

**Metropolitan Transportation Commission
MTC Planning Committee**

July 10, 2020

Agenda Item 5a

Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element

Subject: Recommendations on specific regional discretionary funding levels for the Transportation Element of the Plan Bay Area 2050 Final Blueprint, in advance of broader strategy refinements in September 2020 following robust public engagement.

Background: When approved in fall 2020, the Plan Bay Area 2050 Final Blueprint will serve as an overarching vision for the next 30 years of public policies and investments across four interconnected topic areas: transportation, housing, the economy, and the environment. The Transportation Element of the Final Blueprint integrates approximately a dozen strategies, ranging from a transformational investment in infrastructure for cyclists and pedestrians, to per-mile tolling on freeways with transit alternatives, to sizeable investments in the region's freeways and transit systems.

Several Final Blueprint strategies are shaped by fiscally-constrained county project lists, where County Transportation Agencies (CTAs) submit prioritized lists of transportation investments within their county over the 30-year Plan period. In instances where forecasted future county revenues are not sufficient to fund all of the desired transportation projects in a county, gaps in funding may be filled from a limited pool of projected revenues from sources outside of a county's control, referred to as "regional discretionary revenues."

Last month, MTC/ABAG staff previewed initial recommendations on major transportation projects that have a funding gap that could be filled with regional discretionary revenues in the Final Blueprint. This month, staff have returned with a full proposal for regional discretionary funding allocations for all major projects, as well as all minor projects or programmatic categories seeking regional discretionary dollars to close funding gaps.

The recommendations, summarized in full in **Attachment B**, are aligned to support the SB 375-mandated reduction in per-capita greenhouse gas emissions, as well as to advance the adopted Plan Bay Area 2050 Vision. Staff recommendations were made based on several criteria, including project performance assessment results (major projects only), the strength of modifications proposed in commitment letters (lower-performing major projects only), funding available to the project from county or other funding sources, and general alignment with Blueprint strategies and Plan Vision.

Table 1 summarizes how the proposed strategies align with funding and modal categories. An estimated \$140 billion in regional discretionary revenues and \$553 billion in total revenues are invested in the Transportation Element, with much of the funding only available after the year 2035. Total revenues available include:

- \$463 billion from the COVID-adjusted status quo revenue projection,
- \$48 billion of new revenues (to be approved by voters during the Plan period),
- \$13 billion of estimated fares from new transit service,
- \$15 billion in estimate revenues from the new per-mile tolling strategy, and
- \$17 billion in additional funds identified by CTAs, including project-specific committed funds not included in the revenue projection, additional developer fees, and project-generated revenues.

Table 1: Strategies Summary by Time Period and by Mode (in billions of year-of-expenditure \$)

	Reg. Discretionary Investment			Total Investment		
	2021-2035	2036-2050	Total	2021-2035	2036-2050	Total
Operations & Maintenance	\$14	\$28	\$42	\$151	\$233	\$384
Road	\$10	\$12	\$22	\$19	\$21	\$40
Transit	\$11	\$56	\$67	\$33	\$81	\$114
Bike/Ped	\$4	\$5	\$9	\$7	\$9	\$15
Total	\$39	\$101	\$140	\$210	\$343	\$553

Note: Operations & maintenance includes the cost of maintaining existing conditions for the region's transit and pavement assets and operating transit service at 2020 service levels. Numbers in the table may not sum due to rounding.

Issues:

- (1) Ensuring Plan Bay Area 2050 Transportation Strategies Are Fiscally-Constrained
Plan Bay Area 2050 is statutorily required to be fiscally-constrained, meaning the final set of transportation strategies must not exceed forecasted transportation revenues. As was highlighted at the June 2020 meeting, the total cost of all projects proposed for inclusion in Plan Bay Area 2050 by counties and transit operators far exceeds the estimated revenues available over the 30-year Plan period. The proposal, as detailed in **Attachment B**, currently meets the requirement of fiscal constraint, weaving key projects into integrating strategies; deviating from the proposal by adding additional investments may require removing other transportation projects to compensate.
- (2) Sequencing Investments by Time Period (pre- and post- 2035)
The California Air Resources Board (CARB) has requested that investments be fiscally-constrained within two time periods (2021-2035 and 2036-2050) to align expenditures with forecasted revenues more closely. There is more fiscal capacity in the latter half of the Plan due to the 2020 economic recession's significant impacts on funding sources and the addition of new revenues for transportation starting in 2035. As such, the first half of the Plan includes a limited set of investments prioritized by cost-effectiveness, equity impacts, alignment with Plan Bay Area 2050 Guiding Principles, and strength of commitments included in commitment letters (if applicable). A larger number of projects are integrated into the latter half of the Plan. Projects in Period 2 can begin project development work and seek environmental approvals. A key implementation action of Plan Bay Area 2050 will be the development of a mega-project advancement policy, which would outline eligibility criteria for projects seeking to advance to Period 1 for implementation phases; this policy will be developed in 2021.
- (3) Closing the Greenhouse Gas Emissions Reduction Gap in the Final Blueprint
The Draft Blueprint strategies result in greenhouse gas emissions reductions from passenger vehicles and light-duty trucks by up to 12 percent over 2005 levels by 2035. This reduction falls short of the SB 375 mandated reduction of 19 percent over the period from 2005 to 2035. Additional transit strategies proposed for the Final Blueprint may help close that gap slightly, through highway and express lane strategies that increased road capacity will likely induce more driving, moving the Final Blueprint in the opposite direction of the 19 percent per-capita target. Staff is recommending the inclusion of major highway projects under the condition that further greenhouse gas emission mitigations are identified by project sponsors prior to the September 2020 action on the Final Blueprint.

(4) Advancing Equity Through the Final Blueprint

The Draft Blueprint, authorized for study in February 2020, included a limited set of primarily low-cost, near-term strategies enhancing the region's bus and BART services. Staff analysis suggested that the accessibility benefits of these projects would be realized primarily by lower-income residents, helping advance regional equity goals. The additional strategies in the Final Blueprint would invest in the region's freeways and commuter rail systems, which currently primarily benefit higher-income non-minority residents. Leading up to the adoption of the Final Blueprint in fall 2020, staff will continue to refine the strategies to support the needs of lower-income communities based upon robust public engagement this summer.

Next Steps:

These regional funding recommendations to close project funding gaps will be shared with CTAs and transit agency project sponsors, enabling CTAs to finalize their fiscally-constrained project lists in collaboration with MTC/ABAG staff by the end of July. Project sponsors are also requested to obtain Board approval on commitment letters outlining proposals to improve the performance of projects identified as having performance challenges by the end of August. As presented to the committee in June 2020, MTC/ABAG staff has initiated the next round of Plan Bay Area 2050 public engagement this month using several remote methods. Staff will return in September 2020 to present the proposal for the Final Blueprint strategies for all four elements of the Plan, informed by this critical public feedback.


Recommendation:

Staff requests MTC Planning Committee approval of the regional discretionary funding recommendations, in the context of Plan Bay Area 2050, as summarized in Attachment B.

