



Major Project Advancement Policy Update and Revisions

Programming and Allocations Committee
February 8, 2023

MAP Overview

- The MAP was adopted in October 2022 to support implementation of Plan Bay Area 2050 and deliver the Bay Area's major transportation projects
- The adopted MAP includes a project list and funding endorsement table with funding details for Level 1 megaprojects
- Staff committed to future MAP updates to further develop MTC's role in risk management and ensure consistency with regional policies in coordination with existing FTA and project sponsor risk management programs

Proposed 2023 MAP Update

1. February – Information item on MAP Stage Gate Evaluation Policy and Procedure and MAP Programmatic Categories
2. March – Information item with proposed updates to MAP Endorsement Table based on new project cost information, funding awards and newly identified funding sources
3. April – Consider adoption of MAP Revisions
 1. Revised Endorsement Table
 2. Stage Gate Evaluation Policy and Procedure
 3. Programmatic Categories including establishing MAP Level assignments for some categories

Adopted MAP Funding Endorsement Table

Proposed Updates to Be Included in March

in millions

Project/Program Title	Sponsor	Cost	Funding Gap	CIG	Other Federal	TIRCP Base	TIRCP Augment 1*	TIRCP Augment 2	SB1	Other State	Other Local/Regional	Anticipated	Total Endorsement												
Revenue Envelope:				\$	5.8	\$	8.8	\$	2.5	\$	1.30	\$	0.8	\$	2.3	\$	2.1	\$	3.8	\$	10.6	\$	38.1		
Level 1 -- Projects In, or Nearing Construction																									
Peninsula Corridor Electrification Project	Caltrain	\$ 2.4	\$ 0.41	\$	0.05	\$	0.06	\$	-	\$	0.30	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.41
BART Core Capacity Program	BART	\$ 4.4	\$ 0.66	\$	0.06	\$	-	\$	-	\$	0.25	\$	0.35	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.66
BART to Silicon Valley Phase II	VTA	\$ 9.0	\$ 3.29	\$	2.1	\$	-	\$	-	\$	0.45	\$	0.30	\$	-	\$	-	\$	-	\$	0.5	\$	-	\$	3.30
Level 1 Megaprojects Contingency	N/A	\$ 0.5	\$ 0.40	\$	-	\$	0.05	\$	-	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	-	\$	0.3	\$	0.40
Level 1 ZEB Projects		\$ 1.3	\$ 1.31	\$	-	\$	1.11	\$	0.10	\$	0.10	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1.31
Level 1 BRT Projects		\$ 0.4	\$ 0.33	\$	0.3	\$	0.03	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.33
Transit Service Improvements and Modernization		\$ 1.3	\$ 0.75	\$	-	\$	0.31	\$	0.35	\$	-	\$	-	\$	0.1	\$	-	\$	-	\$	-	\$	-	\$	0.75
Grade Separations		\$ 0.3	\$ 0.15	\$	-	\$	0.05	\$	-	\$	0.1	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.15
Express Lanes Projects		\$ 1.0	\$ 0.96	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.3	\$	-	\$	-	\$	-	\$	0.6	\$	0.96
Other Roadway/ATP Projects Under \$250 M		\$ 0.3	\$ 0.25	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.1	\$	0.1	\$	-	\$	-	\$	-	\$	0.25
Level 1 Subtotal		\$ 20.9	\$ 8.5	\$	2.5	\$	1.7	\$	0.5	\$	1.2	\$	0.8	\$	0.4	\$	-	\$	0.5	\$	0.8	\$	0.8	\$	8.5
Level 2 -- Projects Ready for Construction																									
Revenue Envelope:				\$	3.3	\$	7.1	\$	2.0	\$	0.1	\$	0.1	\$	1.9	\$	2.1	\$	3.3	\$	9.8	\$	29.6		
Caltrain Downtown Extension (DTX)**	TJPA	\$ 6.5	\$ 4.2				\$ 0.50	\$ 0.06																	\$ -
Valley Link Rail Project - Initial Operating Segment	Valley Link	\$ 1.9	\$ 1.2				\$ 0.30	\$ 0.04																	\$ -
Level 2 Megaprojects Contingency	N/A	\$ 0.4	\$ 0.4																						\$ -
Level 2 ZEB Projects		\$ 1.3	\$ 1.3				\$ 0.10			\$ 0.05															\$ -
Level 2 BRT Projects		\$ 0.3	\$ 0.3																						\$ -
Transit Service Improvements and Modernization		\$ 1.0	\$ 0.7				\$ 0.30																		\$ -
Grade Separations		\$ 0.8	\$ 0.7																						\$ -
Express Lanes Projects		\$ 1.0	\$ 1.0																						\$ -
Goods Movement		\$ 0.6	\$ 0.3																						\$ -
Roadway-Other		\$ 0.7	\$ 0.7																						\$ -
Level 2 Subtotal		\$ 14.4	\$ 10.7	\$	-	\$	-	\$	1.2	\$	0.1	\$	0.1	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

