

# Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2016

Agenda Item 4a

## MTC Resolution Nos. 4170, Revised, 4222, and 4223

**Subject:** An update on proposed revisions to the region's Cap and Trade Funding Framework and adoption of an interim FY2015-16 Cap and Trade Transit Operating Program framework and program of projects.

**Background:** In October 2015, staff presented proposed revisions to the region's Cap and Trade framework for discussion to the Policy Advisory Council, the Partnership Board, and the Programming and Allocations Committee. The Committee directed staff to seek further input from partner agencies and interested parties.

The proposed revisions were based on legislation enacted in 2014, followed by program guidelines, the completion of the first rounds of the various Cap and Trade funding programs, and higher than projected Cap and Trade revenues. Estimated funding available statewide is summarized in Table 1 and a summary of the existing MTC framework by category is included in Table 2.

**Table 1: Statewide Cap and Trade Programs, FY2015-16 and Beyond (\$ millions)**

Statewide Revenue Framework		FY2015-16 and Beyond – Annual Funding*	State Agency
<b>Total Generations</b>	<b>%</b>	<b>\$2,500</b>	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

\* Assumes \$2.5 billion in statewide annual

**Table 2: Summary of MTC Framework by Category, Amount, and State Cap and Trade Category (\$ millions, 2015-2040)**

MTC Framework Category	MTC Framework Adopted Amount (28-years)	MTC Framework Proposed Amount (25-years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	<b>\$2,000</b>	33% of TIRCP
Transit Operating	\$500	<b>\$1,136</b>	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	<b>\$3,750</b>	30% of AHSC
Climate Initiatives	\$275	<b>TBD</b>	TBD of 40% Uncommitted
Goods Movement	\$450	<b>TBD</b>	TBD of 40% Uncommitted
High Speed Rail	-	<b>TBD</b>	TBD of High Speed Rail
<b>Total</b>	<b>\$3,150</b>	<b>\$6,886</b>	

\* 24-year estimate due to FY2015-16 advanced programming

Discussion on the October 2015 proposal has generally focused on the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program. More information on these programs is included below while a general update on all programs is included in the attached presentation slides.

### **Transit and Intercity Rail Capital Program**

#### Background

The Transit and Intercity Rail Capital Program (TIRCP) is a statewide competitive program to fund capital and operational improvements to modernize California's transit systems and reduce emissions of greenhouse gases.

#### Proposed Revision

In October 2015, staff recommended increasing the region's Cap and Trade target amount for the TIRCP category from \$875 million to \$2 billion, as summarized in Table 3.

**Table 3. Adopted and Proposed Transit and Intercity Rail Program (TIRCP) Framework (\$ millions, 24 years)**

<b>TIRCP</b>	<b>Adopted (MTC Res. 4030)</b>	<b>Proposed (24 years)</b>
<b>BART:</b> Train Control	126	250
<b>SFMTA:</b> Fleet Enhance & Expand	400	481
<b>SFMTA:</b> Facilities	67	67
<b>AC Transit:</b> Fleet Expansion	45	90
<b>AC Transit:</b> Facilities	162	162
<b>VTa:</b> BART to San Jose	75	750
<i>Subtotal listed projects</i>	<i>875</i>	<i>1,800</i>
Potential other projects		200
<b>Projected Revenue*</b>		<b>2,000</b>

\*Could increase to \$4 billion.

Two recent proposals, from Governor Brown and from Assemblymember Frazier, would add significant funding to TIRCP, potentially increasing the region's target amount as high as \$4 billion. Staff is continuing to work with the region's transit operators and the Bay Area Partnership on a recommended strategy given the potential for additional revenue. Staff will return in April with a recommendation on an expanded regional target as well as a project endorsement list for the Spring 2016 funding round, which will award at least \$440 million statewide.

### **Low Carbon Transit Operating Program**

In October, staff released two Cap and Trade Transit Operating Program (LCTOP) proposed alternatives summarized on the next page and detailed in Attachment A. The alternatives on the next page are limited to population-based funds. The operators are expected to receive an additional estimated \$835 million in revenue-based funds. Based on input from partner agencies, Alternative 2 is generally preferred. The partner agencies also are seeking more detailed definition of the regional transit performance and coordination programs that are common to both

alternatives. The final recommendations will be presented to the Commission for consideration in April 2016.