Attachments:

Attachment A: Presentation

Attachment B: Regional Discretionary Funding Recommendations

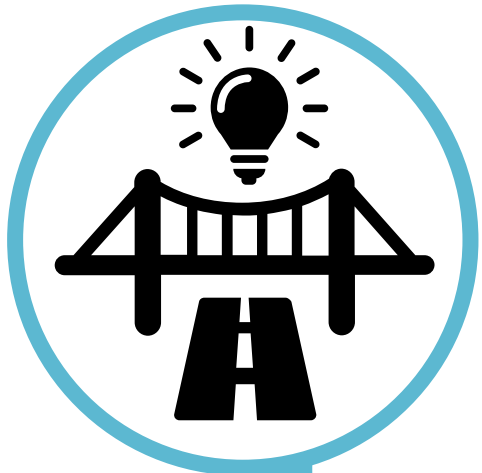

Therese W. McMillan

PLAN BAY AREA 2050

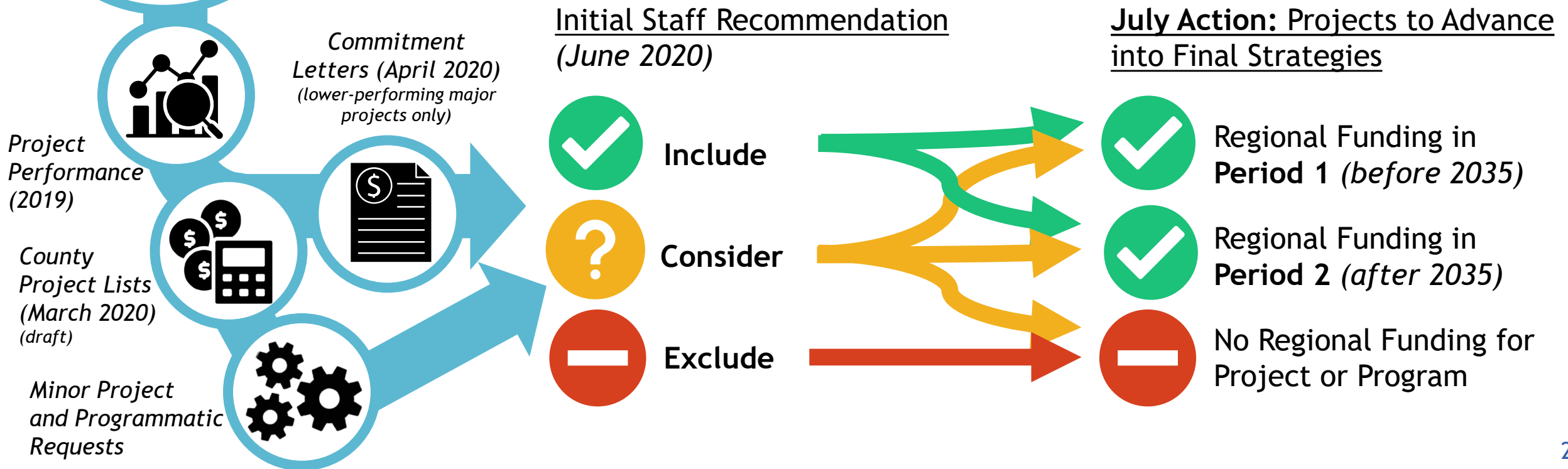
Plan Bay Area 2050: Key Decisions for Transportation Element

Adam Noelting and Raleigh McCoy

July 2020



Today's action identifies regional discretionary funding recommendations for key Final Blueprint transportation strategies.



With limited near-term revenues, many projects were recommended for the latter half of the Plan.

2021

Period 1

(Project open before 2035)

\$186 - \$193 Billion

(forecasted funding available)

Period 1 Prioritization Considerations:

- Cost-effectiveness in an uncertain future
- Equity outcomes
- Alignment with Guiding Principles
- Policy commitments (*if applicable*)
- Funding commitments

2035

Period 2

(Project open after 2035)

\$317 - \$325 Billion

(forecasted funding available)

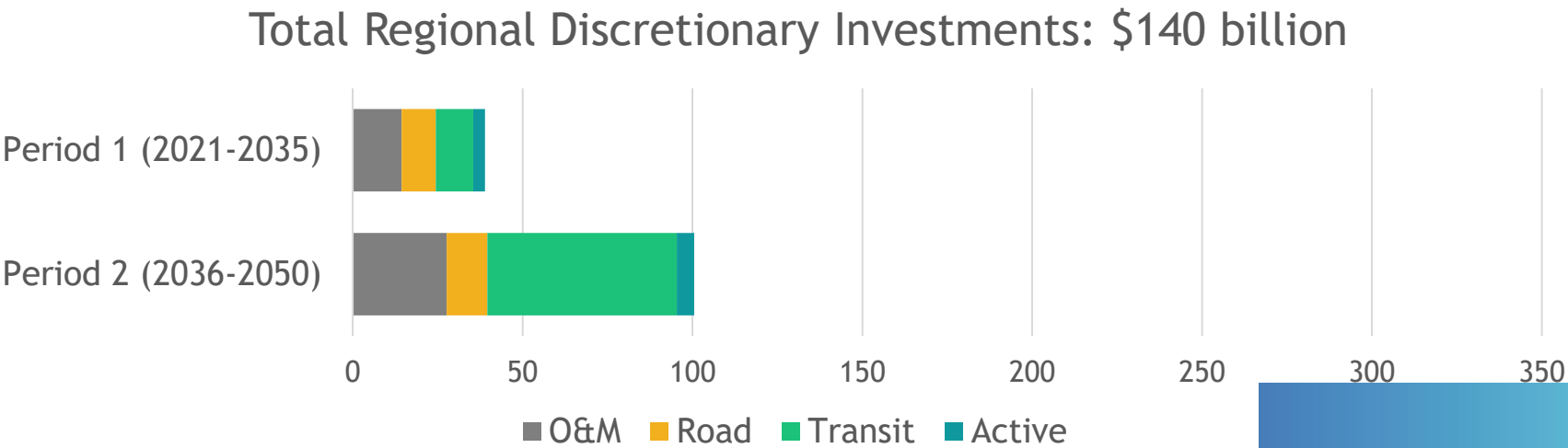
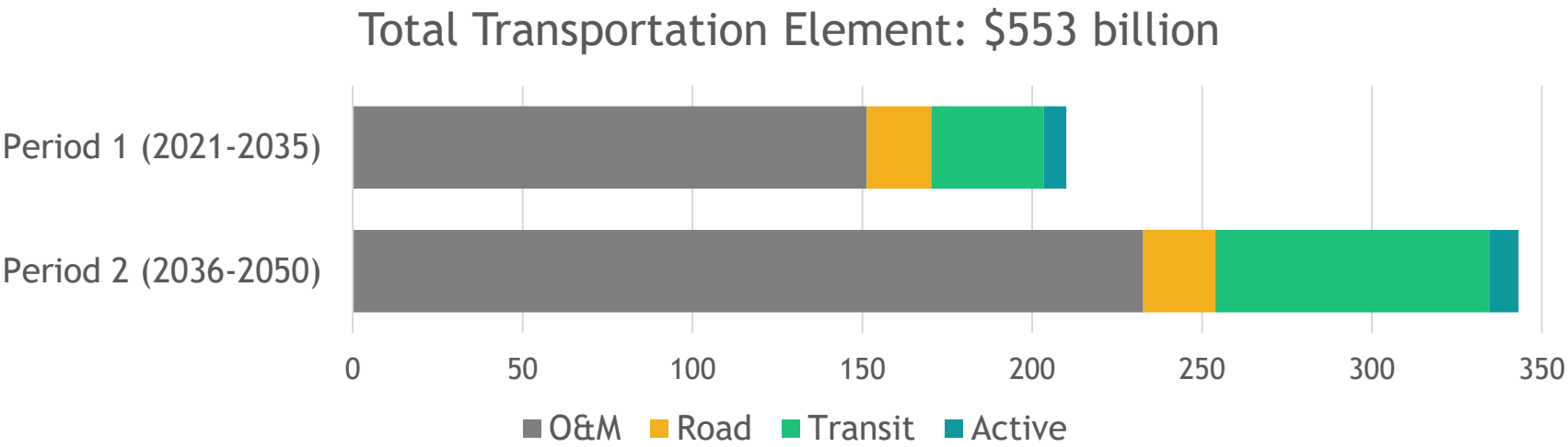
Period 2 Considerations:

