

Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 4a

Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations and MTC Resolution No. 4130, Revised

Subject: Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs; and Revision to MTC's Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Background: The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1, Beall), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. In 2018, the State programmed the first round of SB1 competitive funding; the selected Bay Area projects are shown in Attachment A. In general, the Bay Area was quite successful in round one.

The California Transportation Commission (CTC) and the California State Transportation Agency (CalSTA) are now preparing for the next round of grants, with applications due in Winter/Spring 2020.

Below is a summary of upcoming programs and their expected application due dates.

Program	MTC Role*	Funding Amount	Due Date
Solutions for Congested Corridors (SCCP)	Nominate	\$500 M Statewide Over 2 Years	6/2020 (to CTC)
Trade Corridor Enhancement Program (TCEP)	Compile Nominations	~\$1.3 B Statewide Over 3 Years (Assumes federal funds)	6/2020 (to CTC)
Local Partnership Competitive Program (LPP-C)	Regional Support	\$200 M Statewide Over 2 Years	5/2020 (to CTC)
Transit and Intercity Rail Capital Program (TIRCP)	Support approved framework (MTC Res. 4130)	~\$450-500 million Statewide Over 2 Years	1/2020 (to CalSTA)

** For all programs, MTC also confirms that nominated projects are consistent with the region's RTP/SCS.*

To maximize the region's grant performance and competitiveness, MTC staff proposes a regional approach to prioritize grant applications based on principles that closely align with the state's project selection criteria and program goals, and with regional plans, policies, and priorities. Common prioritization principles include deliverability, full funding plans, improving mobility, and demonstrated partnership. The proposed prioritization principles (Attachment B) would inform the region's competitive program nominations and endorsements in early 2020.

MTC staff envisions a comprehensive look at the programs over the next few months to ensure better coordination and consistency, including working with Caltrans to understand and coordinate priorities. MTC staff solicited feedback from Bay Area County Transportation Agency Directors and Transit General Managers on the proposed principles in September. Based on the expected due dates for applications, MTC programming or endorsement actions would be planned in early 2020. An anticipated timeline of actions is included on the last slide of Attachment B.

MTC programming or endorsement actions would be planned in early 2020. An anticipated timeline of actions is included on the last slide of Attachment B.

MTC adopted the 2020 Regional Transportation Improvement Program (RTIP) policies and procedures in September. In it, MTC requires sponsors to use RTIP (or other local) funds as match to SB1 competitive program applications before MTC will commit other regional discretionary funding. If a county advances future STIP county shares to fully fund a SB1 nomination, staff recommends that all unprogrammed 2020 STIP shares must also be committed to the nominated project (after PPM, GARVEE/AB 3090s, and previously-programmed projects).

MTC's Cap and Trade Framework – Proposed Revision

In April 2016, the Commission adopted a revised Cap and Trade framework that included an increased TIRCP target amount of \$3 billion, including \$400 million for “TBD Expansion Projects”. During the revision, staff recommended an endorsement policy for smaller requests up to \$10 million for projects that would fall under this category, conditioned on consistency with the region’s long-range plan. This limit was not incorporated into the MTC resolution but has been followed as a rule of thumb for previous TIRCP endorsements. Staff recommends formalizing this practice in the resolution by increasing the limit to TIRCP applications of up to \$15 million and retaining the current framework of named projects. Further, staff recommends a comprehensive update to the Cap and Trade Framework before the next TIRCP cycle to align with Plan Bay Area 2050 transit priorities. A breakdown of the region’s performance in TIRCP rounds 1-3 is included as Attachment E to this item.

Issues:

1. Regional Measure 3. RM3 is currently under litigation, with toll revenue being held in escrow and unavailable for use until litigation is resolved. However, many SB1 competitive program project candidates anticipate using RM3 in their funding plans. Staff will return to this Committee in the coming months with proposed RM3 policy and procedures.
2. State Guidelines. The State has not yet finalized guidelines for any of the programs discussed in this memo. If the final guidelines affect the proposed prioritization principles, staff will return to this committee to propose revising the principles.

Recommendation: Staff recommends the Committee:

1. Provide feedback to staff on prioritization principles;
2. Refer the Proposed Prioritization Principles (Attachment B) to the Commission for approval in preparing staff’s recommended Bay Area SB1 Competitive Program Project Nominations for MTC Commission consideration in early 2020; and
3. Refer MTC Resolution No. 4130, Revised, to the Commission for approval.

