

# Metropolitan Transportation Commission / Regional Update

Peninsula Corridor Joint Powers Board  
November 3, 2022



# MTC / Regional Update



## Major Project Advancement Policy (MAP)

- ✓ Programming and Allocations Committee
- ✓ Metropolitan Transportation Commission

- **Recap:** goal of MAP is (1) to support **Plan Bay Area 2050** implementation and (2) sequence and prioritize discretionary funding for regionally significant projects.
- To be included in the MAP, a project must be:
  - Seeking competitive federal, state, or regional grant opportunities **and**
  - Be included in **Plan Bay Area 2050**
- Projects are then sorted into **three levels** based on **readiness**:
  - **Level 1:** more than 50% committed funding, construction start by 2028 **or** FFGA / EPD
  - **Level 2:** more than 30% committed funding, construction start by 2035
  - **Level 3:** less than 30% funding or construction start after 2035

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In \$Billions

Project/Program Title	Sponsor	Cost	Funding Gap	CIG	Other Federal	TIRCP Base	TIRCP Augment 1*	TIRCP Augment 2	SB1	Other State	Other Local/Regional	Anticipated	Total Endorsement										
<b>Revenue Envelope:</b>				\$	5.8	\$	8.8	\$	2.5	\$	1.30	\$	0.8	\$	2.3	\$	2.1	\$	3.8	\$	10.6	\$	38.1
<b>Level 1 -- Projects In, or Nearing Construction</b>																							
Peninsula Corridor Electrification Project	Caltrain	\$ 2.4	\$ 0.41	\$	0.05	\$	0.06	\$	-	\$	0.30	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.41
BART Core Capacity Program	BART	\$ 4.4	\$ 0.66	\$	0.06	\$	-	\$	-	\$	0.25	\$	0.35	\$	-	\$	-	\$	-	\$	-	\$	0.66
BART to Silicon Valley Phase II	VTA	\$ 9.0	\$ 3.29	\$	2.1	\$	-	\$	-	\$	0.45	\$	0.30	\$	-	\$	-	\$	0.5	\$	-	\$	3.30
Level 1 Megaprojects Contingency	N/A	\$ 0.5	\$ 0.40	\$	-	\$	0.05	\$	-	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	-	\$	0.40
Level 1 ZEB Projects		\$ 1.3	\$ 1.31	\$	-	\$	1.11	\$	0.10	\$	0.10	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1.31
Level 1 BRT Projects		\$ 0.4	\$ 0.33	\$	0.3	\$	0.03	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.33
Transit Service Improvements and Modernization		\$ 1.3	\$ 0.75	\$	-	\$	0.31	\$	0.35	\$	-	\$	-	\$	0.1	\$	-	\$	-	\$	-	\$	0.75
Grade Separations		\$ 0.3	\$ 0.15	\$	-	\$	0.05	\$	-	\$	0.1	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.15
Express Lanes Projects		\$ 1.0	\$ 0.96	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.3	\$	-	\$	-	\$	-	\$	0.96
Other Roadway/ATP Projects Under \$250 M		\$ 0.3	\$ 0.25	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.1	\$	0.1	\$	-	\$	-	\$	0.25
<b>Level 1 Subtotal</b>		<b>\$ 20.9</b>	<b>\$ 8.5</b>	<b>\$</b>	<b>2.5</b>	<b>\$</b>	<b>1.7</b>	<b>\$</b>	<b>0.5</b>	<b>\$</b>	<b>1.2</b>	<b>\$</b>	<b>0.8</b>	<b>\$</b>	<b>0.4</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.5</b>	<b>\$</b>	<b>0.8</b>	<b>\$</b>	<b>8.5</b>
<b>Level 2 -- Projects Ready for Construction</b>																							
<b>Revenue Envelope:</b>				\$	3.3	\$	7.1	\$	2.0	\$	0.1	\$	0.1	\$	1.9	\$	2.1	\$	3.3	\$	9.8	\$	29.6
Caltrain Downtown Extension (DTX)**	TJPA	\$ 6.5	\$ 4.2			\$	0.50	\$	0.06														
Valley Link Rail Project - Initial Operating Segment	Valley Link	\$ 1.9	\$ 1.2			\$	0.30	\$	0.04														
Level 2 Megaprojects Contingency	N/A	\$ 0.4	\$ 0.4																				
Level 2 ZEB Projects		\$ 1.3	\$ 1.3			\$	0.10			\$	0.05												
Level 2 BRT Projects		\$ 0.3	\$ 0.3																				
Transit Service Improvements and Modernization		\$ 1.0	\$ 0.7			\$	0.30																
Grade Separations		\$ 0.8	\$ 0.7																				
Express Lanes Projects		\$ 1.0	\$ 1.0																				
Goods Movement		\$ 0.6	\$ 0.3																				
Roadway-Other		\$ 0.7	\$ 0.7																				
<b>Level 2 Subtotal</b>		<b>\$ 14.4</b>	<b>\$ 10.7</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>1.2</b>	<b>\$</b>	<b>0.1</b>	<b>\$</b>	<b>0.1</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>