**Proposed Alternatives for LCTOP – \$302 Million – Population-based Funds**

1. Maintain Existing Framework	
	<ul style="list-style-type: none"> <li>\$89 million to existing framework as complement to revenue-based funds and maintain minimum \$500 million commitment</li> </ul>
2. Distribution to North Counties/ Small Operators ( <b>Preferred Alternative</b> )	
	<ul style="list-style-type: none"> <li>\$102 million to North Counties/ Small Operators (distributed by population-based formula, as complement to revenue based funds)</li> </ul>
Common to Both Alternatives	
	<ul style="list-style-type: none"> <li>Approximately \$100 million to key transit corridors/hubs (i.e. Transit Performance Initiative)</li> <li>Approximately \$100 million to seamless transit/regional coordination programs (ex: Clipper® 2.0, low-income fares, hub signage and wayfinding, 511, other)</li> </ul>

*FY2015-16 Interim Distribution Formula*

In late December, Caltrans instituted a new requirement that allocations for LCTOP Population-based funds must be requested by February 1, with no ability to defer to a future year, or sponsors risk losing their funds. Since discussions on the long-term distribution formula are ongoing, MTC staff is recommending an interim FY 2015-16 LCTOP distribution formula (Attachment B) for the \$7 million in available population-based funds, based on input from transit operators. Details of the proposal are included in the attached Powerpoint presentation but generally the interim formula attempts to maximize funding for all operators between Alternatives 1 and 2 described above. In coordination with eligible operators, staff has submitted provisional applications to Caltrans based on the amounts in Attachment B, subject to Commission approval.

*Revisions to FY2014-15 Program Requests*

Two project sponsors, VTA and Sonoma County Transit, are requesting to change their FY2014-15 LCTOP projects due to timing complications and project feasibility issues, respectively. As contributing sponsor, MTC is required to concur for these changes to take place. See Resolution No. 4170, Revised.

**Issues:**

Below is a summary of upcoming key dates related to Spring 2016 Cap and Trade funding rounds.

**Low Carbon Transit Operating Program - \$75 million statewide (Bay Area = \$28 million; Revenue Based = \$21 million; Population Based = \$7 million)**

2/1/2016 – Applications due to Caltrans

6/1/2016 – State Controller's Office releases approved amounts to recipients

**Transit and Intercity Rail Capital Program - \$440 million - \$1.2 billion  
Statewide**

2/5/2016 – Call for Projects released by California State Transportation Agency

4/5/2016 – Applications due

8/1/2016 – Awards announced

**Affordable Housing and Sustainable Communities Program - \$400 million  
Statewide (\$73 million for Agricultural Lands, \$320 million remaining)**

3/16/2016 – Concept Applications due to Strategic Growth Council

4/20/2016 – Notification of Invitation to Submit Full Application

6/20/2016 – Full Applications due to Strategic Growth Council

September 2016 – Strategic Growth Council Announces Awards

Attachment C includes comments received to date on the framework and various Cap and Trade programs.

**Recommendation:** Refer Resolution Nos. 4170, Revised, 4222, and 4223 – focused on the FY2015-16 interim year for the Transit Operating Program (LCTOP) and updates to the FY2014-15 program – to the Commission for approval.

**Attachments:** Attachment A: LCTOP Framework Alternatives  
Attachment B: LCTOP FY2015-16 Interim Distribution Formula  
Attachment C: Comment Letters Received  
MTC Resolution 4170, Revised  
MTC Resolution 4222  
MTC Resolution 4223  
Powerpoint Presentation

**Attachment A**  
**Low Carbon Transit Operations Program (LCTOP) - Population-based Funding**  
**Framework Alternatives**

**Low Carbon Transit Operations Program Population-based Funds - 25 Year Options, Millions \$**

**Assumes \$2.5 billion Annual Revenue Statewide**

		PREFERRED
	Option 1*	Option 2*
	LCTOP Pop.-based funding: Maintain existing framework with remaining funds for regional initiatives	LCTOP Pop.-based funding: 1/3 for North County/ Small Op., 1/3 for Clipper/Seamless Transit, 1/3 for TPI-like investment program
<b>Low Carbon Transit Operations Program Pop.-based</b>	<b>\$ 302</b>	<b>\$ 302</b>
ACCMA - Corresponding to ACE***	\$ -	\$ -
Caltrain	\$ -	\$ -
CCCTA	\$ 5.3	\$ 20.4
City of Dixon***	\$ -	\$ -
ECCTA	\$ 5.8	\$ 12.3
City of Fairfield	\$ 2.0	\$ -
GGBHTD	\$ -	\$ -
City of Healdsburg***	\$ -	\$ -
LAVTA	\$ 3.3	\$ 8.4
NCPTA	\$ 2.1	\$ 5.8
City of Petaluma***	\$ -	\$ -
City of Rio Vista***	\$ -	\$ -
SamTrans	\$ 11.6	\$ -
City of Santa Rosa	\$ 8.6	\$ -
Solano County Transit	\$ 2.5	\$ -
Sonoma County Transit	\$ 3.0	\$ -
City of Union City	\$ 1.1	\$ 3.0
City of Vacaville**	\$ 1.3	\$ -
VTA	\$ 40.9	\$ -
VTA - Corresponding to ACE	\$ -	\$ -
WCCTA	\$ 1.2	\$ 2.7
WETA	\$ -	\$ -
Marin County Operators (TBD)	\$ -	\$ 10.8
Solano County Operators (TBD)	\$ -	\$ 17.5
Sonoma County Operators (TBD)	\$ -	\$ 20.6
<b>SUBTOTAL</b>	<b>\$ 89</b>	<b>\$ 102</b>
AC Transit	\$ -	\$ -
BART	\$ -	\$ -
SFMTA	\$ -	\$ -
<b>SUBTOTAL</b>	<b>\$ -</b>	<b>\$ -</b>
MTC Regional Coordination Program	<b>\$ 112.9</b>	<b>\$ 100.0</b>
Clipper	\$ 62.9	\$ 50.0
Seamless Transit (511, Wayfinding, Means-based fares, etc.)	\$ 50.0	\$ 50.0
MTC Discretionary TPI-like Program	<b>\$ 100.0</b>	<b>\$ 100.0</b>