Attachments:

Attachment A: List of Bay Area SB1 Cycle 1 Awards
Attachment B: Proposed Prioritization Principles
Attachment C: Principle Discussion Slide Presentation
Attachment D: MTC Resolution No. 4130, Revised
Attachment E: Bay Area TIRCP Applications: Amounts, Endorsements, and Awards


Therese W. McMillan

SB 1 Competitive Programs (Cycle 1) - Bay Area Projects

State Awarded Projects (\$millions)

\$1,000 available

Solutions for Congested Corridors (SCC)

Bay Area Share: of State: 31.8%

Project Titles	County	Sponsor	SCC Award
San Mateo US-101 Express Lanes / Santa Clara US-101 Express Lanes Phase 3	San Mateo/Santa Clara	Caltrans / VTA	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
Total			\$318

\$1,342 available

Trade Corridor Enhancement Program (TCEP)

Bay Area Share: of State: 18.6%

Project Titles	County	Sponsor	TCEP Award
Port of Oakland 7th Street Grade Separation (East)	Alameda	ACTC	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	ACTC	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	\$4
Solano I-80/I-680/SR-12 Interchange (phase 2a)	Solano	Caltrans/ STA	\$53
US 101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
Total			\$249

\$300 available

Local Partnership Program (LPP) Competitive Program

Bay Area Share: of State: 32%

Project Titles	Applicant	Implementor	LPP Award
Purchase Hybrid Buses	AC Transit	AC Transit	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	CCTA	\$34
Rumrill Blvd. Complete Streets	San Pablo	San Pablo	\$3
Jefferson Street Improvements Phase II	SFCTA	SF DPW	\$7
San Mateo US-101 Express Lanes	C/CAG, SMCTA	C/CAG, SMCTA	\$20
Mathilda Avenue Improvements at SR 237 and US 101	VTA	VTA	\$17
Total			\$96

\$2,650 available

\$1,675 available

\$4,325 available

Transit and Intercity Rail Capital Program (TIRCP)

Bay Area Share:

26.2%

42.2%

32.4%

Project Titles	Applicant	TIRCP Awards FY18/19-FY22/23	Multi-Year Funding Agreement (FY23/24-FY27/28)	Total
Transbay Core Capacity Project	BART	\$144	\$174	\$319
SFMTA Transit Capacity Expansion Program	SFMTA	\$27		\$27
Zero Emission High Capacity Buses to Support Transbay Tomorrow & Clean Corridors Plan	AC Transit	\$14		\$14
BART Silicon Valley Extension Phase 2	VTA	\$238	\$492	\$730
Caltrain Electrification - Full Fleet Conversion and Expansion	Caltrain	\$123	\$41	\$165
SamTrans US 101 Express Bus Pilot Project	SamTrans	\$15		\$15
Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A)	Capitol Corridor	\$80		\$80
SMART Larkspur to Windsor Corridor Project	SMART	\$21		\$21
Solano Regional Transit Improvements	STA et. al	\$11		\$11
Dublin/Pleasanton Capacity Imps and Congestion Reduction Program	LAVTA / Alameda Co.	\$21		\$21
Total		\$695	\$707	\$1,402

	SB 1 Award	Future Year	Total
Bay Area Totals:	\$1,357	\$707	\$2,064
Statewide Available:	\$5,292	\$1,675	\$6,967
Bay Area Share:	26%	42%	40%

Note: MTC took action on SCC, TCEP, TIRCP programs. MTC took no action for LPP Competitive program.

Attachment B:

Prioritization Principles for Bay Area 2020 SB1 Competitive Program Nominations

1. Solutions for Congested Corridors Program (SCCP)

Senate Bill 1 identifies \$250 million per year for the Solutions for Congested Corridors Program (SCCP). The SCCP funds projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors. MTC and Caltrans are the only eligible nominating agencies in the Bay Area.

Prioritization Principle	Discussion
Projects listed in SB1 legislation	Example projects/corridors in SB1 legislation strongly meet SB1's legislative intent
Addresses mobility in key congested corridors	Supports overall program intent; potential to use Vital Signs Top Congested Corridors data and other regional planning documents
Reduces Greenhouse Gas Emissions/ Advances Governor's Executive Order	The Governor's Executive Order N-19-19 directs the California State Transportation Agency (CalSTA) to prioritize projects that lower fuel consumption and greenhouse gas emissions from transportation
Deliverability by FY 22-23 and Leveraging/Full Funding	Emphasize ready-to-go projects that have at least 35% design, and leverages other funds to complete funding plan*
Partnership	Demonstrate Caltrans support; Caltrans joint-nomination is preferred
Small/Rural Project (Optional)	If final program guidelines include a set-aside for small/rural projects, MTC may include this as a principle

* If a county advances future STIP county shares to fully fund a SB1 nomination, all unprogrammed 2020 STIP shares must also be committed to the nominated project (after PPM, GARVEE/AB 3090s, and previously-programmed projects).

