

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**February 9, 2021**

**Agenda Item 4a - 22-0085**

**MTC Resolution No. 4130, Revised and Transit and Intercity Rail Capital Program Cycle 5  
Regional Endorsements**

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**Subject:**

Revision to MTC's Cap and Trade Framework and recommended projects for regional endorsement for Cycle 5 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework.

**Background:**

The TIRCP program funds projects that will modernize California's rail, bus, and ferry transit systems to reduce greenhouse gas emissions, vehicle miles traveled, and congestion. The program receives funds from both Cap and Trade Auctions and Senate Bill 1. Four TIRCP award cycles have been completed, during which MTC has endorsed and advocated for projects consistent with the Cap and Trade Framework.

**TIRCP 2022 Call for Projects**

The California State Transportation Agency (CalSTA) released a call for projects for a new five-year program of projects, with an estimated \$500 to \$600 million available in new programming capacity for Cycle 5. Applications are due March 3, 2022. Significant additional funding identified from the Governor's proposed State Transportation Infrastructure Package may be made available through another call for projects within the next year.

Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff have reviewed project applications and will be providing letters of consistency based on Plan Bay Area 2050. As of this meeting, there are 16 applications planned from the Bay Area totaling up to \$1.36 billion in requests, as detailed in Attachment D.

In addition to confirming consistency with Plan Bay Area 2050, MTC has an opportunity to endorse certain applications from sponsors in the region. MTC's TIRCP Framework, part of an overall Cap and Trade Framework in MTC Resolution No. 4130, Revised, sets regional targets and priorities to guide MTC endorsements for each round. The Framework was developed to

implement and prioritize near term projects as identified in Plan Bay Area 2040, with a focus on the region's core capacity transit needs and projects and programs with strong performance. While the region has been successful in securing \$1.7 billion to advance the Framework priorities, significant needs remain, primarily for SFMTA and AC Transit Core Capacity projects. With the approval of Plan Bay Area 2050 as well as evolving regional priorities, ongoing effects of the COVID-19 pandemic, and newly available federal and state funding, there is an opportunity to update and modernize the framework.

### **Updating the TIRCP Framework**

Attachment A to this item provides a detailed description of staff's proposed principles and a three-step strategy for updating the TIRCP framework over the next year. In short:

1. Maintain the current framework for the current call for projects, with continued focus on the region's core capacity needs. In recognition of new TIRCP eligibility for zero-emission bus (ZEB) projects, allow for ZEB transition core capacity projects in addition to fleet expansion. In recognition of continued demand for projects not listed in the framework, increase the maximum endorsement of these projects from \$15 million to \$25 million.
2. In response to the unique opportunity from the proposed TIRCP general fund augmentation, advocate for additional funding to complete framework projects under construction or soon entering construction that have funding gaps. These include projects with previous TIRCP awards such as BART's Transbay Corridor Core Capacity program Caltrain Electrification, and BART to Silicon Valley Phase II, which need additional funds for completion but are not currently eligible for additional TIRCP funds per program guidelines.
3. For both proposed TIRCP augmentation and future rounds of the program, conduct a framework refresh that focuses on the next generation of transit expansion projects listed in Tier 1 of Plan Bay Area 2050. In coordination with the development of strategy for federal Bipartisan Infrastructure Law funds, this update should be developed with partner agencies and focus on TIRCP as a critical component of full project funding plans. These projects may include but are not limited to Caltrain Downtown Extension, Valley Link,

and I-680 Express Bus, all of which are also applying in the current TIRCP funding round.

Consistent with step one, staff recommends the commission approve a minor revision to the Cap and Trade Framework – MTC Resolution No. 4130, Revised. Future updates to the framework and other related materials will be brought to the Commission for consideration as funding is available.

### **TIRCP Cycle 5 Endorsements**

Staff recommends endorsing to CalSTA the projects consistent with the revised TIRCP framework as recommended in this item. Proposed endorsements total \$401 million, representing approximately 70% of statewide programming capacity, and are shown in Attachment D.

