



JPB Advocacy and Major Projects (AMP) Committee  
Meeting of May 24, 2023

Supplemental File

<u>#</u>	<u>Subject</u>
1	MTC Regional Monthly Update

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects (AMP) Committee  
Through: Michelle Bouchard, Executive Director  
From: Sam Sargent, Director, Strategy and Policy  
Subject: **Metropolitan Transportation Commission (MTC) / Regional Update**

Finance Committee Recommendation     Technology, Operations, Planning, and Safety Committee Recommendation     Advocacy and Major Projects Committee Recommendation     Staff Coordinating Council Reviewed

**Action**

None. Informational only.

**Significance**

The Metropolitan Transportation Commission (MTC) provides planning, funding, coordination, and technical assistance to cities, counties, transit agencies, and other partners to bring the region together. The California Legislature created MTC in 1970 to plan and provide a cohesive vision for the Bay Area’s transportation system.

The Commission’s scope over the years has expanded to address other regional issues, including housing and development. MTC is actively considering several key policy and funding decisions that affect Caltrain, and staff wants to ensure the Joint Powers Board (JPB) is apprised of these discussions.

**Budget Impact**

No budget impact at this time.

**Key Regional Items this Month**

1. **Major Project Advancement Policy Update**
2. **Regional Network Management Update**

## 1. Major Project Advancement Policy Update

MTC staff provided an update on the continued development of the Major Project Advancement Policy (MAP) at the May 10 Programming and Allocations Committee (PAC) meeting. Caltrain staff last brought the MAP to the JPB on November 3, 2022, following MTC adoption of the first version of the MAP in October 2022.

The MAP is intended to support implementation of Plan Bay Area 2050, specifically major transportation capital projects. The October 2022 MTC adoption included a list of projects assigned to Levels 1, 2, and 3 based on readiness criteria.

The adoption also included a funding endorsement matrix identifying full funding plans for Level 1 megaprojects and likely funding sources for smaller Level 1 projects and Level 2 projects.

*October 2022 MTC MAP Funding Endorsement Matrix (in billions):*

Project/Program Title	Sponsor	Cost	Funding Gap	CIG	Other Federal	TIRCP Base	TIRCP Augment 1*	TIRCP Augment 2	SB1	Other State	Local/Regional	Other	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	\$	-	\$	-	\$	-	\$	-	\$	0.3
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	\$	-	\$	-	\$	-	\$	-	\$	0.6
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>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>	<b>\$</b>	<b>-</b>

= Likely future endorsement areas

Caltrain Electrification was endorsed for \$410 million in the October 2022 matrix, which allowed the railroad to avoid making significant cuts to service and other investments in operations and capital improvements.

In February 2023, MTC staff presented proposed refinements to the MAP, including the criteria for assigning MAP levels:

<b>MAP Level</b>	<b>Definition</b>
<b>Level 1</b>	Project with more than 50% committed funding and construction start by 2028 <i>or</i> a transit megaproject with approved Federal Transit Administration (FTA) Capital Investment Grant (CIG) Full Funding Grant Agreement (FFGA) or FTA Letter of Intent for funding in the Expedited Project Delivery (EPD) pilot program.
<b>Level 2</b>	Project with more than 30% committed funding and construction start by 2035.
<b>Level 3</b>	Project with less than 30% committed funding.

MTC staff continues to develop the state gate process for evaluating MAP projects and has engaged a consultant (Steer Davies & Gleave) to develop the technical aspects of these evaluations. The draft stage gate evaluation process focuses on the following principles:

- i. Focus on the needs and experience of the customer
- ii. Adapt to Plan Bay Area updates and the fiscal constraints of the Plan
- iii. Provide regional leadership and partnership to assist in delivering projects
- iv. Grow the partnership with the state and federal governments to improve the regional transportation system
- v. Develop a regional forum of peers with expertise in project delivery.

The final draft stage gate process will be brought back to PAC in July or August 2023, prior to a recommendation for a revised MAP for MTC adoption in Fall 2023. Caltrain staff will continue to track the progress of the MAP refinement and provide input to the MTC process. There is no MTC action on the MAP this month.

