

# Metropolitan Transportation Commission

September 23, 2020

HANDOUT - Agenda Item 8a

## MTC Resolution No. 4437 and ABAG Resolution No. 16-2020: Plan Bay Area 2050: Final Blueprint

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**Subject:** Proposed action on revisions to Strategies and Growth Geographies for Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast.

**Background:** On September 11, 2020, the MTC Planning Committee and the ABAG Administrative Committee met jointly and received a report on proposed action on revisions to strategies and growth geographies for the Plan Bay Area 2050 Final Blueprint and the regional growth forecast. The report included feedback from the public and stakeholders received over the course of the summer.

The committees unanimously recommended approval of the item to the ABAG Executive Board and MTC Commission, with an amendment from Commissioner Liccardo requesting prioritization of regional funding for Caltrain grade separations towards projects that serve the dual purpose of connecting High Speed Rail to the Bay Area and improving the Caltrain system.

In response to Commissioner Liccardo's amendment, staff has clarified that the \$4.1 billion in regional funding for grade separations can also be used for other modernization efforts that benefit Caltrain and High Speed Rail and expanded the total amount of funding assigned for Caltrain/High Speed Rail capital projects by \$3.0 billion by reducing the scope of North San Jose VTA light rail improvements by a commensurate amount. Together, this \$7.1 billion in regional discretionary funding prioritizes Caltrain/High Speed Rail dual-purpose investments from south to north to achieve the goals identified by Commissioner Liccardo related to his motion. Furthermore, the \$7.1 billion in funding could also integrate the grade separations for at least five at-grade intersections south of Diridon Station in San Jose.

Of the total Caltrain/High Speed Rail grade separations and related modernization investments, at least \$3.0 billion would be assigned to the segment south of Tamien Caltrain station. Such funding could be used for an array of potential investments, i.e. on the Union Pacific right-of-way between San Jose and Gilroy when High Speed Rail reaches an agreement for purchase or use of that corridor, or potentially on the Pacheco Pass corridor when a full funding plan is developed for the High Speed Rail connection to the Central Valley.

It is important to underscore the region's existing commitment to a blended system on the Peninsula Corridor. This agreement, memorialized in a 9-party Memorandum of Understanding (MOU), identifies a set of investments- including electrification and train control- between the Transbay Transit Center and Tamien Station in San Jose.


Given this proposed amendment would assign Plan Bay Area 2050 regional discretionary investment to the corridor south of Tamien Station, MTC staff would encourage the nine parties to cooperate on potential updates to the MOU to incorporate the expanded geographical extent of this proposal.

Staff will report on the MTC Planning Committee and ABAG Administrative Committee recommendations of MTC Resolution No. 4437 and ABAG Resolution No. 16-2020, respectively, which adopts the revised Final Blueprint Strategies, Final Blueprint Growth Geographies, and the Regional Growth Forecast.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4437, to the Commission for approval; furthermore, recommend that MTC work with other members of the nine-party MOU to update the Bay Area governing agreement for the blended system in the Bay Area to integrate the Caltrain corridor south of San Jose and any other adjustments deemed necessary.

**Attachments:** A. Plan Bay Area 2050 Final Blueprint – Summer 2020 Engagement & Proposed Revisions (*from the September 11<sup>th</sup> committee meeting*)

  
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