\* LCTOP Revenue-based funds are distributed per STA current revenue factors, Options 1 and 2 describe the distributions for LCTOP Population-based funds. Projects will be expected to be coordinated within corridors and consistent with the recommendations of the Transit Sustainability Project. \$302 million distribution to be revised to reflect FY2015-16 distribution.

\*\* Vacaville does not receive STA Revenue-based funds

\*\*\*Operator without funding commitment through MTC Resolution 4130

**Attachment B**  
**Low Carbon Transit Operations Program Funds**  
**Interim Distribution Formula for FY 2015-16**

Estimated revenues based on State Controller's Office Letter dated 10/30/2015

	FY 2015-16 Estimated Low Carbon Transit Operations Program		Total Funding (Revenue-based and Pop.-based)
	Revenue-based Funding	Pop.-based Funding	
<b>Operator / Entity / Program</b>	<b>\$ 20,890,977</b>	<b>\$ 7,275,276</b>	<b>\$ 28,166,253</b>
ACTC - Corresponding to ACE	\$ 52,342	\$ -	\$ 52,342
Caltrain	\$ 1,089,039	\$ -	\$ 1,089,039
CCCTA	\$ 123,087	\$ 492,491	\$ 615,578
ECCTA	\$ 57,005	\$ 297,455	\$ 354,460
LAVTA	\$ 49,753	\$ 203,612	\$ 253,365
NCPTA	\$ 12,433	\$ 140,397	\$ 152,830
SamTrans	\$ 669,751	\$ 279,772	\$ 949,523
City of Union City	\$ 8,417	\$ 71,301	\$ 79,718
VTA	\$ 2,576,819	\$ 985,763	\$ 3,562,582
VTA - Corresponding to ACE	\$ 56,032	\$ -	\$ 56,032
WCCTA	\$ 64,506	\$ 65,666	\$ 130,172
WETA	\$ 264,976	\$ -	\$ 264,976
<i>Marin County</i>			
GGBHTD	\$ 964,017	\$ -	\$ 964,017
Marin Transit	\$ 179,550	\$ -	\$ 179,550
Marin County Operators (TBD)	\$ -	\$ 259,722	\$ 259,722
<i>Solano County</i>			
City of Dixon	\$ 955	\$ -	\$ 955
City of Fairfield	\$ 24,054	\$ -	\$ 24,054
City of Rio Vista	\$ 220	\$ -	\$ 220
City of Vacaville	\$ -	\$ -	\$ -
Solano County Transit	\$ 56,158	\$ -	\$ 56,158
Solano County Operators (TBD)	\$ -	\$ 422,905	\$ 422,905
<i>Sonoma County</i>			
City of Healdsburg	\$ 101	\$ -	\$ 101
City of Petaluma	\$ 2,792	\$ -	\$ 2,792
City of Santa Rosa	\$ 27,337	\$ -	\$ 27,337
Sonoma County Transit	\$ 29,599	\$ -	\$ 29,599
Sonoma County Operators (TBD)	\$ -	\$ 496,902	\$ 496,902
<b>SUBTOTAL</b>	<b>\$ 6,308,943</b>	<b>\$ 3,715,986</b>	<b>\$ 10,024,929</b>
AC Transit	\$ 1,948,597	\$ -	\$ 1,948,597
BART	\$ 4,476,845	\$ -	\$ 4,476,845
SFMTA	\$ 8,156,592	\$ -	\$ 8,156,592
<b>SUBTOTAL</b>	<b>\$ 14,582,034</b>	<b>\$ -</b>	<b>\$ 14,582,034</b>
MTC Regional Coordination Program -- Clipper	\$ -	\$ 3,559,290	\$ 3,559,290



November 30, 2015

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607

Dear Mr. Heminger:

We are writing with respect to the various processes currently used in the Bay Area to prioritize transit capital projects and to share with you our ardent interest in creating and formalizing a consistent process for prioritizing transit capital projects irrespective of the funding source.