= Likely future endorsement areas

* MTC proposes to limit TIRCP Augment 1 endorsements for existing TIRCP projects to Level 1 Megaprojects

**The DTX project cost increase is attributable to inclusion of construction cost for the trainbox under the Salesforce Center that was completed in 2018.



Adopted TIRCP Framework

Attachment A-1

Transit and Intercity Rail Capital (TIRCP) Framework (all values in \$ millions)

Attachment A-1
Resolution No. 4130
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Revised TIRCP Framework

Agency	Project/Category	Base TIRCP	Augment 1	Augment 2	Total
BART	Transbay Corridor Core Capacity and Facilities		250	350	600
SFMTA	<i>Fleet Expansion and ZEB Transition</i>	368			368
	<i>Facilities</i>	67			67
	<i>Core Capacity Study Projects/ BRT</i>	79.3			79
	SFMTA Total	514			514
AC Transit	<i>Fleet Expansion and ZEB Transition</i>	76			76
	<i>Facilities</i>	50			50
	<i>Major Corridors</i>	200			200
	AC Transit Total	326			326
VTA	BART to Silicon Valley Phase II		450	300	750
Caltrain	Peninsula Corridor Electrification Project		300		300
TJPA	Downtown Rail Extension*	500	60		560
TVSJVRRRA	Valley Link*	300	40		340
Multiple Operators	Grade Separations**; Zero-Emission Transition Projects**; TBD Transit Modernization and Expansion Projects***; Regional Contingency	860	200	150	1,210
Region Total		2500	1300	800	4,600

1. Updates to Project Costs and Funding

- Update the funding endorsement table to reflect:
 - Announced cost increases to megaprojects since October 2022
 - Announced grant awards, sales tax expenditure plan approvals, other new funding
- Consider any rebalancing of endorsement table based on announced awards or new funding availability
- March 2023 and future MAP Endorsement table updates are dependent on timing of state and federal awards, such as expected TIRCP Augment 1 awards and finalization of the State budget which establishes TIRCP Augment 2 funding amounts

1. Proposed Cost and Funding Changes For March 2023

- Peninsula Corridor Electrification Project – Awarded \$367M in TIRCP Augment 1 on Jan 31, 2023
 - Endorsement table to be updated to reflect federal and state grant awards
- BART Core Capacity Program – Awarded \$250M in TIRCP Augment 1 on Jan 31, 2023
 - Endorsement table to be updated to reflect federal and state grant awards
- BART to Silicon Valley Phase II - Awarded \$375M in TIRCP Augment 1 on Jan 31, 2023
 - Endorsement table to be updated to reflect updated project cost, transition into the federal FTA New Starts program and projected federal FTA New Starts funding amount, and to reflect state grant award.
- Caltrain Downtown Extension (DTX)
 - Endorsement table to be updated to reflect updated project cost and to reflect state grant award and additional local funding
- Other projects may also be updated based on latest information available in March 2023