- Projects in Period 2 can advance through project development phases and seek environmental approvals and funding in Period 1
- Projects in Period 2 can start construction in Period 1 to prepare for opening after 2035
- A mega-project advancement policy will be developed in 2021; projects could move their opening year from Period 2 to Period 1 if:
 - New funding sources are identified and/or
 - Project components shift to better advance equity and cost-effectiveness

2050

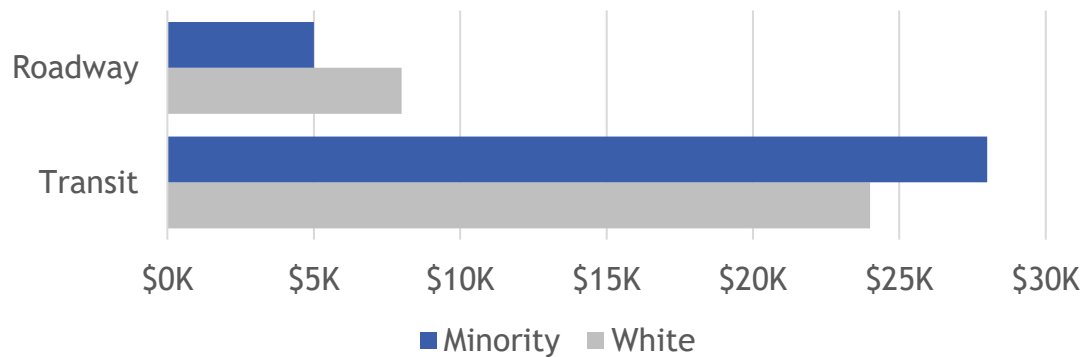
Final Blueprint: Transportation Element High-Level Overview

Today’s staff recommendation directs the vast majority of regional discretionary investments **towards system maintenance, public transit, and active transportation.**

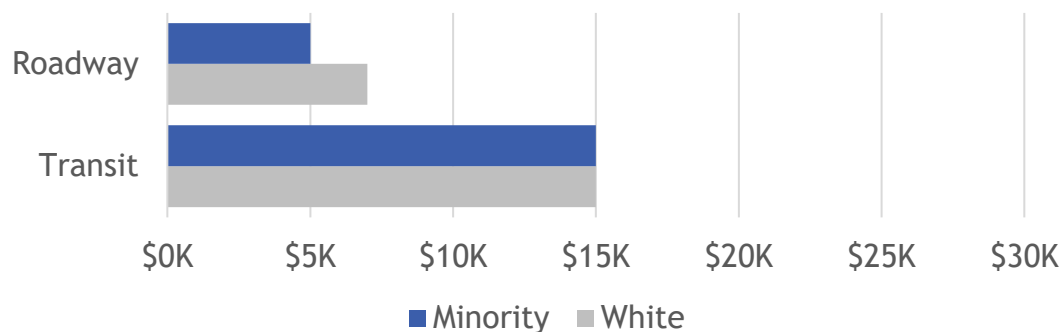


Final Blueprint: Investing in the Existing System Establishes an Equitable Baseline

Per-Capita Investment for
Existing System Needs



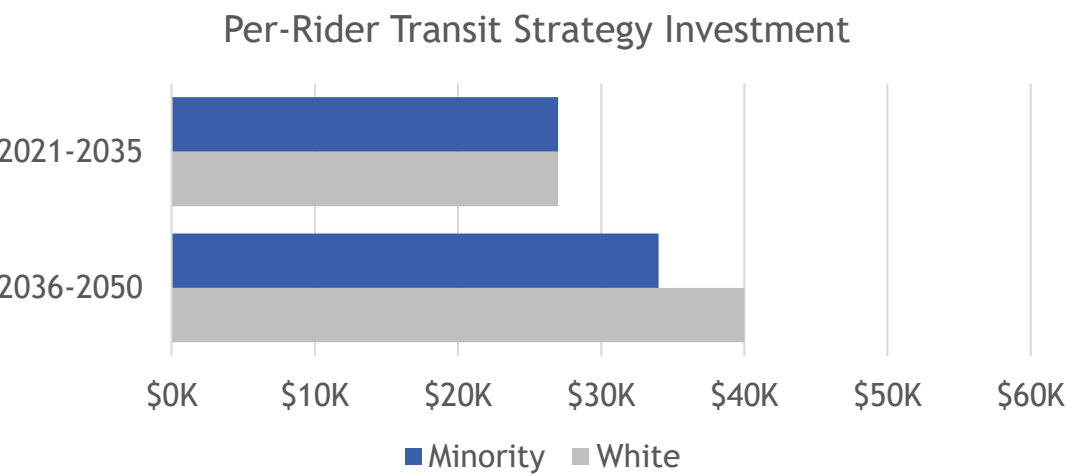
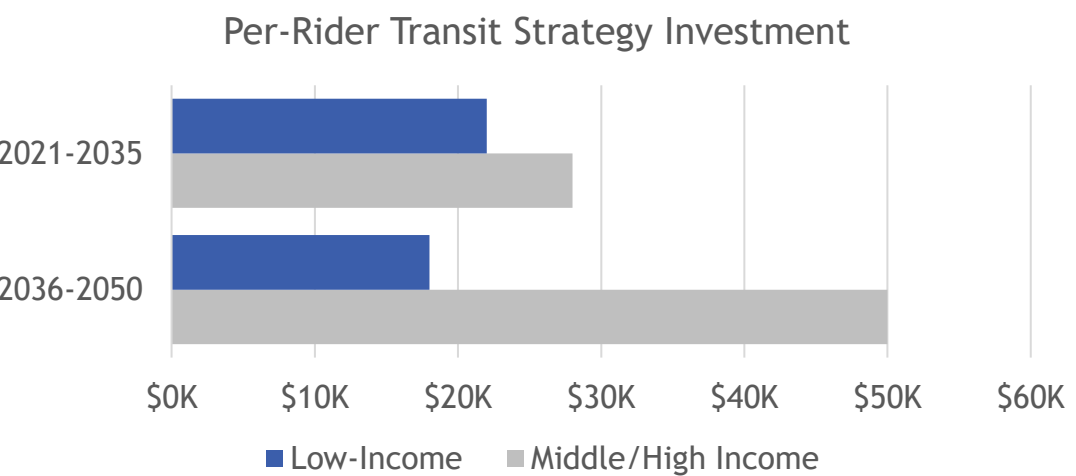
Per-Capita Investment for
All Other Transportation Strategies



The Final Blueprint strategy to **Operate and Maintain the Existing System** accounts for over two-thirds of the total strategy costs (and one-fourth of regional discretionary investments) in the Transportation Element.

Analysis shows that **investing in the existing transit system benefits lower-income and communities of color** more than expanding transit systems or investing in roadways.

Final Blueprint: More Strategic Action Required to Advance Equity Goals



Despite frontloading investments in **local bus service**, which disproportionately benefit lower-income and minority residents, the Final Blueprint still falls short of advancing equity.

The latter half of the Plan includes major investments in **commuter rail**. Pairing such investments with **means-based fares & integrated fares** can help ensure a broader array of residents benefit, not just higher-income white commuters.

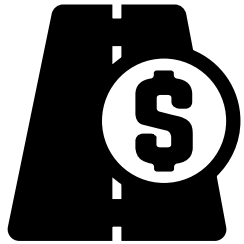
Analysis conducted in accordance with Title VI/EJ regulations, which focus on *system demographics in baseline year*.

PLAN BAY AREA 2050



Revised Regional Discretionary Funding Commitments for the Transportation Element

The Final Blueprint adds more investments in transit and roadways on top of Draft Blueprint strategies.