Now we all know too well that the transit capital needs within the region greatly exceed the available resources. This dynamic creates a host of challenges as well as spirited competition. We also recognize that while technical scoring is the cornerstone criteria, this oftentimes must be balanced with a myriad of political pressures and challenges as MTC makes its funding decisions. In that regard we want to work with MTC to build upon the existing regional framework to implement a consistent, inclusive and transparent transit capital priorities process for all available pots of money.

In the mid-1990's, the region implemented a transit capital priorities (TCP) process for the prioritization of projects for Urbanized Area Formula Funds (5307) and Fixed Guideway Funds (5309). As part of the TCP, the Transit Finance Working Group (TFWG) was created to technically evaluate and score projects using consistent criteria. The underlying policy imbedded in the TFWG process is that maintaining and enhancing our existing system are higher priorities than system expansion. Clearly, replacing vehicles and rehabilitating aging facilities are needs that cannot be ignored. Also, investments in better utilizing our existing system to increase passenger capacity on our core system remains a high priority. This process has informed the Commission in their decision making, and the TFWG process has been well accepted in the region for prioritizing federal 5307, 5337 and 5339 monies. The process is, however, 20 years old and in need of re-evaluation, particularly in light of the fact that it consistently underfunds the core fixed guideway assets that generate the most FTA formula funding for the region.

Similarly MTC has long-standing adopted policy and process to guide the region's investment in large-scale transit expansion. MTC Resolution 1876 created the Regional Rail Expansion Program in 1988. In 2001, MTC, in consultation with the Partnership, developed the Regional Transit Expansion Program (RTEP) process and criteria to evaluate transit expansion projects. RTEP was adopted by MTC as Resolution 3357 and used to create the Resolution 3434 program of bus and rail transit expansion projects that was adopted in 2001 and subsequently updated in 2008. RTEP is neither as venerable as TCP, nor as active, but after 15 years, it too is in need of re-evaluation.

Correspondence to Mr. Steve Heminger, Executive Director  
November 30, 2015  
Page 2

We are proposing that we work together to re-evaluate the processes for prioritizing transit capital priorities across all funding sources and uses. This would include both those funding sources directly controlled by MTC (e.g. FTA Formula, STP/CMAQ, bridge-toll measures) and those funding sources controlled by others (e.g. TIRCP, New Starts/Core Capacity, HSR). Ideally, this process would commence with a re-evaluation of the technical scoring via clearly understood criteria, coupled with a collaborative political overlay that is understood in advance of decisions being finalized.

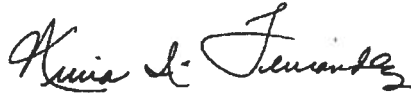
The first step is to revisit the charter of the TFWG and to provide it with adequate time to develop and review all funding priority processes. The results of the TFWG prioritization process should then inform a discussion between the transit general managers and MTC prior to any finalization of the prioritization process. While we understand that this will build months into the overall process for developing funding recommendations, it is critical to create and maintain a regional consensus on funding priorities. We anticipate that this change will address the current shortcoming wherein MTC sometimes brings policies and programs of projects to its Commission absent any genuine input from the transit general managers.

We look forward to further discussing this with you so that the region can implement an improved process.

Sincerely,



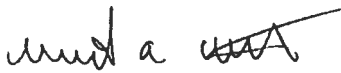
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General Manager  
BART



Nuria Fernandez  
General Manager/CEO  
Santa Clara Valley Transportation  
Executive Director Caltrain



Jim Hartnett  
General Manager/CEO  
SamTrans



Michael A. Hursh  
General Manager  
AC Transit



Denis J. Mulligan  
General Manager  
Golden Gate Bridge, Highway  
and Transportation District



Edward D. Reiskin  
Director of Transportation  
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San Francisco 49ers  
Established in 1978 by

DAVID PACKARD

December 8, 2015

The Honorable Scott Wiener  
Chair, Programming and Allocations Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Dear Chair Wiener and Commissioners,

I write on behalf of the Silicon Valley Leadership Group to express support for including \$750 million for BART Phase II in MTC's Cap and Trade Funding Framework.

By way of background, the Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents nearly 400 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have more than \$3 trillion in annual revenue.

In order to support our members' continued growth here in the Bay Area, additional regional public transit infrastructure is needed. In particular, BART Phase II completes an important rail link around the Bay Area. We believe BART Phase II will compete well for Cap and Trade's Transit and Intercity Rail Capital Program, as it achieves several of the program's goals of reducing significant levels of greenhouse gas emissions, improving regional transit connectivity, and expanding service to improve ridership.