Project sponsors may apply for funds regardless of MTC's endorsement. However, given the prior adoption of a regional framework which has not been fully funded and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse, and thus encourage CalSTA to focus TIRCP investment on, several key projects.

Some projects are recommended for endorsement at a lower amount than their planned application. Details on these recommendations are included in Attachment A.

### **Recommendations:**

Refer MTC Resolution No. 4130, Revised and the TIRCP Endorsement List to the Commission for approval

### **Attachments:**

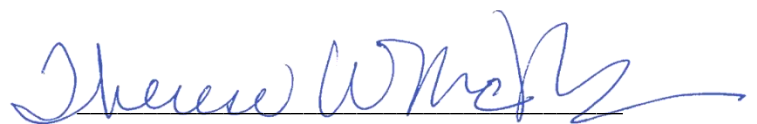
Attachment A: Principles and Recommended Strategy for Updating the TIRCP Framework

Attachment B: MTC Resolution No. 4130, Revised

Attachment C: Bay Area TIRCP Applications – Previous Awards, Requests, and Endorsements

Attachment D: TIRCP Endorsement List

Attachment E: Presentation



Therese W. McMillan

## Principles and Recommended Strategy for Updating the TIRCP

### Framework

#### **Principles for Updating the TIRCP Framework**

To help prioritize projects for funding from the TIRCP program, staff proposes the following principles to guide this and future updates to the TIRCP framework and endorsements for this round of funding:

1. Continue to support the existing framework, focused on the core capacity needs of the region, recognizing that some revisions will be necessary due to changing conditions and priorities.
2. Prioritize addressing funding gaps on existing high performing and priority TIRCP framework projects under construction and soon to be under construction.
3. Create a comprehensive funding framework for Plan Bay Area 2050 Tier 1 priorities, Zero-Emission Bus (ZEB) transition, and Bus Priority/Bus Rapid Transit-like efforts, leveraging near-term opportunities from the Bipartisan Infrastructure Law and the state budget augmentation.

#### **Recommended Strategy for TIRCP 2022 and Beyond**

Staff recommend a three-step strategy for updating the TIRCP framework to be taken in stages aligned with the current and future TIRCP calls for projects and other future funding availability. In order, the recommended steps are:

1. For the current call for projects, maintain the existing framework that focuses on the region's core capacity needs, making only a limited update by revising MTC Resolution No. 4130, Revised as follows:
  - a. Increase endorsement limit for projects not named in the framework to \$25 million and revise this category to include ZEB transition projects;
  - b. Revise AC Transit and SFMTA's fleet expansion and facilities projects to include ZEB transition;

2. In discussions regarding proposed TIRCP augmentation from the general fund, prioritize addressing funding gaps on existing regionally significant projects already in the TIRCP framework, including Caltrain Electrification, BART to Silicon Valley Phase 2, and BART Core Capacity. This would require adding TIRCP capacity for these projects to the TIRCP framework, and may require advocacy for legislative direction or program guidelines changes to allow for additional TIRCP funding to be added to these projects.
3. For both proposed TIRCP augmentation and future rounds of the program, consider a framework refresh that focuses on the next generation of transit expansion projects listed in Tier 1 of Plan Bay Area 2050. In coordination with the development of strategy for federal Bipartisan Infrastructure Law funds, this update should be developed with partner agencies and focus on TIRCP as a critical component of full project funding plans. These projects may include Caltrain Downtown Extension, Valley Link, and I-680 Express Bus, all of which are also applying in the current TIRCP funding round.