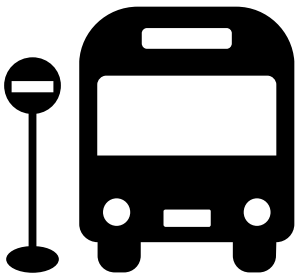
Maintain and Optimize Existing Infrastructure

- Operate & Maintain the Existing System
- Accelerate Restoration of Transit Operations to 2019 Levels
- Enable Seamless Mobility with Unified Trip Planning & Fare Payments
- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alts.
- **Improve Interchanges and Address Highway Bottlenecks**
- Advance Other Regional Programs and Local Priorities




Create Healthy and Safe Streets

- Build a Complete Streets Network
- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds



Enhance Regional and Local Transit

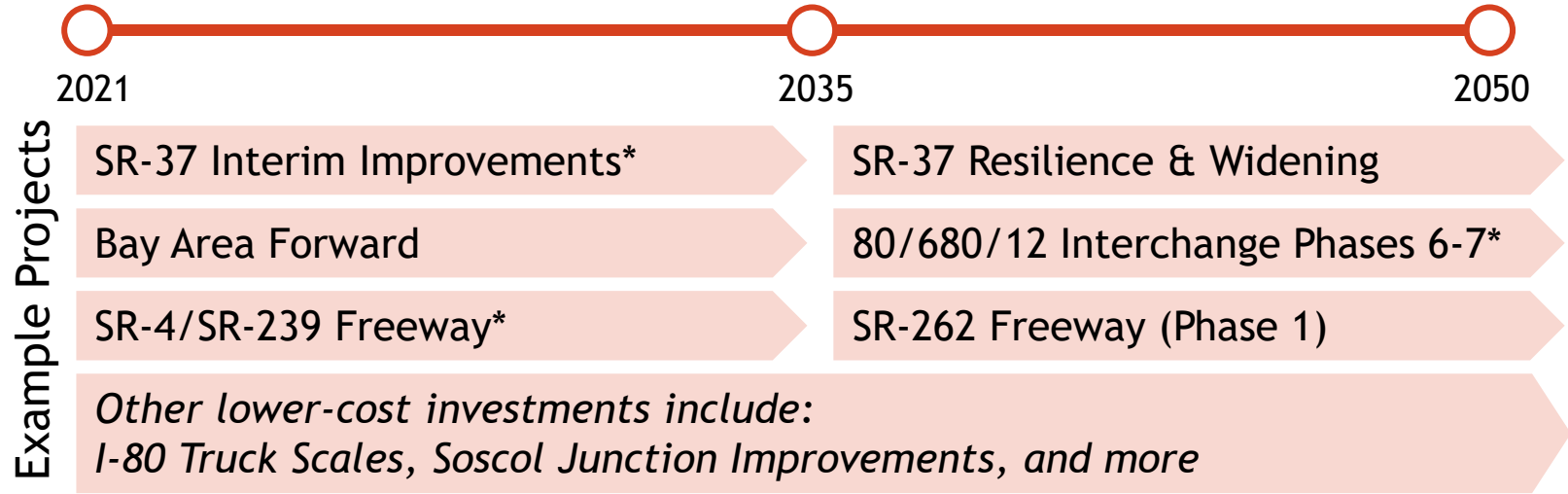
- **Enhance Local Transit Frequency, Capacity, and Reliability**
- **Expand and Modernize the Regional Rail Network**
- **Build an Integrated Regional Express Lane and Express Bus Network**



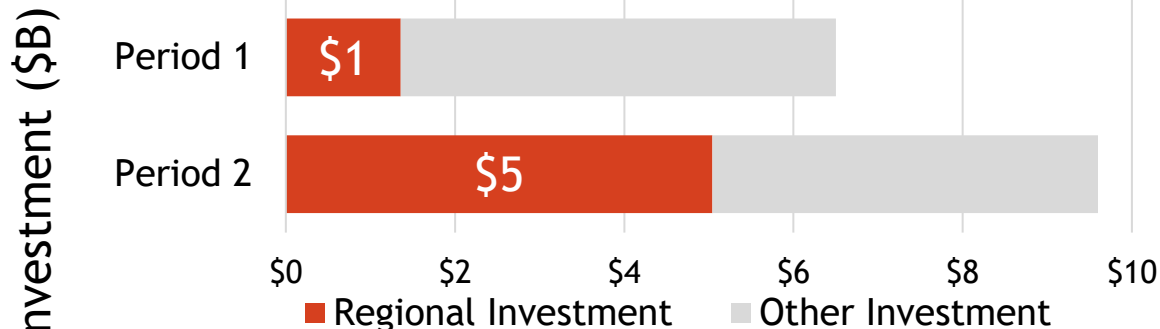
With a seven-point gap remaining to meet the SB 375 GHG reduction target, we will be asking all major highway expansion projects to fully mitigate increases, going above and beyond existing policies.



Improve Interchanges and Address Highway Bottlenecks



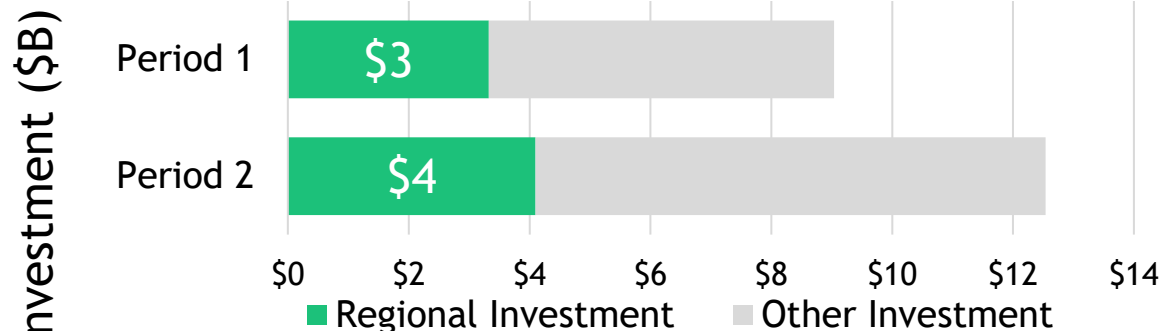
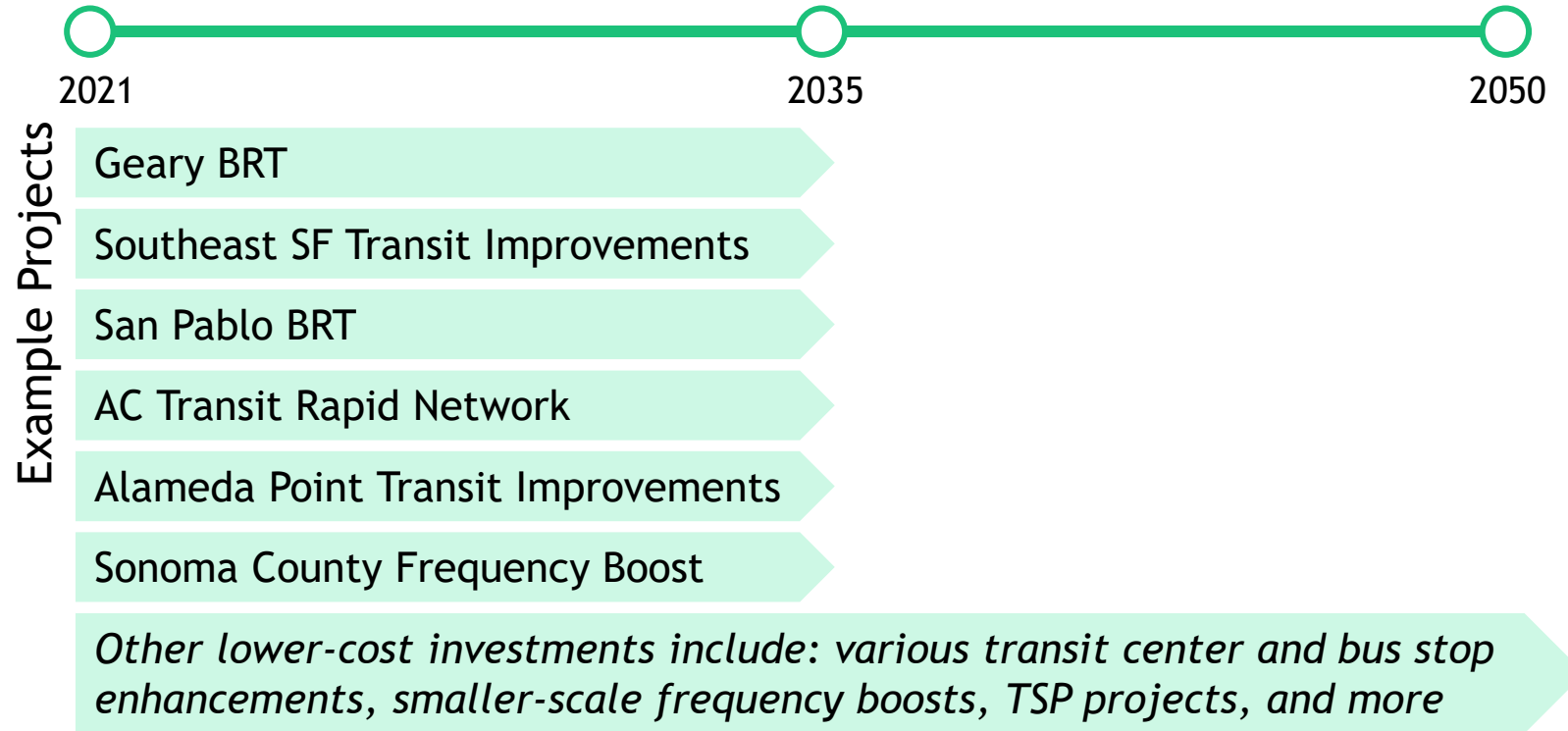
* Only include if GHG mitigations are identified by September.



