

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 13, 2022

Agenda Item 4a - 22-1051

MTC Resolution Nos. 4533 and 4534. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Subject:

Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Background:

The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1, Beall), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. Two programs require MTC action: the Solutions for Congested Corridors (SCC) and the Trade Corridor Enhancement Program (TCEP). MTC and Caltrans are the sole nominating agencies for Bay Area SCC projects. MTC does not nominate, but rather compiles Bay Area TCEP project nominations from sponsor agencies.

The California Transportation Commission (CTC) is now preparing for the next round of grants covering Fiscal Years (FYs) 23-24 and 24-25, with applications due in late 2022.

As detailed in Attachment 1, staff is recommending projects for both programs, as summarized below. Note staff proposes two tiers for SCC to help maintain financial constraint.

Program	No. of Projects Recommended	Amount Recommended (\$M)	Amount Available Statewide (\$M)	% Proposed
SCC- Tier 1	6	\$ 305	\$ 494	62%
SCC- Tier 2	3	\$ 145	(same as above)	91%
TCEP	8	\$ 375	\$1,051	36%
Total	16*	\$ 825	\$1,545	53%

** One project is nominated for both programs.*

Staff worked with Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs. The recommended projects strongly meet the goals of each program, as well as regional prioritization principles adopted by the Commission in April 2022.

Issues:

1. Regional Measure 3. RM3 is currently under litigation, with toll revenue being held in escrow and unavailable for use until litigation is resolved. Consistent with the discussion at the April 2022 PAC meeting, MTC will not nominate projects that require RM3 funds to fully fund the project unless the sponsor can identify a backup funding source and request a RM3 Letter of No Prejudice if successful in securing SB1 funds.
2. State Guidelines. The State has not yet finalized guidelines for the programs discussed in this memo. CTC will adopt the guidelines at its August 17-18, 2022 meeting. If the final guidelines affect the proposed program of projects, staff will return to this committee to propose revisions.
3. State Priorities. Cycle 3 is the first cycle of SB1 programming following the state's adoption of the Climate Action Plan for Transportation Investments (CAPTI). CAPTI was adopted in July 2021, and details how the state would invest discretionary transportation dollars to combat and adopt to climate change while supporting public health, safety, and equity. MTC's proposed nominations reflect CAPTI within the prioritization principles; the nominations also recognize prior commitments and project efforts that pre-date CAPTI. As the state transitions from a primary goal of congestion reduction in the SCC program to one that incorporates CAPTI goals more fully, it remains unclear how some projects supported by MTC will compete for discretionary dollars.
4. Funding Plans Evolving. Project sponsors are still examining additional opportunities for funding, including from local, regional, and federal sources (including federal discretionary grant opportunities from the Bipartisan Infrastructure Law (BIL)). Therefore, the final requested SB1 funding amounts may be less than shown in this staff report. For instance, the US-101 Silicon Valley Express Lanes Phase 5 project in Santa Clara County may receive additional funding to reduce their SCC funding request by a modest amount.

Recommendation:

Staff recommends the Committee refer MTC Resolution Nos. 4533 and 4534 to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission (CTC).

Attachments:

- Attachment 1: Adoption of SB 1 Competitive Programs
- Attachment 2: SCC and TCEP Nomination Tables
- Attachment 3: Slide Presentation
- Attachment 4: Project Nomination Request Letters
- MTC Resolution Nos. 4533 and 4534



Therese W. McMillan

Attachment 1: Adoption of 2023 Senate Bill 1 (SB 1) Competitive Programs

Background:

Senate Bill 1 (SB 1) created new competitive programs and provides additional funding to existing competitive programs under the state's administration. Two programs require MTC action: the Solutions for Congested Corridors (SCC) Program, where MTC nominates projects; and the Trade Corridor Enhancement Program (TCEP), where MTC compiles project nominations. This memorandum summarizes the staff recommendations for each program.

Staff worked with the Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Prioritization Principles for Bay Area SB 1 Competitive Program Nominations:

In April 2022, the Commission adopted a set of prioritization principles to use in evaluating and prioritizing SB 1 Competitive Program Nominations. To maximize the region's grant performance and competitiveness, the principles are closely aligned with the state's project selection criteria and program goals, and with regional plans, policies, and priorities.