- **Recommended JPB Action:** no action, informational only.

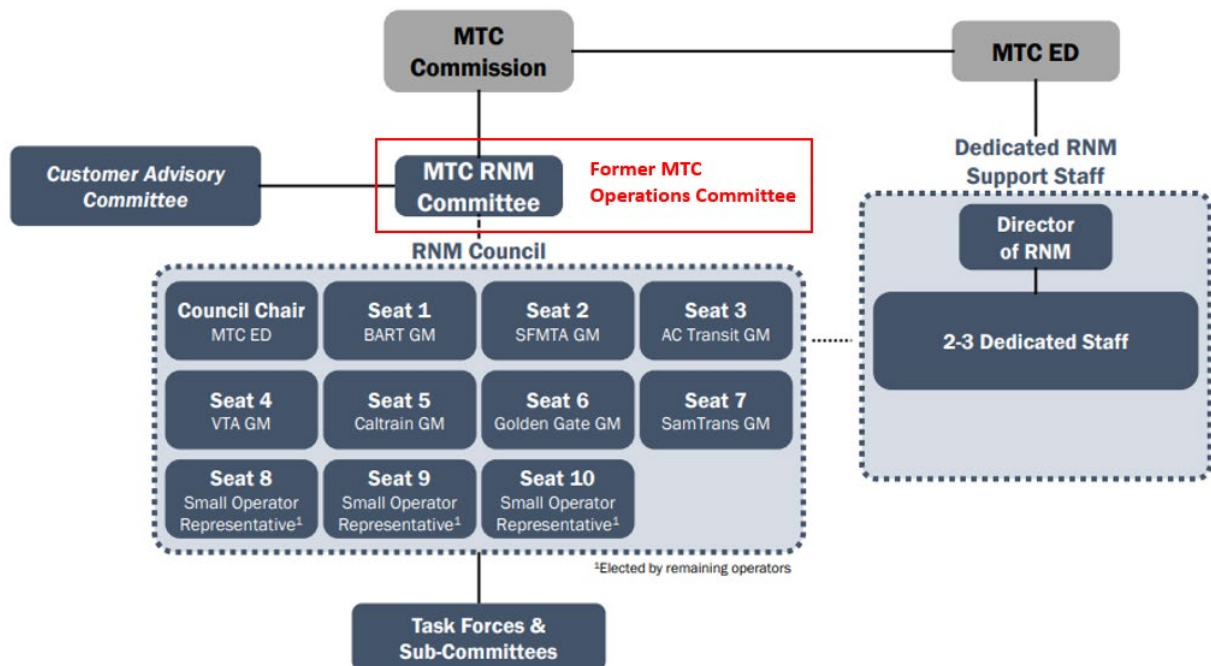
## 2. Regional Network Management Update

For over a year, Caltrain staff have provided updates on the progress of the Regional Network Management (RNM) business case and implementation process. The MTC-stated purpose of RNM is to improve the transit customer experience on a regional scale and advance regional improvement projects more efficiently and effectively.

RNM is focused on six functional areas to determine the correct role of regional actors and transit operators:

- Fare Integration Policy
- Wayfinding and Mapping
- Accessibility
- Bus Transit Priority
- Rail Network Management
- Connected Network Planning

To implement RNM, MTC (with input from transit operator executives) adopted the following structure in February 2023:



The most significant update to the RNM structure was the proposal by MTC staff to repurpose the MTC Operations Committee into a new RNM Committee. This avoided the creation of a new, separate committee of MTC commissioners.

At the May 10 MTC Administration Committee meeting, a revision to the MTC “Procedures Manual” was approved that memorializes the transition of the former Operations Committee to an RNM Committee. The revision of the “Procedures Manual” will be on the May 24 MTC consent agenda.

Caltrain staff have reviewed the updated manual and have no concerns about the proposed changes, as are administrative in nature and square with the previously presented RNM structure. The only changes are to the name of the committee and monthly meeting time. The composition of the committee will not change from the current MTC Operations Committee this month.

Commissioners David Canepa from San Mateo County and Matt Mahan from Santa Clara County represent the Caltrain service area on this committee.

- **Recommended JPB Action:** no action, informational only.