\$16B



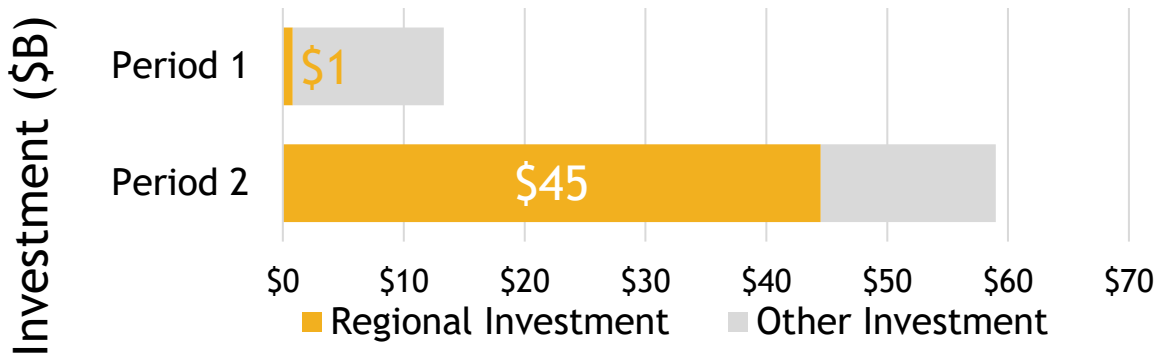
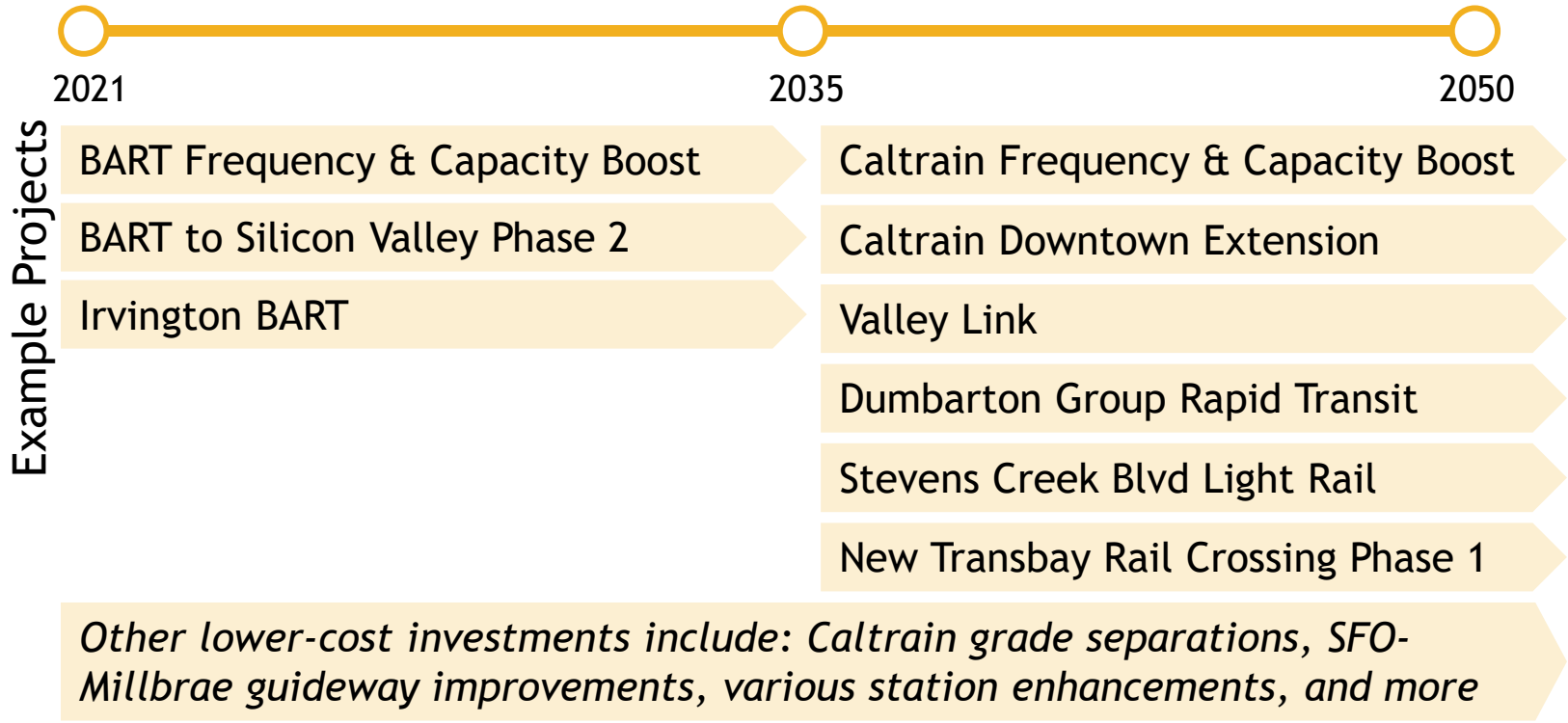
Enhance Local Transit Frequency, Capacity, and Reliability