The California Transportation Commission (CTC) directs nominating agencies to prioritize projects nominated for SCC funding. Staff evaluated and prioritized project nominations on the following prioritization principles adopted in April 2022:

- Projects listed in SB1 legislation
- Addresses mobility in key congested corridors
- Demonstrates Benefits to Equity Priority Communities (EPCs)
- Reduces Greenhouse Gas Emissions/ Advances Governor's Executive Order and Climate Action Plan for Transportation Investments (CAPTI)
- Deliverability by FY 24-25 and Leveraging/Full Funding
- Partnership, including Caltrans joint-nomination

While MTC does not need to prioritize project nominations for TCEP, staff evaluated but did not prioritize project nominations based on the April 2022 principles:

- Address mobility in key freight corridors
- Demonstrates Benefits to EPCs

- Address community impacts from freight corridors / Advances CAPTI
- Deliverability by FY 24-25 and Leveraging/ Full Funding
- Partnership, including Caltrans joint-nomination

Project evaluations and prioritization, if applicable, are listed in Attachment 2.

Solutions for Congested Corridors Program (SCCP), MTC Resolution No. 4533:

SB 1 directs \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects designed to reduce congestion in highly traveled corridors. Cycle 3 of the SCC Program covers two years (FY 2023-24 and FY 2024-25), totaling \$494 million available statewide which reflects a \$6 million overprogramming from Cycle 2. The Bay Area's share of congestion is approximately one-quarter to one-third of the state total congestion, depending on the metric used. According to SB 1, only MTC, as the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, and Caltrans may nominate projects within the Bay Area for SCC funds; however, the implementing/ sponsoring agency may be any public agency.

The SB1 statute lists two example projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marín Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma.

In order to maintain financial constraint, staff recommends two tiers of project nomination recommendations for SCC. Tier 1 maintains the region's request at roughly double of the region's share of congestion and includes the 5 top-ranked projects. Tier 2 includes the remaining 4 projects that are worthy of funding. It is worth noting that Tier 2 projects may also compete well for other funding programs besides SCC, and may be captured as part of the Major Project Advancement Policy (MAP) discussed under Item 5b on this Committee agenda.

Staff recommends nominating 5 projects totaling \$305 million (representing 62% of funding available statewide) for MTC's Tier 1 SCC Cycle 3 Program. Staff evaluated the candidate projects using the prioritization principles discussed earlier, and notably, all projects in Tier 1 have a "high" congestion rating. Staff's ranking of Tier 1 projects based on the adopted

prioritization principles is listed in Table 1a of Attachment 2. Project applications are due to the CTC by late November or early December 2022.

Tier 2 includes 4 additional projects requesting \$145 million in SCC grant funds. Three of the four projects are also on Caltrans District 4's list of nominations; however, Caltrans Headquarters has not released its final nomination list. In order to prioritize the region's higher-ranked nominations, staff recommends that the Commission condition Tier 2 projects' inclusion in MTC's list on the project not being on Caltrans's final list. This condition recognizes that projects jointly-nominated by the region and Caltrans receive priority, and that the Tier 2 projects, while worthy of funding, rank lower than the region's other proposed nominations. Staff's ranking of Tier 2 projects based on the adopted prioritization principles is listed in Table 1b of Attachment 2.

Trade Corridor Enhancement Program (TCEP), MTC Resolution No. 4534:

SB 1 provides roughly \$300 million per year to the Trade Corridor Enhancement Account (TCEA) to fund infrastructure improvements on corridors that have a high volume of freight movement. Additionally, Senate Bill 103 directs the CTC to allocate both TCEA funds and California's National Highway Freight Program formula funds through the TCEP. The current program will cover two years (FY 2023-24 through FY 2024-25), totaling about \$1,051 million statewide. The funds are further split 40% to Caltrans, or \$420 million, and 60% to regions, of which a target of \$183 million is identified for the Bay Area and Central Valley. The CTC Guidelines state that MTC, as the Metropolitan Planning Organization (MPO) for the nine-county Bay Area, is responsible for compiling project nominations within the region and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Staff compiled 8 candidate projects totaling \$375 million for the TCEP. MTC staff worked in close coordination with Caltrans, and similar to the SCC Program, Caltrans's final list of nomination has not been released. The MTC proposed TCEP projects are listed in Table 2 of Attachment 2. Project applications are due to CTC by late November or early December 2022.

Staff proposes a list of the trade projects that best align with the TCEP guidelines, focusing on projects in the primary freight network and those with near-term delivery. The recommended program advances the goals of the Regional Goods Movement Plan and the regional goods movement investment strategy.

Local Partnership Program (LPP):

Senate Bill 1 identifies \$200 million per year for the Local Partnership Program. The California Transportation Commission first takes \$20 million off the top each year for an incentive program (awarding immediate funds for a new or renewed tax, toll, or fee dedicated solely to transportation), and splits the remaining money 60% to a formulaic share based on population and revenue generated, and 40% to a competitive program. LPP allows local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. MTC has no formal role in nominating projects, aside from projects using regional bridge tolls to qualify for LPP funds.