### **Projects Recommended for Endorsement at a Lower Amount Than Requested**

Two operators with core capacity projects in the framework are not submitting framework projects but are planning to apply to TIRCP for other projects not listed in the framework. Staff recommend endorsing both for the maximum allowed for projects not named in the framework, recognizing the limited scope of the current framework and opportunity for a larger revision of the framework. Both projects plan to apply for more than this maximum:

- BART Station and Station Area Improvements to Support Transit Oriented Development: \$80 million request to the state, recommended for \$25 million MTC endorsement.
- VTA Eastridge to BART Regional Connector: \$30 million request to the state, recommended for \$25 million MTC endorsement

Three new major capital projects not named in the TIRCP framework plan to apply to TIRCP this round. Following the principles and strategy listed in Attachment A, staff do not recommend adding these to the framework this round and instead recommend endorsing these projects for the maximum allowed for projects not named in the framework. In the coming months and in anticipation of a potential augmentation to TIRCP through the state budget, staff will recommend more significant updates to the framework taking these projects into consideration:

- TJPA Downtown Rail Extension: \$800 million request, recommended for \$25 million MTC endorsement.
- CCTA/LAVTA/County Connection I-680 Express Bus: \$120 million request, recommended for \$25 million MTC endorsement.
- Valley Link Hydrogen Plant and Storage: \$40-50 million request, recommended for \$25 million MTC endorsement, recognizing synergy with the Megaregion Dozen priorities.

In particular, TJPA's \$800 million request, which exceeds the amount available statewide in this call for projects but represents a proposed state contribution to the project as they pursue federal New Starts funding, speaks to the opportunity to consider a framework update that incorporates full funding plans to move the next generation of projects to construction over future rounds of TIRCP.

Date: December 18, 2013  
W.I.: 1515  
Referred by: PAC  
Revised: 04/27/16-C 11/20/19-C  
02/23/22-C

### ABSTRACT

Resolution No. 4130, Revised

This resolution establishes the Cap and Trade Funding Framework and Process Development Guidelines.

This resolution includes the following attachments:

A – Cap and Trade Funding Framework

B – Guideline Development Process

This resolution was revised on April 27, 2016 to update the Cap and Trade Funding Framework.

This resolution was revised on November 20, 2019 to update the Transit and Intercity Rail Capital Program sections of the Cap and Trade Funding Framework.

This resolution was revised on February 23, 2022 to update the Transit and Intercity Rail Capital Program sections of the Cap and Trade Funding Framework.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated November 13, 2013, December 11, 2013, April 13, 2016, November 13, 2019, and February 9, 2022, and the Commission handouts of December 18, 2013.

Date: December 18, 2013  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Funding Framework and Process Development Guidelines

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4130

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, the Plan directs a significant portion of the revenue generated from Cap and Trade funding be dedicated to unmet transit needs as a robust and efficient public transit network is critical for the Plan's compact land use strategy focused around existing and planned transit nodes; now therefore be it



RESOLVED, that the Cap and Trade Funding Framework is a comprehensive strategy for reducing greenhouse gas emissions as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that Attachment B sets forth the Project Selection Process Development Guidelines for all funding categories with the exception of the Transit Core Capacity Challenge Grant Program; and be it further

RESOLVED, that the Transit Core Capacity Challenge Grant Program is detailed in Resolution No. 4123; and be it further

RESOLVED, that the funding framework established in Attachment A is subject to state statute and regulations governing the availability and use of the Cap and Trade Funding.

METROPOLITAN TRANSPORTATION COMMISSION

  
A blue ink handwritten signature, appearing to read "Amy Rein-Worth", is written over a horizontal line.

Amy Rein-Worth, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on December 18, 2013

Date: December 18, 2013  
W.I.: 1515  
Referred by: PAC  
Revised: 04/27/16-C 11/20/19-C  
02/23/22-C

Attachment A  
Resolution No. 4130  
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## **Attachment A**

### **Bay Area Cap and Trade Funding Framework**

#### **Cap and Trade Reserve Investment Principles**

1. Cap and Trade Funds must have a strong nexus to Greenhouse Gas (GHG) reduction
2. Distribution of the available funds will serve to strategically advance the implementation of Plan Bay Area and related regional policies
3. Investment Categories and related Policy Initiatives will be structured to provide co-benefits and opportunities to leverage investments across categories and from multiple sources (public and private).
4. All Investment Categories should include funding that benefits disadvantaged communities in accordance with program guidelines from the applicable state agencies.

#### **Cap and Trade Reserve Funding Categories**

The following chart summarizes the framework including amounts from each category, with additional details following.