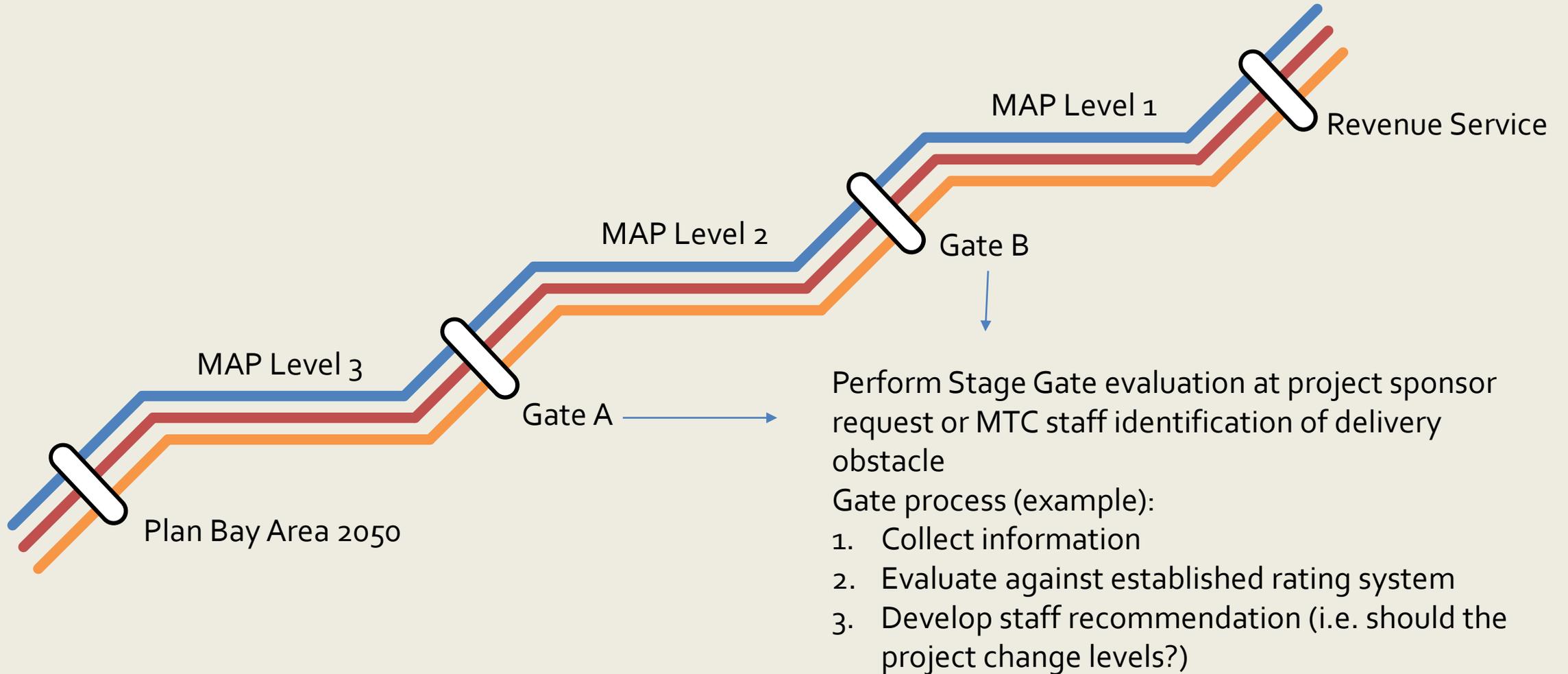
2. Adopt Stage Gate Evaluation Policy and Procedure

- Establish Principles for Stage Gate Evaluation
- Establish framework for Evaluations focused on:
 - Cost and Funding
 - Adherence to Plan Bay Area and regional policies
 - Risk Management through partnerships with sponsors, funding partners and transit providers
- Establish process for Evaluations
 - Requests for entry into MAP or movement between MAP Levels
 - Evaluation Components
 - Recommendations to MTC for action