For these reasons, we urge MTC to support a \$750 million allocation from the Transit Intercity Rail Capital Program for BART Phase II. We look forward to working with you further on this important endeavor.

Sincerely,

Bena Chang  
Vice President, Transportation

# County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-1976 countyconnection.com

December 21, 2015

Steve Heminger  
Executive Director  
101 Eighth Street  
Oakland, CA 94607

Dear Mr. Heminger, *Steve*:

I have been requested to send you this letter on behalf of the following small and/or suburban transit operators: Napa County Transportation & Planning Agency (NCTPA), Livermore-Amador Valley Transit Authority (LAVTA), Solano County Transit (Soltrans), Tri-Delta Transit, Santa Rosa City Bus, Petaluma Transit, Union City Transit, and County Connection.

We are writing to convey the small operator's comments on the proposed Cap and Trade framework. We are concerned that there is not enough time to develop a regionally acceptable framework within the February 1st deadline set by Caltrans for this round of funding. We propose that MTC adopt a temporary framework so there is more time to work out a long range plan in coordination with all the operators. There are small operators who are counting on this round of funding to support operations.

In the temporary framework, the small operators support distribution of the LCTOP funds in accordance with Option 2 as this option addresses the mistaken elimination of the City of Petaluma from the prior distribution formula. Eventually we'd like to see a third option developed whereby the small operators receive more than 1/3 of the funds.

We understand that the large operators have requested that MTC re-evaluate the processes for prioritizing transit capital priorities across all funding sources. If a wholesale examination of capital programming is undertaken, the small and suburban operators must be fully involved and our capital needs must be included.

We look forward to working with MTC and the large operators to develop a framework that addresses the needs of all operators.

Sincerely,



Rick Ramacier  
General Manager

cc: Alix Bockelman, MTC  
Kate Miller, NCTPA  
Michael Tree, LAVTA  
Nathaniel Atherstone, Fairfield Susisun Transit  
Joe Rye, Petaluma  
Jeanne Krieg, ECCTA  
Mona Babauta, Soltrans  
Anita Winkler, City of Santa Rosa  
Wilson Lee, Union City  
Anne Muzzini, CCCTA

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**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**



490 MENDOCINO AVENUE, SUITE 206  
SANTA ROSA, CA 95401  
WWW.SCTAINFO.ORG (707) 565-5373



December 30, 2015

Anne Richman  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Dear Ms. Richman:

Thank you for providing information at the December CMA Directors' meeting related to Cap and Trade revenues anticipated in the coming months and years. The discussion about transit funds available through Cap and Trade was very helpful.

As you work on the distribution model for the Low Carbon Transit Operations Program (LCTOP) please note that the SCTA has concerns about coming to consensus on a funding framework by February 1 as per the Caltrans deadline. Given that, the SCTA does support a temporary framework that aligns with the staff proposed "Option 2" as it is most equitable for small operators such as those in Sonoma County. Our support for Option 2 includes a request that Petaluma Transit be an eligible recipient of Cap and Trade revenues.

Any opportunity to help the North Bay transit operators meet their growing ridership and needs is greatly appreciated. We appreciate the formula funds and look forward to our small operators competing well under the regional initiatives as well.

Thanks again for providing the information.

Sincerely,

/s/

Suzanne Smith  
Executive Director, SCTA/RCPA

Cc: Sonoma County Transit  
Santa Rosa CityBus  
Petaluma Transit  
SMART  
Golden Gate Bridge Highway and Transportation District



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Oakland, CA 94607-4707

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City of Vallejo

RE: Solano County Transit's (SolTrans) Comments on MTC's Proposed Cap and Trade Framework

Dear Mr. Folan,

Tom Campbell  
City of Benicia

Solano County Transit (SolTrans) appreciates the opportunity to provide feedback on the proposed, new Cap and Trade framework. We recognize the extensive amount of work that MTC staff has done with the transit operators to develop a set of proposed policies that serve to reduce greenhouse gas (GHG) emissions, as well as deliver critical projects and services in our local communities, and we thank you for that. As you continue to refine your framework and policies, we ask that you consider the following comments:

Osby Davis  
City of Vallejo

Jim Spering  
MTC Representative

1) Regarding the Low Carbon Transit Operations Program Population-based (LCTOP -PB) funds, **SolTrans supports Option 2**. This Option would result in a projected \$17.5 million being allocated to Solano County over the next 25 years, which is greater than what Option 1 would offer the County.