Funding Category	Amount (\$ millions)
1. Transit Core Capacity Challenge Grants Program/ TIRCP	3,000
2. Transit Operating and Efficiency Program/ LCTOP	1,136
3. One Bay Area Grants/ AHSC	5,000
4. High Speed Rail	TBD
5. Climate Initiatives	TBD
6. Goods Movement	TBD
TOTAL	TBD

#### **1. Transit and Intercity Rail Capital Program/ Transit Core Capacity Challenge Grants Program**

Plan Bay Area identifies a remaining need of \$17 billion over nearly three decades to achieve an optimal state of repair for the region's public transit network. The plan's in-fill and transit-oriented growth strategy relies on a well-maintained transit system to meet greenhouse gas emissions reduction targets and other plan performance objectives.

Proposal:

- Invest \$3.0 billion over the life of Plan Bay Area through the Transit and Intercity Rail Capital Program (TIRCP)
- The TIRCP, and including the Transit Core Capacity Challenge Grant Program:
  - accelerates fleet replacement and other state of good repair projects from Plan Bay Area, including “greening” the fleet and other strategic capital enhancements
  - focuses on BART, SFMTA, AC Transit, VTA, and Caltrain – transit operators that carry 91% of region’s passengers, account for approximately 88% of the plan’s estimated transit capital shortfall, and serve PDAs that are expected to accommodate the lion’s share of the region’s housing and employment growth
  - achieves roughly \$7 billion in total state of good repair investment by leveraging other regional discretionary funds and requiring a minimum approximate 30% local match from the three operators
  - Identifies funding for key transit expansion projects, and allows smaller operators and projects to seek funding from the discretionary TIRCP as needs arise
  - requires that participating operators meet the Transit Sustainability Project’s performance objectives outlined in MTC Resolution No. 4060
- MTC will consider endorsing requests up to \$25 million for projects not explicitly in the framework, conditioned on consistency with the region’s long range plan.
- See Attachment A-1 for full TIRCP framework.

**2. Low Carbon Transit Operations Program**

Plan Bay Area fully funds existing transit service levels at nearly \$115 billion over the three decade period, with an assumption that the largest transit operators achieve near-term performance improvements. However, the plan also identifies the importance of a more robust and expanded public transit network, anchored by expanded local service, as a key ingredient for success of Plan Bay Area’s growth strategy. In particular, the plan falls short of the funding necessary to meet the performance target of growth in the non-auto mode share to 26 percent of all trips.

Proposal:

- Invest \$302 million in Low Carbon Transit Operations Program (LCTOP) population-based funds over the life of Plan Bay Area as follows:
  - \$102 million to North Counties / Small Operators, distributed in same manner as State Transit Assistance population-based Northern Counties/Small Operators category as defined in MTC Resolution No. 3837
  - \$100 million to Clipper and fare policy investments
  - \$100 million to investments in key transit corridors, similar to the Transit Performance Initiative program, with AC Transit, SFMTA, and VTA receiving at minimum the following percentages based on ridership (50%) and service area population (50%):

- AC Transit: 16%
- SFMTA: 28%
- VTA: 17%
- These percentages would be achieved over a five year period, provided that the three operators have eligible, ready to go projects during a five year cycle.
- The remaining 39% would be available to any operator with suitable projects, including AC Transit, SFMTA, and VTA.
- All projects would be selected through a regional process.
- Full LCTOP framework is shown in Attachment A-2.

### **3. One Bay Area Grants/ Affordable Housing and Sustainable Communities Program**

Plan Bay Area invests over \$14 billion in transportation improvements concentrated near high quality transit and higher density housing – through the One Bay Area grant program – focusing on complete streets, bicycle and pedestrian facilities, and streetscape improvements. The Plan identifies a remaining need of \$20 billion over the next three decades to achieve a PCI score of 75, the Plan’s adopted performance target for pavement; of this, roughly 45% is for non-pavement infrastructure, critical for complete streets that would serve alternative modes and transit-oriented development that is a key part of Plan Bay Area’s growth strategy. Further, the provision of housing for low and moderate income households in areas that provide access to jobs was identified in Plan Bay Area as critical to sustaining the region’s economic growth and attaining the Plan’s GHG and Housing Targets.