Stage Gate Evaluation Process –Principles Under Consideration

1. Focus on the needs and experience of the customer
2. Adapt to Plan Bay Area updates and fiscal constraint of Plan
3. Provide regional leadership and partnership to assist in delivering projects
4. Grow the partnership with the state and federal governments to improve the regional transportation system
5. Develop a regional forum of peers with expertise in project delivery

Stage Gate Process - Illustration



Stage Gate Evaluation Process – Example

1. Project sponsor requests to be reassigned MAP level OR MTC staff identifies project with potential delivery obstacles
2. MTC staff/Consultant develop evaluation process specific to the project
 - a. Establish Inputs (funding, policy reinforcement, and risk evaluation)
 - b. Establish Evaluation/Rating System
3. MTC requests further detail needed to conduct evaluation from project sponsor
4. MTC/Consultant establish recommendations (advance level, keep current level, etc.)
5. MTC/Consultant produce report and recommendation for Commission n

Stage Gate Evaluation - Policy Reinforcements Under Consideration

Example Project	All Modes Criteria		Transit-Only Criteria						Road-Only Criteria	
	Aligned with CAPTI	Consistent with PBA, no significant cost or scope change	TOC Policy – Res. And Com. Densities	TOC Policy – 3 Ps Housing	TOC Policy – Parking	TOC Policy – Station Access	Fares – Clipper START	Fares – Bay Pass	Express Lanes Strategic Plan	Vision Zero
Infill Station	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Grade Separation	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Transit Enhancement	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Commuter Rail Extension	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Express Lane HOV Conversion	✓	✓	NA	NA	NA	NA	NA	NA	✓	✓
Other Roadway Improvements	✓	✓	NA	NA	NA	NA	NA	NA	NA	✓

*Evaluation recommendations may include potential remedies if a criteria is not met

Stage Gate Evaluation - Risk Components

- Assessment of Project Capital and Operating Cost and Funding
- Project Development and Construction - existing FTA Risk Management Process
- Governance/Administration/Network Integration
- Transparency to public/riders, funding partners, transit partners
- Other Risk Components specific to projects

3. Programmatic Categories

- Adopted MAP includes six programmatic categories for projects under \$1 billion in capital cost
- Staff propose to address evaluation and prioritization of projects for each category separately, accounting for differences between the types of projects in each category, with potential Level assignments for some categories.

Proposed Programmatic Categories – Next Steps

Proposed Categories	Status/Next Step	Establish Levels in MAP
Express Lanes	Develop Regional Strategic Plan	Summer 2023
Grade Separations	Assign Projects to MAP Levels in Summer 2023 – Consistent with BIL Strategy	Summer 2023
Zero Emission Transit Transition	Develop Regional Strategic Plan - Identify Level 1 projects for 2023 federal funding cycle	Summer 2023
Transit Expansion <i>(Formerly Bus Rapid Transit . Expand category to include expansion projects from other transit modes)</i>	Continue to work with transit operators to identify projects for FTA Small Starts and other funding opportunities	TBD
Transit Priority, Networks, and State of Good Repair <i>(Formerly Transit Service Improvements and Modernization. Includes all projects in existing category minus projects moved to Major Transit Expansion; Elevates transit priority projects)</i>	February 2023 – MTC to award \$21 million for transit priority projects through Transit Priority Initiative program 2023 – 2024 – Inventory and identify additional projects and develop MAP Levels for funding opportunities.	Late 2023
Goods Movement <i>(New category including some projects from "Other Roadway")</i>	Assign Projects to MAP Levels in March 2023 – Consistent with BIL Strategy	Summer 2023
Other Roadway <i>(Same as existing minus Goods Movement projects)</i>	Assign Projects to MAP Levels in March 2023 – Consistent with BIL Strategy	Summer 2023