Attachment 2: SB 1 SCC & TCEP Competitive Program Nominations

July 13, 2022 Programming and Allocations Committee Item 4a

Table 1A: Recommended MTC Tier 1 Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Tier 1 Project	SCC Request (\$millions)	Included in SB1 Legislation	Prioritization Principles			Caltrans D4 Nominated
					Congestion	GHG, CAPTI, Equity	Deliverability, Leverage	
1	ACTC	East Bay Greenway Multimodal Phase 1 Project	\$60		High	High	Medium	✓
2	VTA	US-101 Silicon Valley Express Lanes, Phase 5	\$75	✓	High	Medium	Medium	✓
3	Caltrain	Caltrain Electrification Signal System Project (2SC)	\$45	✓	High	Med-High	High	
4	MTC/Caltrans	SR-37 Sears Pt to Mare Island Imprvt Project*	\$65		High	Medium	Medium	✓
5	MTC	Bay Skyway/ Treasure Island EV Ferry Phase 1	\$60		High	Medium	Low	✓
Tier 1 Total:			\$305					* Also nominated in TCEP

Table 1B: Recommended MTC Tier 2 Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Tier 2 Project	SCC Request (\$millions)	Included in SB1 Legislation	Prioritization Principles			Caltrans D4 Nominated
					Congestion	GHG, CAPTI, Equity	Deliverability, Leverage	
6	SMART	Windsor Rail System Extension	\$30	✓	Low	Low	High	✓
7	Caltrain	Battery EMU Expansion South of Tamien Project	\$45		Med-Low	Medium	Med-Low	✓
8	SFMTA	Train Control Upgrade Project (TCUP)	\$31		Medium	Medium	Medium	
9	SMCTA/CCAG	US-101/SR-92 Area Imprvts and Multimodal Project	\$40		High	Low	Low	✓
Tier 2 Total:			\$145					Tier 2 conditioned on Caltrans Not Nominating project

Table 2: Bay Area Trade Corridor Enhancement Program Nominations (County Order, Not Ranked)

(\$1.05B Statewide; \$0.4B (40%) Caltrans; \$0.6B (60%) Regional Corridors; \$183M Northern California)

Sponsor	Project	TCEP Request (\$millions)	Prioritization Principles				Caltrans D4 Nominated
			Key Freight Corridor	Address Community Impacts	CAPTI, Equity	Deliverability, Leverage	
ACTC	I-880 Interchange Improvements (Whipple/Industrial)	\$42	✓		✓	✓	
ACTC	Rail Safety Enhancement Program (Phase A)	\$25	✓	✓	✓	✓	✓
Port of Oakland	Green Power Microgrid Project	\$60	✓	✓	✓	✓	✓
CCTA	I-80 San Pablo Dam Road Phase 2 (Preconst.)	\$24	✓		✓	✓	✓
MTC/Caltrans	SR-37 Sears Pt to Mare Island Imprvt Project*	\$85	✓		✓	✓	✓
Redwood City	US-101/Woodside Interchange/Port Access (Precon.)	\$25	✓		✓	✓	✓
VTA	US-101/SR-25 Santa Teresa Extension (Preconst.)	\$4	✓			✓	
STA	I-80 Westbound Cordelia Truck Scales	\$109	✓		✓	✓	✓
Total:		\$375					* Nominated for SCC Program



June 8, 2022

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Executive Director

Tess Lengyel

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

Re: Solutions for Congested Corridors MTC Nomination Request for East Bay Greenway Multimodal Phase 1 Project