= Likely future endorsement areas

\* MTC proposes to limit TIRCP Augment 1 endorsements for existing TIRCP projects to Level 1 Megaprojects

\*\*The DTX project cost increase is attributable to inclusion of construction cost for the trainbox under the Salesforce Center that was completed in 2018.

**October 26 MTC Action:** adoption of the (1) funding endorsements and (2) an update to the MTC TIRCP funding framework.

**\$110 million** electrification funding gap remains.



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## Major Project Advancement Policy (MAP)

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- Next Steps:
  - **January - February** timeframe for MAP Policy Reinforcements and Risk Management Principles. Caltrain staff continuing to engage MTC leadership and regional policymakers on policy
  - Caltrain to continue state-level advocacy to eliminate the Caltrain Electrification funding gap.
  - Caltrain to continue to pursue contingency plans to ensure completion project completion in 2024.
  - MTC staff to provide annual updates, including refined endorsements table for federal and state discretionary grant programs.

# MTC / Regional Update



## Network Management Business Case

✓ Executive Committee

- **Blue Ribbon Transit Recovery Task Force** initiated a Network Management Business Case and Advisory Group, focused on concepts for better organizing and operating transit in the Bay Area.
- Business Case is focused on “**six representative areas**” of Network Management:
  1. Wayfinding
  2. Fare Integration Policy
  3. Accessibility
  4. Bus Transit Priority
  5. Rail Network Management
  6. Network Planning

# MTC / Regional Update



## Network Management Business Case

✓ Executive Committee

- MTC staff updated the Executive Committee on **October 26**, covering next steps for the Business Case, to be detailed to the Advisory Group in November, December and January:
  - Recommendations for who (individual operators or a regional entity) should be accountable for each of the six representative areas.
  - Proposed design for a future operating model for each of the six representative areas, based on the accountability recommendations.
- Final report and possible action due to MTC **no later than** February 2023.

# MTC / Regional Update



## Regional Rail Partnership Study Update

✓ Executive Committee

- Offshoot of the Network Management Business Case, the Study is focused on three rail operator-specific areas:
  - Making Decisions for the Future of the [Regional] Rail Network
  - Organizing Railway Capabilities in the Region
  - Delivery Rail Mega Projects
- MTC staff updated the Executive Committee on **October 26**, outlining three regional entity concepts to achieve the Study's stated goals:
  - A “multi-agency forum created by agreement”
  - A “new decision-making body”
  - An “empowered, existing decision-making body”

# MTC / Regional Update



## Regional Rail Partnership Study Update

✓ Executive Committee

- Next Steps:
  - Written Study report due to rail operators and the Study's Technical Advisory Committee in **early November**.
  - Final report and possible action due to MTC **no later than** December 2022, followed by possible inclusion in the Network Management Business Case.
  - Caltrain staff will continue to actively engage MTC in the Study and assess potential positive and negative impacts from the proposals.



# Questions?

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