2. Trade Corridor Enhancement Program (TCEP)

Senate Bill 1 identifies \$300 million per year to be deposited into the Trade Corridor Enhancement Account (TCEA). The TCEA, along with any federal freight formula funds for California, form the basis for the Trade Corridor Enhancement Program. The TCEP funds infrastructure improvements on corridors that have a high volume of freight movement. MTC compiles project nominations from the region.

Prioritization Principle	Discussion
Address mobility in key freight corridors	Emphasize projects on Primary Highway Freight Network, multi-modal/ rail/ port projects, and projects in MTC's Goods Movement Investment Strategy
Address community impacts from freight corridors	Encourage mode shift from highway to rail, emission reduction projects
Deliverability by FY 22-23 and Leveraging/ Full Funding	Emphasize ready-to-go projects that have at least 35% design; Support projects that previously received TCEP funds and leverages other funds to complete funding plan*
Partnership	Demonstrate Caltrans support; Caltrans joint-nomination is preferred

* If a county advances future STIP county shares to fully fund a SB1 nomination, all unprogrammed 2020 STIP shares must also be committed to the nominated project (after PPM, GARVEE/AB 3090s, and previously-programmed projects).

3. Local Partnership Program (LPP)

Senate Bill 1 identifies \$200 million per year for the Local Partnership Program. The California Transportation Commission splits this money 50% to a formulaic share based on population and revenue generated, and 50% to a competitive program. LPP allows local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. MTC has no formal role in nominating projects, aside from projects using regional bridge tolls to qualify for LPP funds.

Proposal:

- Provide MTC letters of support for projects in support of goals and priorities of MTC's Regional Transportation Plan / Sustainable Communities Strategy, *Plan Bay Area 2040*, and that address funding gaps

4. Transit and Intercity Rail Capital Program (TIRCP)

The Transit and Intercity Rail Capital Program includes funding from Senate Bill 1 as well as from the Greenhouse Gas Reduction Fund (GGRF), commonly known as Cap and Trade funding. TIRCP funds transformative capital improvements that modernize intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. MTC must certify candidate projects' consistency with MTC's Regional Transportation Plan / Sustainable Communities Strategy, *Plan Bay Area 2040*.

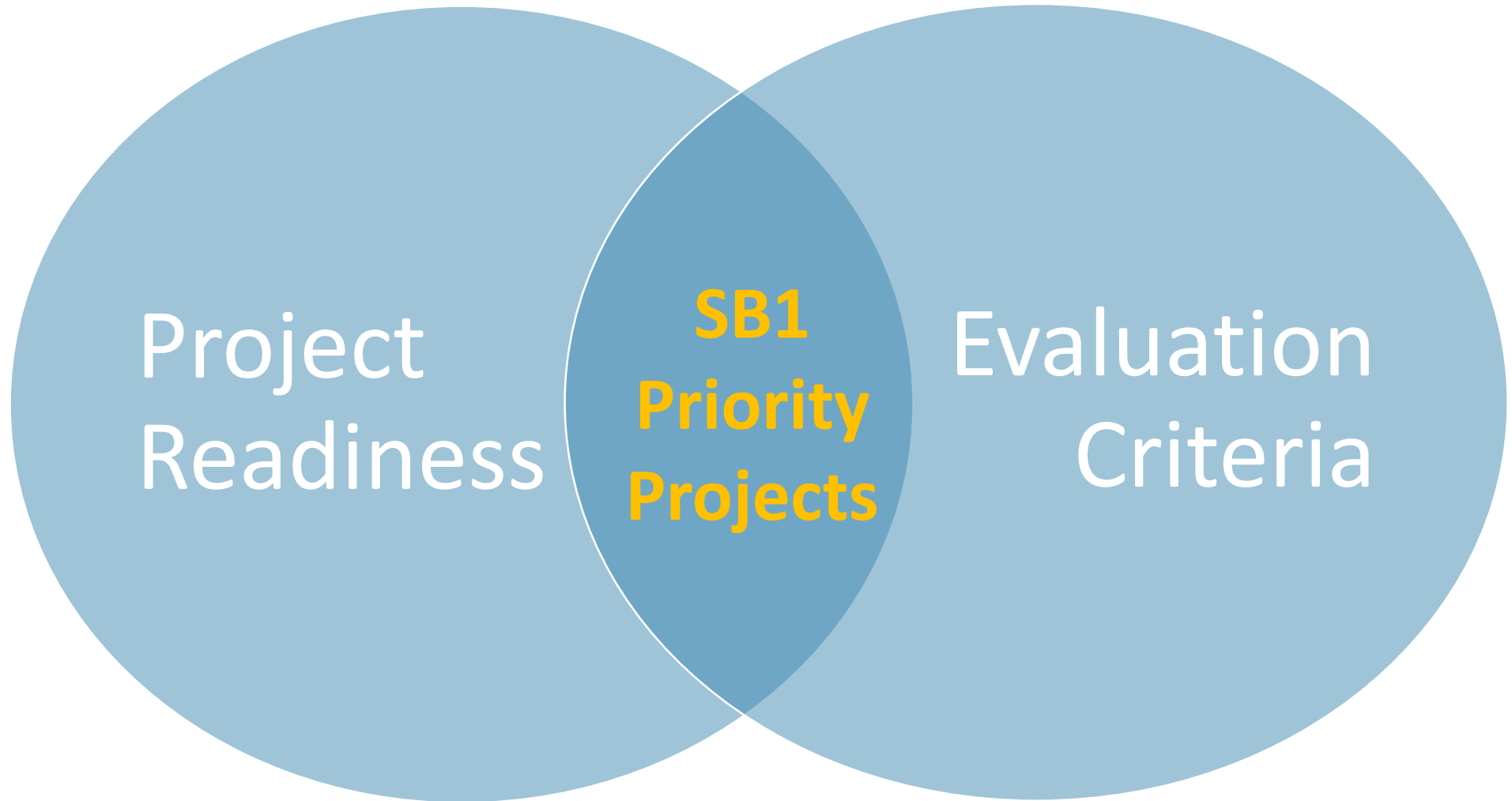
Prioritization Principles	Discussion
Consistency with Regional Cap and Trade Framework and Priorities (MTC Resolution No. 4130)	Consistent with previously adopted Commission policy
Support of goals and priorities of MTC's Sustainable Communities Strategy (<i>Plan Bay Area 2040</i>)	Requirement per TIRCP enabling legislation
Address Funding Gaps	Emphasize ready-to-go projects that complete the project's funding plan
Partnership	Demonstrate partnership and support from CalSTA and Bay Area County Transportation Agencies

