 million project to increase the capacity of ACE (Altamont Corridor Express) trains that travel weekdays between Stockton and San Jose. It will lengthen station platforms to accommodate eight-car trains at Lathrop, Tracy, Vasco, Livermore and Pleasanton and buy a new locomotive capable of pulling longer, heavier trains.
- **Capitol Corridor Joint Powers Authority, \$9 million:** This is the authority that operates the seven daily Capitol Corridor roundtrips between San Jose and Sacramento. The grant will help pay for a \$79 million project to add two morning and two evening trains between Sacramento and Roseville, which also extends passenger travel from San Jose. The work includes a third track and new bridge on the route, a second platform at the Roseville station and storage tracks so that three trains can overnight in Roseville.

California's cap-and-trade market is a product of the state's 2006 Global Warming Solutions Act, which commits the state to reducing its emission of greenhouse gases — primarily carbon dioxide — by selling pollution allowances to businesses.

The cost of the allowances, sold at four yearly auctions, is a financial incentive to reduce carbon emissions. The revenue is used by the state to fund projects that reduce greenhouse gases. The largest source of those gases is transportation.

The 14 projects that won TIRCP grants are forecast to reduce carbon emissions by more than 4 million tons.

Jody Meacham is a reporter for the Silicon Valley Business Journal.