#### Proposal:

- Target award of 40% of statewide Affordable Housing and Sustainable Communities program funding for projects in the Bay Area, equaling \$5 billion over the life of Plan Bay Area.

### **4. High Speed Rail**

Plan Bay Area includes several projects related to the California High Speed Rail project, including the electrification of Caltrain, and extension into downtown San Francisco. Twenty-five percent of Cap and Trade revenues are continuously appropriated to the California High Speed Rail Authority for planning and capital costs of the high speed rail project.

#### Proposal:

- Advocate for High Speed Rail investment in Bay Area elements of the system, including the Caltrain corridor and Transbay Transit Center / Caltrain Downtown Extension.

## **5. Climate Initiatives**

The Climate Initiatives Program is a multi-agency program focused on investments in technology advancements and incentives for travel options that help the Bay Area meet the GHG emission reduction targets related to SB375.

### Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which Climate Initiatives projects could be funded.

## **6. Goods Movement**

Goods movement investments fall into two categories: (1) projects focused on improving the efficiency of the movement of goods within and through the region, and (2) mitigation projects that reduce the associated environmental impacts on local communities. MTC recently adopted a regional goods movement plan that should form the basis for advocacy and project development.

### Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which goods movement projects could be funded.

Date: December 18, 2013  
W.I.: 1515  
Referred by: PAC  
Revised: 04/27/16-C

Attachment B  
Resolution No. 4130  
Page 1 of 2

## **Attachment B**

### **Cap and Trade Guideline Development Process**

Following adoption of the Cap and Trade Funding Framework, and in conjunction with the timing for the applicable state program, staff will convene stakeholders to develop the project selection process and criteria for individual categories, summarized below:

- TIRCP/ Core Capacity Challenge Grant program\*
- Transit Operating and Efficiency Program/ LCTOP
- One Bay Area Grants/ AHSC
- High Speed Rail
- Climate Initiatives (if available)
- Goods Movement (if available)

The Transit Core Capacity Challenge Grant Program would also follow the process and project selection included in MTC Resolution No. 4123.

**Stakeholder Involvement:** Staff will provide information and develop processes with the Regional Advisory Working Group (RAWG), the Partnership Board and working groups, and the Policy Advisory Council (or their working groups), as appropriate. In addition, certain subject matter experts or stakeholders may be added to the standing working groups to provide information for specific categories of funding.

**Development of Program Guidelines:** Where MTC has discretion within the state programs, the development of project selection process and criteria is proposed to occur in conjunction with state program timelines, and will generally:

- Review studies/efforts completed to-date
- Develop draft guidelines
- Release the draft guidelines for stakeholder review
- Conduct project selection process
- Seek Commission approval for projects/program