Pete Sanchez  
STA, Ex-Officio

2) The LCTOP program was created to provide operating and capital assistance for transit agencies with a priority on serving disadvantaged communities. Within SolTrans' service area resides a disadvantaged community in South Vallejo as designated in SB 535 (Census Tract: 6095250701), which is home to nearly 3,000 residents. **Please elaborate on any safeguards in place that may allow this community to be held harmless and continue to receive investments that could enhance their quality of life and close mobility gaps. SolTrans also requests clarification on how compliance with the State's 50% expenditure rule will be monitored by MTC should LCTOP-PB funds be allocated to projects outside of the SolTrans service area by the CMA and well beyond ½ mile of our disadvantaged community, resulting in no direct benefits to this community.**

Mona Babauta  
Executive Director

Suzanne Fredriksen  
Board Clerk

*Ltr to Kenneth Folan, Principal– Programming and Allocations, MTC;*

*Dated: January 29, 2016*

*RE: Solano County Transit's (SolTrans) Comments on MTC's Proposed Cap and Trade Framework*

- 3) Included in SolTrans' Short Range Transit Plan (approved by both the STA and SolTrans Boards in 2014) and our annual 10-year budget outlook, is new money such as Cap and Trade to meet capital and operating needs critical for maintaining a safe and reliable transit system and for meeting State greenhouse gas emission reduction targets. **SolTrans suggests that MTC emphasize that in counties where the CMAs are programming funds that "fix it first" types of projects be prioritized over others to ensure that transit systems remain safe and reliable, as they also serve to reduce greenhouse gas emissions.** This is consistent with the assertion that "a well-maintained and well-operated transportation system is crucial to the success of the growth envisioned by Plan Bay Area." This proposed approach is also similar to the approach taken through the Transit Capital Priorities (TCP) Process.

Thank you in advance for your consideration of our comments. If you have any questions or concerns regarding this letter, please feel free to contact Kristina Botsford, SolTrans Finance and Administration Manager via email ([Kristina@soltransride.com](mailto:Kristina@soltransride.com)) or phone (707-736-6990). You may also contact me via email ([mona@soltransride.com](mailto:mona@soltransride.com)) or phone (707-736-6994).

Sincerely,



MONA A. BABAUTA  
Executive Director

Date: February 24, 2016  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4222

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population- based Funds Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated February 10, 2016.

Date: February 24, 2016  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4222

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, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, MTC adopted Resolution 4170 pertaining to allocation requests for the Cap and Trade Low Carbon Program for the San Francisco Bay Area for FY 2014-15; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on an interim FY2015-16 distribution formula, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director or designee; and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further



RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in FY 2015-16 LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

**FY 2015-16 Low Carbon Transit Operations Program Requests****Based on State Controller's Office Letter dated 10/30/2015**

<b>Agency</b>	<b>Project(s)</b>	<b>FY 2015-16 LCTOP Population-Based Funding</b>	<b>Date</b>
CCCTA	Clean Fuels - Electric Trolleys (\$307,569); Martinez Shuttle (\$184,922)	\$ 492,491	2/24/16
ECCTA	Continue Expanded Service Route 201	\$ 297,455	2/24/16
LAVTA	Purchase Two (2) Hybrid Replacement Buses	\$ 203,612	2/24/16
NCPTA	ZEBs for Vine Commuter Service to SMART	\$ 140,397	2/24/16
SamTrans	Purchase of an Electric Bus	\$ 279,772	2/24/16
City of Union City	Solar Panels for Union Landing Transit Center	\$ 71,301	2/24/16
VTA	Battery Electric Zero Emission Bus and Infrastructure Project	\$ 985,763	2/24/16
WCCTA	Continued Expanded Service on Route 11	\$ 65,666	2/24/16
GGBHTD <sup>1</sup>	Purchase Three (3) 40-Foot Diesel-Electric Hybrid Buses	\$ 163,859	2/24/16
Marin Transit <sup>1</sup>	MCTD 2016 Transit Expansion	\$ 95,863	2/24/16
City of Fairfield <sup>2</sup>	Local Bus Fleet Replacement	\$ 144,227	2/24/16
Solano County Transit <sup>2</sup>	Purchase of Zero Emission Bus for New and Expanded Service	\$ 278,678	2/24/16
City of Petaluma <sup>3</sup>	Petaluma Transit: Weekday Afternoon Service Enhancements	\$ 59,618	2/24/16
City of Santa Rosa <sup>3</sup>	Reimagine CityBus Marketing & Implementation	\$ 419,172	2/24/16
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase for Route 24 Service Expansion	\$ 18,112	2/24/16
MTC	Clipper Fare Payment System	\$ 3,559,290	2/24/16
<b>TOTAL</b>		<b>\$ 7,275,276</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$259,722, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$422,905, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$496,902, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted. Share distributed to City of Santa Rosa includes repayment of \$236,713 FY2014-15 share that was reassigned to Sonoma County, as noted in MTC Res. No. 4170, Revised.