SB1 COMPETITIVE PROGRAMS BAY AREA NOMINATIONS

Proposed Prioritization Principles for Discussion



SB1 PROJECT PRIORITIZATION



PROGRAMS

SB1 Competitive Programs

Acronym		Program	MTC Cycle 1 Performance
SCCP		Solutions for Congested Corridors	32%
TCEP		Trade Corridor Enhancement Program	19%
LPP-C		Local Partnership Competitive Program	32%
TIRCP		Transit and Intercity Rail Capital Program	32%

Note: MTC Target: 20%-30%

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Solutions for Congested Corridors (SCC)

Process: MTC nominates, Caltrans also nominates

Amount: \$500M statewide (2 years)

MTC Target: \$100M-\$150M

PRINCIPLE

- **PROJECTS LISTED IN SB1 LEGISLATION**
- **ADDRESS MOBILITY IN KEY CONGESTED CORRIDORS**
- **REDUCES GHG EMISSIONS/ ADVANCES GOV'S EXECUTIVE ORDER**
- **DELIVERABILITY BY FY22-23 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP: CALTRANS JOINT-NOMINATION**
- **SMALL / RURAL PROJECT (IF FINAL GUIDELINES INCLUDE SET-ASIDE)**

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Trade Corridor Enhancement Program (TCEP)

Process: MTC compiles regional nominations

Match: 30% Minimum Required

Amount: \$1.3B statewide* (3 years)

MTC Target: \$260M-390M

PRINCIPLE

- **ADDRESS MOBILITY IN KEY FREIGHT CORRIDORS****
- **ADDRESS COMMUNITY IMPACTS FROM FREIGHT CORRIDORS****
- **DELIVERABILITY BY FY22-23 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP (INCLUDING WITH CALTRANS)**

* Assumes federal formula freight funds as part of next Federal Transportation Act

** Consistency with MTC's Regional Goods Movement Investment Plan

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Local Partnership Competitive Program (LPP-C)

Process: MTC has no role other than submitting its own projects
Amount: \$200M statewide* (2 years)
MTC Target: \$40M-60M

PRINCIPLE

- **SUPPORTS REGIONAL GOALS**
- **ADDRESS FUNDING GAPS**

MTC ROLE: REGIONAL SUPPORT, COORDINATION (LETTERS OF SUPPORT)

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Transit and Intercity Rail Capital Program (TIRCP)