Process Steps	Work Plan and Timeframe																							
Review Studies and Efforts Completed To-Date	Staff will consider and review with stakeholders recent efforts completed for each of the Cap and Trade categories. Possible studies by category include: <table><tr><td><b><i>Transit Operating and Efficiency/ LCTOP</i></b></td><td><b><i>OneBayArea Grants/ AHSC</i></b></td><td><b><i>Climate Initiatives</i></b></td><td><b><i>Goods Movement</i></b></td></tr><tr><td>1) Transit Sustainability Project</td><td>1) Plan Bay Area</td><td>1) Plan Bay Area</td><td>1) Plan Bay Area</td></tr><tr><td>2) Short Range Transit Plans or similar plans</td><td>2) Cycle 1 Evaluation</td><td>2) Innovative Grants Evaluation</td><td>2) Regional Goods Movement Plan and update</td></tr><tr><td></td><td></td><td>3) Air District Plans and programs</td><td>3) California Freight Mobility Plan</td></tr><tr><td></td><td></td><td>4) CARB programs</td><td></td></tr></table>				<b><i>Transit Operating and Efficiency/ LCTOP</i></b>	<b><i>OneBayArea Grants/ AHSC</i></b>	<b><i>Climate Initiatives</i></b>	<b><i>Goods Movement</i></b>	1) Transit Sustainability Project	1) Plan Bay Area	1) Plan Bay Area	1) Plan Bay Area	2) Short Range Transit Plans or similar plans	2) Cycle 1 Evaluation	2) Innovative Grants Evaluation	2) Regional Goods Movement Plan and update			3) Air District Plans and programs	3) California Freight Mobility Plan			4) CARB programs	
<b><i>Transit Operating and Efficiency/ LCTOP</i></b>	<b><i>OneBayArea Grants/ AHSC</i></b>	<b><i>Climate Initiatives</i></b>	<b><i>Goods Movement</i></b>																					
1) Transit Sustainability Project	1) Plan Bay Area	1) Plan Bay Area	1) Plan Bay Area																					
2) Short Range Transit Plans or similar plans	2) Cycle 1 Evaluation	2) Innovative Grants Evaluation	2) Regional Goods Movement Plan and update																					
		3) Air District Plans and programs	3) California Freight Mobility Plan																					
		4) CARB programs																						
Develop the Guidelines	The guidelines should consider the information gathered in the process steps above as well as state program guidelines and include the following: 1) Eligible project types 2) Individual project review and scoring 3) Funding amount and timing 4) Consistency with other initiatives 5) Potential leverage opportunities/local match requirements 6) Other requirements specified for funding eligibility (state requirements)																							
Release the Draft Guidelines for Stakeholder Review	Stakeholders would have an opportunity to review the draft guidelines and provide additional comments. Staff would review comments and finalize the guidelines accordingly.																							
Conduct Project Selection	<ul style="list-style-type: none"><li>• Conduct call for projects/information solicitation in accordance with MTC guidelines or state program guidelines</li><li>• Seek Commission approval of projects/programs, or of an endorsement strategy</li><li>• Submit information as required to applicable state agency</li></ul>																							

## Attachment A-1

## Transit and Intercity Rail Capital (TIRCP) Framework

## Proposed 2/23/22 Revisions

Agency	Project/Category	TIRCP Framework Amount (\$millions)
BART	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	<b>BART Total</b>	<b>500</b>
SFMTA	Fleet Expansion and ZEB Transition	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	<b>SFMTA Total</b>	<b>785</b>
AC Transit	Fleet Expansion and ZEB Transition	90
	Facilities	50
	Major Corridors	200
	<b>AC Transit Total</b>	<b>340</b>
VTA	<b>BART to San Jose</b>	<b>750</b>
Caltrain	Electrification*	100
	EMUs	125
	<b>Caltrain Total</b>	<b>225</b>
Multiple Operators	<b>TBD Expansion Projects on High Ridership Bus, Rail and Ferry Corridors and ZEB Transition Projects**</b>	<b>400</b>
<b>Region Total</b>		<b>\$3,000</b>

\*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

\*\*MTC will consider endorsing requests up to \$25 million for projects that are not explicitly in the framework if they are consistent with the region's long range plan.



**Attachment C: Bay Area TIRCP Applications -- Previous Awards and Round 5 endorsements**

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(all amounts \$ millions)