Date: February 24, 2016  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4223

This resolution provides the authorization for the execution of the certifications and assurances, and identifies the authorized agent, for the Low Carbon Transit Operations Program (LCTOP).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated February 10, 2016.

Date: February 24, 2016  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4223

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, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director or designee; now, therefore, be it

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that the Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

Date: January 28, 2015  
W.I.: 1515  
Referred by: PAC  
Revised: 03/25/15-C 03/25/15-ED  
06/24/15-ED 02/24/16-C

ABSTRACT

Resolution No. 4170, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population- based Funds Project List

Attachment A of this resolution was revised by the Commission and by Delegated Authority on March 25, 2015 to include additional allocation requests.

Attachment A of this resolution was revised Executive Director Administrative Authority on June 24, 2015 to revise the Santa Rosa CityBus and Sonoma County Transit allocation requests.

Attachment A of this resolution was revised by the Commission on February 24, 2016 to revise the VTA and Sonoma County Transit allocation requests.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated January 14, 2015, March 11, 2015, and February 10, 2016.

Date: January 28, 2015  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4170

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, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolutions 4123 and 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new allocations up to \$1,000,000 to conform to sponsor requests; and Caltrans and State Controller's actions; and, be it further


RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further



RESOLVED, that the Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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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 January 28, 2015.

**FY 2014-15 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Allocation Summary of 11/26/2014

Agency	Project	FY 2014-15 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 145,385	1/28/15
ECCTA	Expanded Service - Route 201	\$ 160,083	1/28/15
City of Fairfield	Bus Stop Solar Improvements**	\$ 55,154	3/25/15
LAVTA	Vehicle Purchase	\$ 89,946	3/25/15
NCPTA	VINE Limited Bus Service to San Francisco Ferry in Vallejo	\$ 58,640	1/28/15
SamTrans	Peninsula Corridor Joint Powers Board - Peninsula Corridor Electrification Project	\$ 313,475	3/25/15 - DA
<del>City of Santa Rosa</del>	<del>Vehicle Purchase</del>		<del>3/25/15</del>
Solano County Transit	Curtola Park and Ride Transit Hub Photovoltaic Panels	\$ 67,421	1/28/15
	<del>Sonoma Valley Connector - Transit Service</del>		<del>3/25/15</del>
Sonoma County Transit	Electric Powered Bus for Sebastopol SMART Connector	\$ 319,203	2/24/16
City of Union City	Heavy-Duty Transit Vehicle Replacement	\$ 31,314	3/25/15
City of Vacaville	City of Fairfield - Bus Stop Solar Improvements**	\$ 35,954	3/25/15
	<del>VTA Light Rail - North First Street Improvements and 1st/Tasman Modifications - (Design Phase)</del>		<del>1/28/15</del>
VTA	Battery Electric Zero Emission Bus and Infrastructure Project	\$ 1,107,878	2/24/16
WCCTA	Route 11 Enhancements	\$ 33,444	3/25/15 - DA
<b>TOTAL</b>		<b>\$ 2,417,898</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

\*\* City of Vacaville FY2014-15 \$35,954 share reassigned to City of Fairfield. Repayment will occur in FY2015-16 or beyond, subject to availability of \$35,954 in LCTOP population-based funds assigned to City of Fairfield.

\*\*\* City of Santa Rosa FY2014-15 \$236,713 share reassigned to Sonoma County. Repayment will occur in FY2015-16 or beyond, subject to availability of \$236,713 in LCTOP population-based funds assigned to Sonoma County.

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# Cap & Trade Framework



February 10, 2016  
Programming and Allocations Committee



# Statewide Cap and Trade Programs: FY2015-16 and Beyond

Statewide Revenue Framework		FY2015-16 and Beyond Annual Funding (\$ millions)	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

- Assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond; actual revenues will be determined based on auctions. Programs and shares are based on current statute.



# Revising the Region's Cap and Trade Framework

## ➤ **Staff proposes revising the framework based on:**

- Higher revenue projections
- Lessons learned from Round 1 awards
- Additional program guidance

## ➤ **Proposed Schedule:**

- Approve interim Low Carbon Transit Operations Program distribution at February PAC and Commission meetings
- February/March - Input from partner agencies and interested stakeholders; monitor funding developments
- April – Commission consideration of staff recommended LCTOP, TIRCP, AHSC framework updates, and project endorsements for TIRCP and AHSC funding applications



# Regional Framework

- Plan Bay Area included \$3.1 billion in Cap & Trade Revenues over 25 year period
- Framework adopted in December 2013
- Proposed update to framework in April 2016

MTC Framework Category	MTC Framework Adopted Amount (28 years)	MTC Framework Proposed Amount (25 years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	TBD	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
<b>Total</b>	<b>\$3,150</b>	<b>TBD</b>	

