

## Metropolitan Transportation Commission Programming and Allocations Committee

January 8, 2020

Agenda Item 4a

### Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

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**Subject:** Recommended projects for regional endorsement for Cycle 4 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 intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The program receives funds from both Cap and Trade auctions and Senate Bill 1. In 2013, MTC approved, and in 2016 and 2019 revised, a regional TIRCP Framework as part of an overall Cap and Trade Framework (MTC Resolution No. 4130, Revised, excerpted as Attachment 2). The framework directs funding towards projects that deliver critical core capacity improvements needed to support future transit expansion. Three TIRCP award cycles have been completed, during which MTC has endorsed and advocated for projects consistent with the Cap and Trade Framework.

The California State Transportation Agency (CalSTA) released a call for projects for a new five-year program of projects, with an estimated \$2.5 billion available over state fiscal years 2020-21 to 2024-25, including \$450 to \$500 million available in new programming capacity for Cycle 4. Applications are due January 16<sup>th</sup>, 2020.

Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff reviewed project applications and provided letters of consistency to applicants as appropriate. There are 12 applications from the Bay Area, totaling over \$800 million in requests, as detailed in Attachment 1.

In addition to confirming consistency with Plan Bay Area 2040, MTC has an opportunity to endorse certain applications from sponsors within the region. Consistent with the prioritization principles for the Bay Area 2020 SB1 competitive program adopted by the Commission in November 2019, staff recommends endorsing to CalSTA the projects consistent with the region's adopted Cap and Trade Framework as especially critical to implementing the goals of Plan Bay Area 2040. The proposed endorsements also reflect the policy of endorsing smaller capital projects consistent with the Plan that are not named in the framework, at up to \$15 million per project. Proposed endorsements total \$327 million, representing approximately two-thirds of statewide programming capacity, and are shown in Attachment 1.

The region's Cap and Trade Framework targets 33% of the projected statewide TIRCP funding over the life of Plan Bay Area 2040, given the Bay Area's robust transit system and investment needs to implement the

Plan. Endorsing applications for roughly double that percentage of available funding for a given round of funding is consistent with past practice.

**Issues:**

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.

Two large projects, TJPA's Transbay Program Phase 2 – Downtown Rail Extension and the SamTrans-sponsored Dumbarton Rail Corridor, are not recommended for endorsement for the 2020 TIRCP programming cycle. These projects are not named in the TIRCP framework and are in earlier project development stages. With development of Plan Bay Area 2050, staff will likely propose a revised TIRCP framework. The Downtown Rail Extension and Dumbarton Rail Corridor may be considered as a part of the framework for the 2022 TIRCP cycle and beyond as critical project development and funding plans are refined, and after current TIRCP framework projects are fully funded.

The following projects are recommended for endorsement at a lower amount than requested:

- WETA New Mission Bay Ferry and New Treasure Island Ferry: These two projects are similar vehicle acquisitions and would install some charging infrastructure to be shared between the two lines, so they are being considered together for the purpose of determining the endorsement limit and are endorsed for a combined \$15 million for the two projects.
- SMART Russian River Rail Bridge Rehabilitation and Healdsburg Station Project: This project is not named as a priority project and thus is subject to the \$15 million limit for other small projects.

**Recommendation:** Refer the TIRCP Endorsement List to the Commission for approval.

**Attachments:**

Attachment 1 – TIRCP Endorsement List  
Attachment 2 – MTC TIRCP Framework excerpted from MTC Resolution No. 4130, Revised  
Attachment 3 – Bay Area TIRCP Applications – Previous Awards and Round 4 Endorsements



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**Attachment 1: 2020 Transit and Intercity Rail Capital Program (TIRCP)**

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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>					
BART	Transbay Corridor Core Capacity Program	Purchase the final 34 of 306 core capacity expansion BART cars (scalable at \$3.5M/car).	119	3,536	119
	Package of Muni Forward Rail Investments	This package of Muni Forward Rail Investments targets the J, K, and M lines' service reliability through run-time improvements and stop consolidation and would improve rider access through enhanced pedestrian and station facilities.	60	110	60
SFMTA	Train Control Upgrade Program	Install a new train control system including expansion to surface lines to allow centralized line management of the entire light rail system.	60	400	60
AC Transit	Powell Street Improvements	Bus access improvements from Powell Street onto the I-80 on-ramp in Emeryville, along with additional bus stops and extended HOV access.	10	10	10
Caltrain	Caltrain "Holdout Rule" Removal	Removal of two "holdout rule" stations, which are limited operationally to only one train at a time in the station, and rebuilding of the stations or installing mitigating connectivity and improvement projects in exchange for their closure.	25	50	25
<b>Endorsed Small Projects</b>					
Solano Transportation Authority	Solano Regional Transit Improvements Phase 2	Multi-location capital and operational improvements along the Solano Express service corridor, including: Network integration and BRT Lite implementation plans; Parking facility and access improvements at Fairfield-Vacaville Hannigan station; New in-line SolanoExpress stop and access improvements at W. Texas St I-80 ramp; access improvements, Transit Signal Prioritization, and ticketing improvements at Vacaville Transit Center; In-line charging infrastructure for long-haul coach routes.	11	18	11
GGBHTD	New Vessel Acquisition	New Tier IV diesel engine, high-speed ferry vessel to operate between San Francisco and the North Bay.	12	30	12
	Launch New Mission Bay Ferry Service Using All-Electric Vessel	Construction of one (1) all-electric 99-passenger ferry vessel and the required shoreside charging infrastructure (Downtown SF and Mission Bay) to serve the new Mission Bay Ferry Route.	9	55	15
WETA <sup>1</sup>	Launch New Treasure Island Ferry Service Using All-Electric Vessel	Construction of one (1) all-electric 99-passenger ferry vessel and the required shoreside charging infrastructure (Downtown SF and Treasure Island) to serve the new Treasure Island Ferry Route.	9	39	
SMART	SMART Russian River Rail Bridge Rehabilitation and Healdsburg Station project	Rehabilitate the rail bridge over the Russian River, construct the passenger station at Healdsburg and repair or replace one other small bridge along the Windsor to Healdsburg rail alignment.	21	32	15
<b>Projects Not Endorsed for 2020</b>					
TJPA	Transbay Program Phase 2 - Downtown Rail Extension	Extend the Caltrain commuter rail system approximately 2 miles from its current San Francisco terminus into the Transbay Transit Center and accommodate future high-speed rail service.	400	3,935	-
SamTrans	Dumbarton Rail Corridor	New fixed guideway mass transit service spanning Alameda and San Mateo counties, connecting Redwood City Caltrain Station to Newark, Fremont, Ardenwood and Union City BART Station using the Dumbarton Rail Corridor. The options under evaluation to deliver the new service include commuter rail, light rail or group rapid transit technology.	75 to 100	3,500	-
<b>Total</b>			<b>836</b>	<b>11,715</b>	<b>327</b>