	MTC Res. 4130 Framework 2015-2040	Rounds 1-4 Award Total	Round 5 Request	Proposed MTC Round 5 Endorsement	Balance after Round 5 Endorsed Amount
<b>Priority TIRCP Projects</b>					
BART Train Control	250	174			76
BART Hayward Maintenance Center	50	-			50
BART Fleet Expansion	200	252			-52
<b>BART subtotal</b>	<b>500</b>	<b>426</b>			<b>74</b>
<b>SFMTA Fleet Expansion and ZEB Transition</b>	<b>481</b>	<b>113</b>			<b>368</b>
SFMTA Facilities	67	-			67
SFMTA Core Capacity Study Projects/BRT	237	41.70	120	120	75
<b>SFMTA subtotal</b>	<b>785</b>	<b>155</b>	<b>120</b>	<b>120</b>	<b>510</b>
<b>AC Transit Fleet Expansion and ZEB Transition</b>	<b>90</b>	<b>14</b>	<b>20</b>	<b>20</b>	<b>56</b>
AC Transit Facilities	50	0			50
AC Transit Major Corridors	200	-			200
<b>AC Transit subtotal</b>	<b>340</b>	<b>14</b>	<b>20</b>	<b>20</b>	<b>306</b>
Caltrain Electrification	100	20	30	30	50
Caltrain EMUs	125	165			-40
<b>Caltrain subtotal</b>	<b>225</b>	<b>185</b>	<b>30</b>	<b>30</b>	<b>10</b>
VTA BART to San Jose	750	750			0
<b>Priority TIRCP Projects subtotal</b>	<b>2,600</b>	<b>1,529</b>	<b>170</b>	<b>170</b>	<b>901</b>
<b>Other TIRCP Projects</b>					
ACE Near Term Capacity <sup>1</sup>		6			
BART Station and Station Area Improvements to Support Transit Oriented Development		-	80	25	
Capitol Corridor Oakland-San Jose		80			
Capitol Corridor Schedule/Maint. Optimization/Cap. Projects <sup>2</sup>		9			
Capitol Corridor Travel Time Reduction Project		5			
CCTA (with LAVTA and County Connection) I-680 Express Bus		-	120	25	
ECCTA Tri MyRide Service Expansion		-	0.5	0.5	
LAVTA/Ala. Co. Dublin/Pleas. Parking		21			
Marin Transit ZEV Bus Maintenance and Parking Facility and Vehicles		-	10	10	
NVTA Zero Emission Bus Electrification		-	8	8	
SamTrans ZEB Conversion			25	25	
SamTrans US101 Express Bus Pilot		15			
SJRRRA Oakley Station <sup>3</sup>		9			
SMART Rail Cars		11			
SMART Rail Extension to North Windsor <sup>4</sup>		21			
SCTA Sonoma Regional Bus and Rail Connectivity Improvements			25	25	
Solano Regional Transit Improvements		21			
STA Solano County Transit Electrification and Operational Improvements			20	20	
TAM US-101 Part Time Transit Lane Pilot		-	8	8	
TJPA Downtown Rail Extension (DTX)		-	800	25	
Valley Link Hydrogen Plant and Storage			50	25	
VTA Eastridge to BART Regional Connector			30	25	
WETA Expansion of Ferry Services (Mission Bay and Trasere Island All-Electric Vessels)		9	9	9	
<b>Other TIRCP Projects subtotal</b>	<b>400</b>	<b>206</b>	<b>1186</b>	<b>231</b>	<b>-37</b>
<b>Full Framework Total</b>	<b>3,000</b>	<b>1,735</b>	<b>1,356</b>	<b>401</b>	<b>864</b>

\* Percent applied for may include repeat applications

**"Other TIRCP Projects" Notes**

1. \$9M in Platform extensions for Lathrop, Tracy, Vasco, Livermore, and Pleasanton Stations -- 2/3 attributed to Bay Area
2. Endorsed jointly with SACOG, no amount listed. \$520,000 attributed to Bay Area for Service Optimization Plan and Oakland Maintenance Facility Standby Power
3. \$500M Valley Rail award to extend ACE to Merced and add Amtrak San Joaquins service, includes new Oakley station for \$9M
4. 2018 application endorsed for Larkspur backfill only in case SSGA not signed; SSGA signed in April 2018.