\$22B



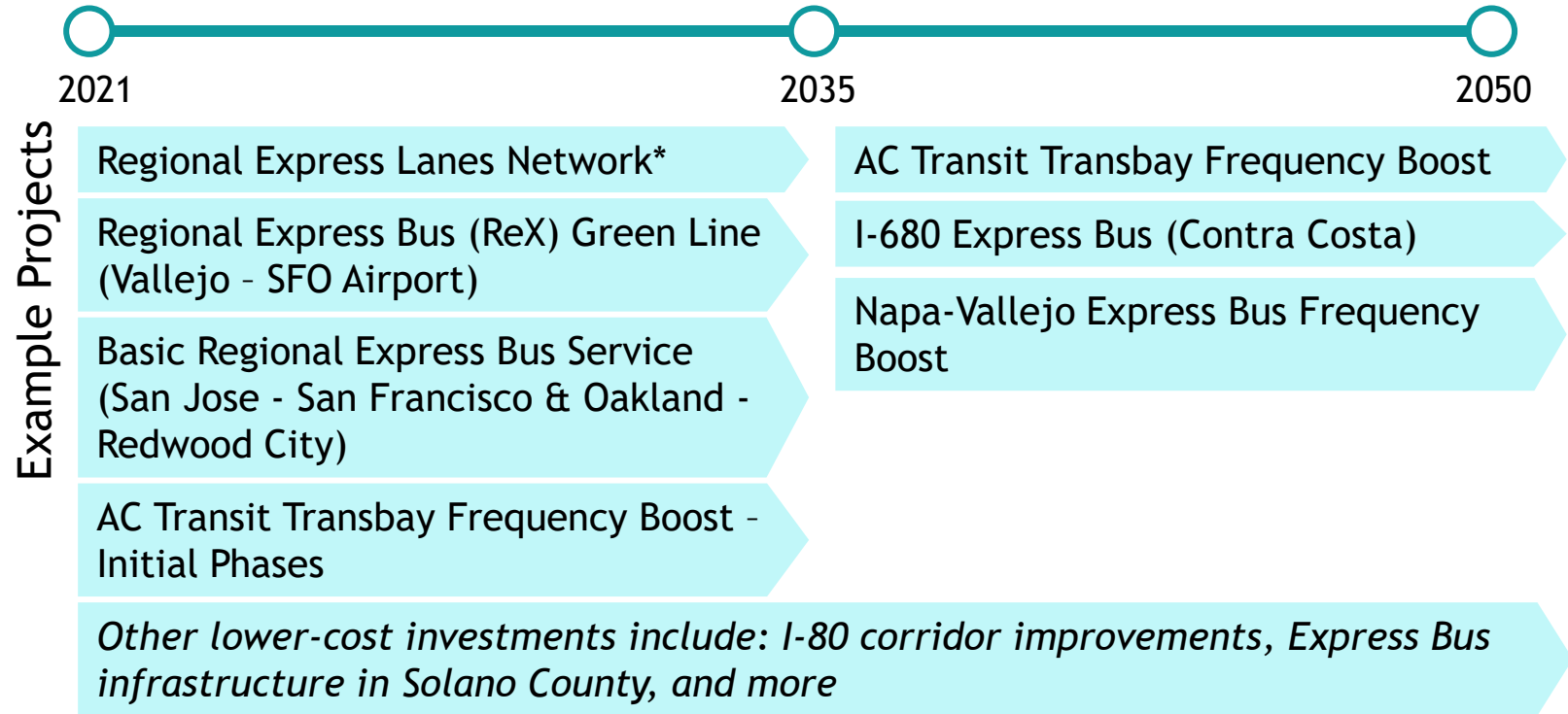
Expand and Modernize the Regional Rail Network



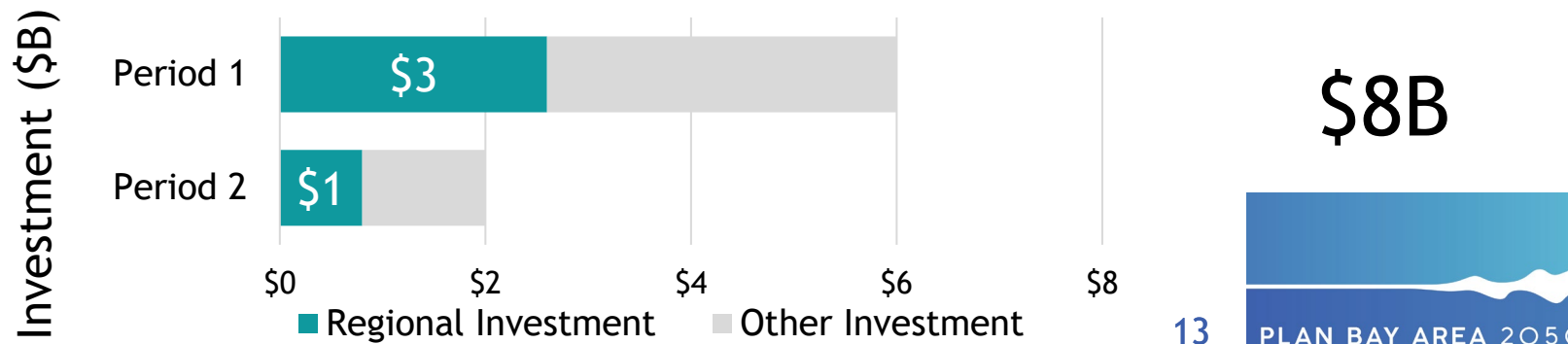
\$72B



Build an Integrated Express Lane and Express Bus Network



*** All widening projects need to identify GHG mitigations by September.**



Transportation strategy recommendations are an initial step towards the Final Blueprint.



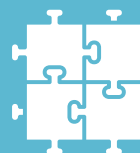
Plan Bay Area 2050 Blueprint

- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

ANTICIPATED:
SUMMER 2020



*Local Concurrence on
Performance Commitments*



*Public Engagement & Integration
into Final Blueprint Strategies*

PLAN BAY AREA 2050

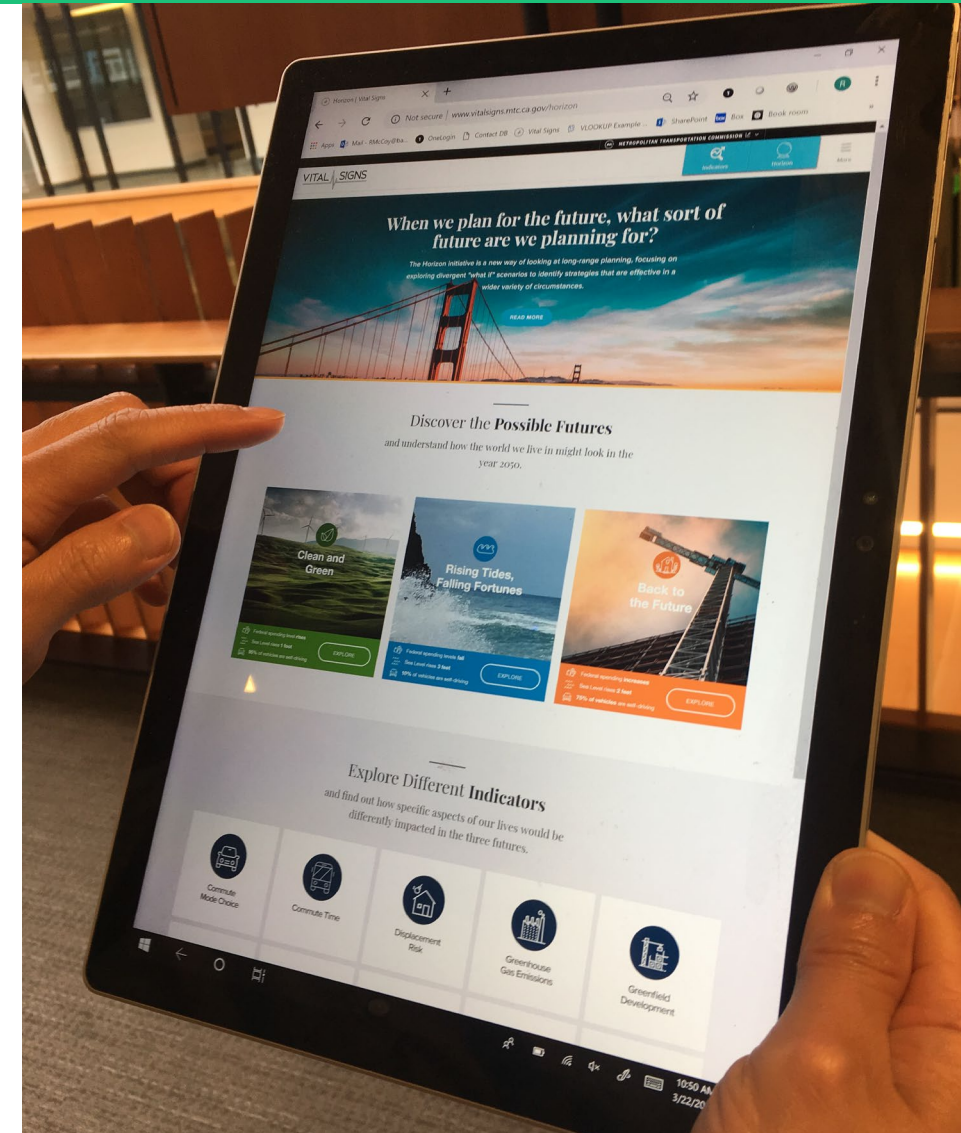
Digital outreach this summer will further shape all Final Blueprint strategies.