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<sup>1</sup>Staff is recommending the WETA projects be considered together for the purpose of determining the endorsement limit.

**Attachment 2 - Agenda Item 4a**  
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## Attachment A-1

## Transit and Intercity Rail Capital (TIRCP) Framework

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	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	<b>SFMTA Total</b>	<b>785</b>
AC Transit	Fleet Expansion	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: High Ridership Bus, Rail and Ferry Corridors**</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 \$15 million for projects that are not explicitly in the framework if they are consistent with the region's long range plan.

**Attachment 3: Bay Area TIRCP Applications -- Previous Awards and Round 4 Endorsements**

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*(all amounts \$ millions)*

	MTC Res. 4130 Framework 2015-2040	Rounds 1-3 Award Total	Proposed MTC Round 4 Endorsement	Balance After Round 4 Endorsed Amount
<b>Priority TIRCP Projects</b>				
<b>BART</b> Transbay Corridor Core Capacity Program (Train control, Fleet expansion, Hayward Maint. Center)	500	319	119	62
<b>SFMTA</b> Fleet Expansion	481	113		368
<b>SFMTA</b> Facilities	67	-		67
<b>SFMTA</b> Core Capacity Study Projects/BRT	237	-	120	117
<i>SFMTA subtotal</i>	<i>785</i>	<i>113</i>	<i>120</i>	<i>552</i>
<b>AC Transit</b> Fleet Expansion	90	14		76
<b>AC Transit</b> Facilities	50	-		50
<b>AC Transit</b> Major Corridors	200	-	10	190
<i>AC Transit subtotal</i>	<i>340</i>	<i>14</i>	<i>10</i>	<i>316</i>
<b>Caltrain</b> Electrification and EMUs	225	185	25	15
<b>VTA</b> BART to San Jose	750	750		-
<b>Priority TIRCP Projects Subtotal</b>	<b>2,600</b>	<b>1,380</b>	<b>274</b>	<b>946</b>
<b>Other TIRCP Projects</b>				
<b>Other TIRCP Projects - Round 4</b>				
<b>GGBHTD</b> New Vessel Acquisition		-	12	
<b>SMART</b> Russian River Bridge Rehab and Healdsburg Station		-	15	
<b>SamTrans</b> Dumbarton Rail Corridor		-	-	
<b>Solano</b> Regional Transit Improvements		11	11	
<b>TJPA</b> Downtown Extension		-	-	
<b>WETA</b> Mission Bay and Treasure Island All-Electric Vessels		-	15	
<b>Other TIRCP Projects - Round 4 Subtotal</b>		<b>11</b>	<b>53</b>	
<b>Other TIRCP Projects - Previous Round Awards</b>				
<b>ACE</b> Near Term Capacity <sup>1</sup>		6		
<b>Capitol Corridor</b> Oakland-San Jose		80		
<b>Capitol Corridor</b> Schedule/Maint. Optimization/Cap. Projects <sup>2</sup>		9		
<b>Capitol Corridor</b> Travel Time Reduction Project		5		
<b>LAVTA/Ala. Co.</b> Dublin/Pleas. Parking		21		
<b>SamTrans</b> US101 Express Bus Pilot		15		
<b>SJRRRA</b> Oakley Station <sup>3</sup>		9		
<b>SMART</b> Rail Cars		11		
<b>SMART</b> Rail Extension to North Windsor		21		
<b>Other TIRCP Projects - Previous Rounds Subtotal</b>		<b>176</b>		
<b>Other TIRCP Projects Subtotal</b>	<b>400</b>	<b>187</b>	<b>53</b>	<b>160</b>
<b>Full Framework Total</b>	<b>3,000</b>	<b>1,567</b>	<b>327</b>	<b>1,106</b>

"Other TIRCP Projects" Notes

- \$9M in Platform extensions for Lathrop, Tracy, Vasco, Livermore, and Pleasanton Stations -- 2/3 attributed to Bay Area
- Endorsed jointly with SACOG, no amount listed. \$520,000 attributed to Bay Area for Service Optimization Plan and Oakland Maintenance Facility Standby Power
- \$500M Valley Rail award to extend ACE to Merced and add Amtrak San Joaquins service, includes new Oakley station for \$9M