**Attachment D: 2022 Transit and Intercity Rail Capital Program (TIRCP)**

February 9, 2022

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
<b>Priority Framework Projects</b>					
AC Transit	Zero Emission Buses and Hydrogen Infrastructure	Purchase 25 Hydrogen Fuel Cell Electric Buses to replace retiring diesel buses; design and construction of hydrogen fueling and maintenance infrastructure	20	44	20
Caltrain	Caltrain EMU Expansion and Hybridization	Procure additional EMU sets to support mainline service and enable zero emissions train service between San Jose and Gilroy CA (the portion of Caltrain's service area that is not electrified)	25 to 30	TBD	30
SFMTA	Package of Muni Forward Investments	Improve N and K rail lines and the Geary Rapid bus service reliability through run-time improvements and stop consolidation	60	150	60
	Train Control Upgrade Program	Provide train control management with a wide variety of new tools to address service-related challenges and manage service more effectively	60	558	60
<b>Non-Named TIRCP Projects Consistent with Plan Bay Area 2050</b>					
BART	Station and Station Area Improvements to support Transit Oriented Development	El Cerrito BART Station: reduction and consolidation of parking into a single parking structure, capital investment for station area parking management district, and intermodal transit center improvements Lake Merritt BART Station: power resiliency and site improvements to existing facilities, modernization of the public plaza, and station area street enhancements West Oakland BART Station: new transit intermodal facilities (on street) and wayfinding from the fare gates to the bus stops	80	150	25
ECCTA	Tri MyRide Service Expansion	Procure six (6) new vehicles to expand the current Tri MyRide service zones in Pittsburg and Antioch and add a new service zone in Oakley.	0.5	0.6	0.5
Marin Transit	ZEV Bus Maintenance and Parking Facility and Vehicles	Bus Maintenance and Parking Facility for Electric Vehicles & 4 Electric Vehicles	10	18	10
NVTA	People, Community and Planet: Connecting Napa to Local and Regional Opportunities Zero Emission Bus Electrification	Procure eight zero emissions buses and associated charging equipment	8.5	10.6	8.5
SamTrans	SamTrans ZEB Conversion	Construct infrastructure necessary for the electrification of a sub-set of the SamTrans bus fleet at one of the two bus bases and procurement of ZEB's to replace existing diesel buses that have reached the end of their useful life	20 to 25	TBD	25
STA	Solano Countywide Transit Electrification and Operational Improvements	Construct required infrastructure to transition all 5 transit operators in Solano County to zero-emission operations; implement TSP along SR-29.	20	40	20
SCTA	Sonoma Regional Bus and Rail Connectivity Improvements	30 replacement zero emission electric buses, SMART Petaluma North Infill Station, charging infrastructure, bus stop passenger amenities, and improve the integration of Petaluma Transit, Santa Rosa CityBus, and Sonoma County Transit services.	25	54	25
TAM	US 101 Part Time Transit Lane Pilot	A pilot project to operate part time transit lanes with zero-emission buses on the shoulder of Highway 101 in Marin County between Novato Boulevard and Downtown San Rafael	8	8 to 15	8
VTA	Eastridge to BART Regional Connector	Extend light rail from the existing Alum Rock Light Rail Station to the Eastridge Transit Center with an elevated guideway including an elevated light rail station at Story Road and an at-grade station located at the Eastridge Transit Center	30	468	25
WETA	San Francisco Zero Emissions High Frequency Ferry Network	Build one (1) all electric ferry and install associated shoreside charging infrastructure at the Treasure Island and/or San Francisco Ferry Building	9	156	9

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
Plan Bay Area 2050 Tier 1 Larger Projects					
These forthcoming major projects are not listed in the current TIRCP Framework but are Tier 1 projects in Plan Bay Area 2050; MTC intends to advocate for full funding plans identifying state and federal contributions, which may be more appropriate for a potential upcoming TIRCP augmentation and/or future funding rounds.					
TJPA	Downtown Rail Extension (DTX)	Pre-construction activities for extension of Caltrain system to the Salesforce Transit Center in Downtown San Francisco	800	3900	25
Valley Link	Hydrogen Plant and Storage	Design, engineering, and construction of a hydrogen production and storage plant using a combination of wind power, photovoltaics (PV), and electricity	40-50	TBD	25
CCTA (With LAVTA and County Connection)	I-680 Express Bus	Six (6) over-the-road style hydrogen fuel-cell buses, facilities, technology, and other infrastructure for a new express bus route connecting the Tri-Valley Area to Martinez Amtrak Station	120	141	25
Projects Not Endorsed for 2022					
N/A					
Total			1,356	5,689	401

Note: As applications are finalized, minor differences in the scope and total cost will not affect MTC's endorsement.

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