Focus Areas

1. **Refine Final Blueprint strategies** to inform further analysis in Fall 2020
2. **Focus on equity implications** of Blueprint strategies, ensuring that all residents benefit

Tactics

1. **Digital Workshops:** up to 15 public workshops to be held from mid-July to mid-August
2. **Non-Digital Engagement:** a suite of non-digital options for those with limited internet access
3. **Digital Tribal Summit:** in lieu of in-person summit



Hearing from Communities of Concern will guide further evolution this fall.

Themes

Community members said:

System
Integration
Beyond Fares

“Overwhelming to think about how strategic you need to be to make all connections on time”
“Timing transfers so it actually works for people, especially those with disabilities”

Support Evening
& Weekend
Service

“Weekends and nights - these are when low-income people are working, and it is more unsafe to wait longer at night”
“Not having night services forces us to drive”

Improve Existing
Service

“I just want the bus to be new, clean, and not break down”
“Need to know when transit is actually coming”

Remove Barriers
So That All Fare
Policy Helps All

“Transit discounts are great, but we need streamlining to make it easier to be eligible for these discounts, especially for seniors, people with disabilities, language barriers”
“Need automatic daily or monthly caps”

Quick Wins with
Vision Zero

“The easiest thing you can do is repaint every crosswalk with the fat lines perpendicular to the traditional lines”



Q&A + Discussion

Upcoming *Plan Bay Area 2050*
Milestones:

- July 2020: Draft Blueprint Release
- Summer 2020: Physically Distant Public Engagement on Final Blueprint Strategies
- September 2020: Action on Final Blueprint Strategies

				Regional Discretionary Funding Range (\$ Millions, YOE)							
Blueprint Strategy	Project ID	Project/Program Title		< \$50	\$50 - 100	\$100 - 250	\$250 - 500	\$500 - 1000	\$1000 - 2500	\$2500 - 5000	> \$5000
Operate and Maintain the Existing System	Minor Project/Program	BART Rail Vehicle Replacement Project Phase 3	Regional Funding in Period 1				✓				
		Hayward Maintenance Complex (HMC) Phase 1	Regional Funding in Period 1				✓				
		Marin Transit O&M Facility	Regional Funding in Period 1	✓							
		VINE Maintenance Facility	Regional Funding in Period 1	✓							
		Electrical & Mechanical Infrastructure Program	Regional Funding in Period 1 and in Period 2						✓		
		Fare Collection Replacement Program	Regional Funding in Period 1 and in Period 2			✓					
		Needs Assessment Local Bridges	Regional Funding in Period 1 and in Period 2					✓			
		Needs Assessment Local Streets & Roads	Regional Funding in Period 1 and in Period 2								✓
		Needs Assessment Regional "Toll" Bridges	Regional Funding in Period 1 and in Period 2				✓				
		Needs Assessment Transit Capital	Regional Funding in Period 1 and in Period 2								✓
		Needs Assessment Transit O&M	Regional Funding in Period 1 and in Period 2							✓	
		Seismic Retrofit Program	Regional Funding in Period 1 and in Period 2						✓		
		Lifecycle Asset Replacement Cost Estimate	Regional Funding in Period 2						✓		
Enable Seamless Mobility with Unified Trip Planning and Fare Payment	Minor Project/Program	Enable Seamless Mobility with Unified Trip Planning and Fare Payments	Regional Funding in Period 1						✓		
Reform Regional Transit Fare Policy	Minor Project/Program	Reform Regional Transit Fare Policy	Regional Funding in Period 1 and in Period 2								✓
Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Minor Project/Program	Local Transit Access, Service and Fares	Regional Funding in Period 2					✓			
		Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Regional Funding in Period 1						✓		
Improve Interchanges and Address Highway Bottlenecks	3100	SR-239 Feasibility Studies and Project Development	Funded by "County Budget" in Period 1								
		Vasco Road Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)*	Funded by "County Budget" in Period 1								
	3101	I-680/SR-4 Interchange Phases 1 & 2	Funded by "County Budget" in Period 1								
		I-680/SR-4 Interchange Phase 4	Funded by "County Budget" in Period 2								
		I-680/SR-4 Interchange Phase 5	Funded by "County Budget" in Period 2								
	3102	SR-4 Operational Improvements Initial Phases (EB)	Funded by "County Budget" in Period 1								
		SR-4 Operational Improvements Initial Phases (WB)	Funded by "County Budget" in Period 2								
	3103	SR-4 Widening*	Funded by "County Budget" in Period 2								
	3104	I-80/I-680/SR-12 Interchange + Widening Packages 3 - 5*	Funded by "County Budget" in Period 1								
		I-80/I-680/SR-12 Interchange + Widening Packages 6 & 7*	Regional Funding in Period 2			✓					
	3109	SR-262 Mission Boulevard Phase 1	Regional Funding in Period 2			✓					
	3112	SR-37 Interim Project	Regional Funding in Period 1					✓			
	3200	SR-37 Long-Term Project*	Regional Funding in Period 2							✓	
	5000	Bay Area Forward	Regional Funding in Period 1					✓			
	Minor Project/Program	Marin-Sonoma Narrows	Regional Funding in Period 1	✓							
		Soscol Junction	Regional Funding in Period 1	✓							
		US 101/I-580 Direct Connector	Regional Funding in Period 1	✓							
		Yerba Buena Island (YBI) I-80 Interchange Improvement	Regional Funding in Period 1	✓							
Advance Other Regional Programs and Local Priorities	7001	MTA LRT SLR Resilience Project	Regional Funding in Period 1		✓						
	7002	I-580/US-101/SMART Marin Resilience Project	Regional Funding in Period 1					✓			
	7003	US-101 Peninsula Resilience Project	Regional Funding in Period 2				✓				
	7004	SR-84 Resilience Project	Regional Funding in Period 2			✓					
	7005	SR-237 SLR Resilience Project	Regional Funding in Period 1		✓						
	Minor	7th Street Grade Separation East	Regional Funding in Period 1			✓					

*Include only if on-system GHG mitigations are identified by sponsor by September 2020