Process: MTC must certify project consistency with
RTP/SCS

Amount: ~\$450-500 million Over 2 New Years

PRINCIPLE

- **CONSISTENT WITH REGIONAL FRAMEWORK & PRIORITIES**
- **RTP/SCS CONSISTENCY**
- **ADDRESS FUNDING GAPS**
- **PARTNERSHIP (INCLUDING WITH CALSTA, BACTAs)**

TIMELINE SUMMARY



Senate Bill 1 Discretionary Programs

DATE	MILESTONE
AUGUST- OCTOBER 2019	<ul style="list-style-type: none">▪ MTC develops regional principles, conducts outreach with partners, solicit project information▪ CalSTA releases TIRCP Guidelines
NOVEMBER 2019	<ul style="list-style-type: none">▪ MTC Commission considers Regional Approach and Prioritization Principles
DECEMBER 2019	<ul style="list-style-type: none">▪ MTC Commission considers following program: TIRCP
JANUARY- MARCH 2020	<ul style="list-style-type: none">▪ Applications due for TIRCP▪ CTC adopts guidelines for SCCP, TCEP, and LPP▪ MTC Commission considers following programs: SCCP, TCEP
APRIL 2020	<ul style="list-style-type: none">▪ CalSTA releases awards for TIRCP
MAY- JUNE 2020	<ul style="list-style-type: none">▪ Applications due for SCCP, TCEP, and LPP
SEPTEMBER- OCTOBER 2020	<ul style="list-style-type: none">▪ CTC release recommended awards for SCCP, TCEP, and LPP

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

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated November 13, 2013, December 11, 2013, April 13, 2016, and November 13, 2019, 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



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

Attachment A
Resolution No. 4130
Page 1 of 4

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 \$15 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.

Attachment E

Bay Area TIRCP Applications -- Amounts, MTC Endorsements, and Awards (all amounts \$ millions)

	MTC Res. 4130 Framework 2015-2040	Rounds 1-3 Application Total	Rounds 1-3 MTC Endorsement Total	Rounds 1-3 Award Total	Percent of Framework Awarded	Percent of Framework Applied For*
Priority TIRCP Projects						
BART Transbay Corridor Core Capacity Program (Train control, Fleet expansion, Hayward Maint. Center)	500	504	504	319	64%	101%
SFMTA Fleet Expansion	481	481	481	113		
SFMTA Facilities	67	67	67	-		
SFMTA Core Capacity Study Projects/BRT	237	221	221	-		
<i>SFMTA subtotal</i>	785	769	769	113	14%	98%
AC Transit Fleet Expansion	90	50	50	14		
AC Transit Facilities	50	8	8	0		
AC Transit Major Corridors	200	-	-	-		
<i>AC Transit subtotal</i>	340	58	58	14	4%	17%
Caltrain Electrification	100	225	20	20		
Caltrain EMUs	125	632	125	165		
<i>Caltrain subtotal</i>	225	857	145	185	82%	381%
VTA BART to San Jose	750	880	880	750	100%	117%
<i>Priority TIRCP Projects subtotal</i>	2,600	3,068	2,356	1,380	53%	118%
Other TIRCP Projects						
ACE Near Term Capacity ¹		103	-	6		26%
Capitol Corridor Oakland-San Jose		107	10	80		27%
Capitol Corridor Schedule/Maint. Optimization/Cap. Projects ²		49	"endorsed"	9		12%
Capitol Corridor Travel Time Reduction Project		5	-	5		1%
CCTA Fair Value Pilot Project		2	1	-		0%
Fairfield Fairfield/Vacaville Train Station		12	10	-		3%
GGBHTD Diesel-Electric Hybrid Buses		10	10	-		3%
GGBHTD SRTC Relocation		15	10	-		4%
LAVTA ZEB Bus Lines		6	6	-		1%
LAVTA/Ala. Co. Dublin/Pleas. Parking		20	-	21		5%
SamTrans US101 Express Bus Pilot		15	10	15		4%
SJRRRA Oakley Station ³		9	-	9		2%
SMART Rail Cars		11	-	11		3%
SMART Rail Extension to North Windsor ⁴		113	20	21		28%
Solano Regional Transit Improvements		24	10	11		6%
TJPA Bus Storage Facility		10	10	-		3%
TJPA Downtown Extension		275	-	0		69%
VTA BART Berryessa Station Campus Area Project		19	19	-		5%
WestCAT Double Decker Buses		3	3	-		1%
<i>Other TIRCP Projects subtotal</i>	400	806	117	187	47%	202%
Full Framework Total	3,000	3,874	2,474	1,567	52%	129%

* 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.