\*24-years due to FY2015-16 advanced programming

# Low Carbon Transit Operating Program

- Current MTC approved framework is \$500 million
- Updated revenue estimate based on adopted state program:

Estimated LCTOP Revenue-based funds:	\$ 835 million
Estimated LCTOP Population-based funds:	\$ 302 million
Total Estimated LCTOP Funding:	\$1,136 million

- **MTC Proposal:**
  - \$835 million revenue-based distributions to operators (formula)
  - \$302 million population-based funds distribution: 1/3 formula distribution to operators and 2/3 to regional discretionary programs



# Low Carbon Transit Operating Program

## **\$302 million population-based fund distribution options:**

- **Option 1:** \$89 million to existing framework
- **Option 2:** \$102 million to North Counties/ Small Operators
- **Common to both Options**
  - Approximately \$100 million to invest in key transit corridors (i.e. TPI)
  - Approximately \$100 million to seamless transit/regional coordination programs
  - Projects should be consistent with Transit Sustainability Project and local coordination efforts
- ***Based on feedback, Option 2 preferred after FY2015-16***





# Low Carbon Transit Operating Program

## 2015-16 Distribution of Population-Based Funds:

- Interim distribution needed to avoid losing region's 2015-16 funds (\$7.3 million)
- Proposal: combine elements of the two long-term distribution options
  - Maximizes distribution to each operator from the two long-term options (\$3.7 million)
  - Balance goes to Clipper (\$3.6 million)
- Provisional applications submitted by February 1 Caltrans deadline
- Board approvals including MTC requested in February



# Transit and Intercity Rail Capital

- Fall 2015 framework proposal had revenue of \$2 billion
- Two new state proposals would add significant funding:
  - Governor's FY2016-17 budget: add \$800 million to current funding cycle (FY2016-17 and FY2017-18)
  - Assembly Bill 1591 (Frazier): doubles TIRCP share to 20% of Cap and Trade revenues

	Base Amount	Potential Amount
Current Funding Round	\$440 million	\$1.2 billion
24 Year Framework	\$2 billion	\$4 billion

# Transit and Intercity Rail Capital

<b>TIRCP Projects</b> (in \$million, 24 years)	<b>Adopted</b> (MTC Res. 4030)	<b>Proposed</b> Oct. 2015
<b>BART:</b> Train Control	\$126	\$250
<b>SFMTA:</b> Fleet Enhance & Expand	\$400	\$481
<b>SFMTA:</b> Facilities	\$ 67	\$ 67
<b>AC Transit:</b> Fleet Expansion	\$ 45	\$ 90
<b>AC Transit:</b> Facilities	\$162	\$162
<b>VTA:</b> BART to San Jose	\$ 75	\$750
Subtotal	\$875	\$1,800
Potential other projects		\$ 200
<b>Projected Revenue*</b>		<b>\$2,000</b>
* Could increase to \$4 billion		

- Based on partner agency feedback, staff will likely increase region's funding target and consider expanded project list/reserve



# Affordable Housing and Sustainable Communities Program

- Tied to One Bay Area Grant Program in current MTC framework
- Bay Area could receive estimated \$3.7 billion from AHSC over 25 years, statewide discretionary program
- Current cycle Call for projects scheduled for release in January or February
- MTC Proposal:
  - Continue to advocate for Bay Area projects and provide assistance to potential Bay Area applicants
  - Focus on affordable housing and Transit-Oriented Development-related transportation projects
  - Update MTC principles used for FY14-15 program to reflect program changes and additional funding



# Climate Initiatives and Goods Movement

- Current MTC framework includes these categories as placeholders, however, no corresponding state programs were enacted.
- 40% of state Cap and Trade funding remains “uncommitted”
- Proposal:
  - Continue to advocate for funding for specific projects or programs as opportunities arise
    - Potential guides will be Climate Pilot Program, Goods Movement Plan, and Freight Emission Reduction Plan
    - Frazier bill (AB 1591) would appropriate 20% of Cap and Trade to new program for major freight corridors



# High Speed Rail

- 25% of state Cap and Trade funding for High Speed Rail
- High Speed Rail Authority is part of the 9-party agreement to fund the Caltrain Electrification Program through High Speed Rail bonds (Prop 1A)
- **Proposal:**
  - Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
  - Continue to advocate for funding for specific projects or programs as opportunities arise



# Next Steps

## Proposed Schedule:

- Approve interim Low Carbon Transit Operations Program distribution in February
- February/March - Input from partner agencies and interested stakeholders; monitor funding developments
- April Commission consideration of LCTOP, TIRCP, AHSC framework updates, and endorsements for current TIRCP and AHSC funding rounds