				Regional Discretionary Funding Range (\$ Millions, YOE)							
Blueprint Strategy	Project ID	Project/Program Title		< \$50	\$50 - 100	\$100 - \$250	\$250 - \$500	\$500 - \$1000	\$1000 - \$2500	\$2500 - \$5000	> \$5000
	Project/ Program	7th Street Grade Separation West	Regional Funding in Period 1			✓					
		I-80 WB Truck Scales	Regional Funding in Period 1			✓					
		Oakland Army Base Infrastructure Improvements	Regional Funding in Period 1	✓							
		511 SF Bay Area	Regional Funding in Period 1 and in Period 2				✓				
		All Electronic Tolling	Regional Funding in Period 1 and in Period 2			✓					
		Carpool/Vanpool Program	Regional Funding in Period 1 and in Period 2					✓			
		Climate Adaptation/Resiliency and Sustainability Program	Regional Funding in Period 1 and in Period 2			✓					
		Climate Initiatives Program	Regional Funding in Period 1 and in Period 2								✓
		Emission Reduction Technology	Regional Funding in Period 1 and in Period 2	✓							
		Goods Movement and Rail Safety	Regional Funding in Period 1 and in Period 2						✓		
		Land Use	Regional Funding in Period 1 and in Period 2	✓							
		Minor Freight Improvements	Regional Funding in Period 1 and in Period 2	✓							
		Motorist Aid Services	Regional Funding in Period 1 and in Period 2					✓			
		Other MTC Regional Programs	Regional Funding in Period 1 and in Period 2							✓	
		Regional Communications Network	Regional Funding in Period 1 and in Period 2					✓			
		Travel Demand Management	Regional Funding in Period 1 and in Period 2	✓							
		Active Transportation and Vision Zero	Regional Funding in Period 1 and in Period 2					✓			
		Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	Regional Funding in Period 1 and in Period 2						✓		
		Local and Regional Road Safety	Regional Funding in Period 1 and in Period 2		✓						
		Safety and Security	Regional Funding in Period 1 and in Period 2	✓							
		Security	Regional Funding in Period 1 and in Period 2	✓							
Build a Complete Streets Network	2104	Better Market Street	Regional Funding in Period 1		✓						
	2700	Bay Bridge West Span Bike Path	Regional Funding in Period 2					✓			
	Minor Project/ Program	Build a Complete Streets Network	Regional Funding in Period 1 and in Period 2								✓
Advance Low-Cost Transit Projects	2000	AC Transit Local Service Frequency Increase	Regional Funding in Period 1							✓	
	2001	AC Transit Rapid Network	Regional Funding in Period 1						✓		
	2003	Muni Forward	Regional Funding in Period 1				✓				
	2004	Sonoma County Service Frequency Increase	Funded by "County Budget" in Period 1								
	2007	South East SF Transit Improvements	Regional Funding in Period 1	✓							
	2008	Alameda Point Transit Network	Regional Funding in Period 1			✓					
	2100	San Pablo BRT	Regional Funding in Period 1			✓					
	2101	Geary BRT Phase 2	Regional Funding in Period 1	✓							
	2103	El Camino BRT	Funded by "County Budget" in Period 2								
	2105	E 14th/Mission Blvd Corridor Project	Regional Funding in Period 1				✓				
	2600	WETA Service Frequency Increase	Regional Funding in Period 1				✓				
	2602	WETA Ferry Berkeley	Regional Funding in Period 1			✓					
	2603	Redwood City Ferry Planning & Environmental	Funded by "County Budget" in Period 1								
	2604	Golden Gate Transit Bus and Ferry Upgrades	Recommendation Anticipated in September								
	3002	Treasure Island Congestion Pricing	Regional Funding in Period 1		✓						
		Treasure Island Ferry	Regional Funding in Period 1								
	3001	Downtown SF Congestion Pricing	Regional Funding in Period 1		✓						
	4002	Contra Costa AV Shuttle Program Study	Funded by "County Budget" in Period 1								
	4004	Regional Hovercraft Pilot	Funded by "County Budget" in Period 1								
	Minor Project/ Program	Expand SFMTA Transit Fleet - Buses	Regional Funding in Period 1			✓					
		Expand SFMTA Transit Fleet - Facilities	Regional Funding in Period 1			✓					

*Include only if on-system GHG mitigations are identified by sponsor by September 2020

				Regional Discretionary Funding Range (\$ Millions, YOE)									
Blueprint Strategy	Project ID	Project/Program Title		< \$50	\$50 - 100	\$100 - 250	\$250 - 500	\$500 - \$1000	\$1000 - \$2500	\$2500 - \$5000	> \$5000		
	Program	Geneva-Harney Bus Rapid Transit	Regional Funding in Period 1		✓								
		Larkspur Ferry Parking Garage	Regional Funding in Period 1		✓								
		Mission Bay Ferry Landing	Regional Funding in Period 1	✓									
		NVC Transfer Center	Regional Funding in Period 1	✓									
		San Francisco Late Night Transportation Improvements	Regional Funding in Period 1	✓									
		San Rafael Transit Center Relocation	Regional Funding in Period 1	✓									
		Solano Express Bus to BRT-lite Transition: Capital Improvements and Implementation	Regional Funding in Period 1	✓									
		Transit System Growth	Regional Funding in Period 1	✓									
		TSP	Regional Funding in Period 1	✓									
		Vallejo Station Parking Structure Phase B	Regional Funding in Period 1	✓									
		Management Systems	Regional Funding in Period 1 and in Period 2		✓								
		Minor Transit Improvements	Regional Funding in Period 1 and in Period 2	✓									
		New Shelters and Stop Amenities	Regional Funding in Period 1 and in Period 2	✓									
		All regional routes - Enhanced Frequency	Regional Funding in Period 2		✓								
		Local routes - expanded service hours	Regional Funding in Period 2	✓									
		New Transit Vehicles	Regional Funding in Period 2	✓									
		Regional routes - expanded service hours	Regional Funding in Period 2	✓									
		Build an Integrated Regional Express Lane and Express Bus Network	2002	AC Transit Transbay Service Frequency Increase - Initial Phases	Regional Funding in Period 1			✓					
				AC Transit Transbay Service Frequency Increase	Regional Funding in Period 2			✓					
			3000	Express Lanes*	Funded by "County Budget" in Period 1								
Express Lanes*	Regional Funding in Period 1							✓					
3003	SF Express Bus on Express Lanes		Funded by "County Budget" in Period 1										
6020	ReX Blue Line		Regional Funding in Period 1					✓					
	ReX Green Line		Regional Funding in Period 1						✓				
	ReX Red Line		Regional Funding in Period 1					✓					
Expand and Modernize the Regional Rail Network	1004	New San Francisco-Oakland Transbay Rail Crossing	Regional Funding in Period 2								✓		
	2201	BART Core Capacity	Regional Funding in Period 1						✓				
	2205	BART to Silicon Valley Phase 2	Regional Funding in Period 1				✓						
	2206	Stevens Creek LRT	Regional Funding in Period 2							✓			
	2209	Irvington Station	Regional Funding in Period 1		✓								
	2300	Caltrain Downtown Extension	Regional Funding in Period 2							✓			
	2302	Caltrain Enhanced Frequency 8 TPHPD	Regional Funding in Period 2						✓				
	2306	Dumbarton Rail GRT	Regional Funding in Period 2							✓			
	2308	Valley Link Bay Area Segment	Regional Funding in Period 2						✓				
	2312	ACE Service Frequency Increase 6 Daily Round Trips	Regional Funding in Period 2			✓							
	2402	Mineta San Jose International Airport APM connector - planning and environmental	Funded by "County Budget" in Period 1										
	2403	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	Funded by "County Budget" in Period 2										
	Minor Project/Program	Fairfield-Vacaville Train Station Building, Access, and Parking	Regional Funding in Period 1	✓									
		Bay Fair Connection	Regional Funding in Period 1	✓									
		Expand SFMTA Transit Fleet - LRV (Core Capacity)	Regional Funding in Period 1		✓								
		South Bay Connect	Regional Funding in Period 1	✓									
		Transit Operations Facility	Regional Funding in Period 1			✓							
		Station Access Program	Regional Funding in Period 1 and in Period 2			✓							
		Stations Program	Regional Funding in Period 1 and in Period 2							✓			
		System Expansion and Capacity Improvements	Regional Funding in Period 1 and in Period 2							✓			

*Include only if on-system GHG mitigations are identified by sponsor by September 2020