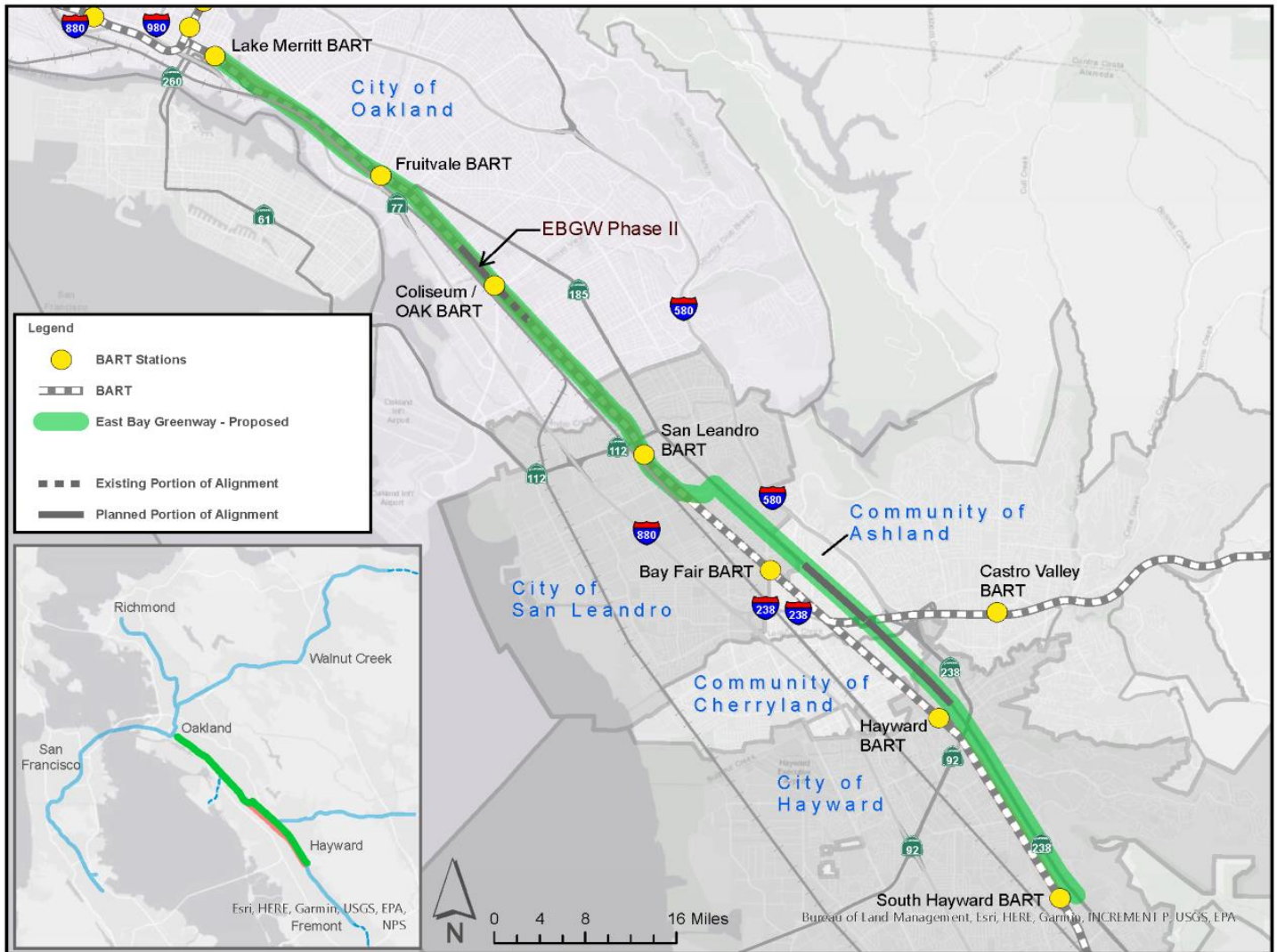
Dear Ms. McMillan:

On behalf of the Alameda County Transportation Commission (Alameda CTC), I write to request that the Metropolitan Transportation Commission (MTC) nominate Alameda CTC's East Bay Greenway (EBGW) Multimodal Phase 1 project for the 2022 Solutions for Congested Corridors Program (SCCP).

The EBGW is a longstanding community vision for a regional trail facility connecting along the Bay Area Rapid Transit (BART) corridor in Central and Southern Alameda County. Alameda CTC is leading the implementation of the EBGW in Oakland, San Leandro, Alameda County, and Hayward and seeks SB1 SCCP funds for the construction of 16 miles of active transportation facilities linking five BART stations within these cities (see figure below). Alameda CTC seeks to make the EBGW the first multimodal project funded through this SB1 program, demonstrating the potential for trail/complete streets projects to reduce congestion. More than a quarter of trips in the project corridor are under 2 miles and more than half are under five miles, making them candidates to be completed by walking and biking if high quality facilities are in place. Moreover, the EBGW will improve access to BART and the AC Transit Tempo Bus Rapid Transit, connecting residents to the broader region via high frequency transit. As such, the project will achieve mode shift and reduce congestion along both urban arterials (International Boulevard, East 14th Street, and Mission Boulevard) and along parallel freeway facilities (Interstate 880 and 580).

The EBGW also will be a transformational project with respect to strengthening transportation-land use connections, improving safety, and providing residents in Equity Priority Communities (EPC) with high quality transportation options. The overwhelming majority of the project alignment is within a Priority Development Area, and the seven BART station areas that the project connects have a significant number of affordable housing units recently constructed or in development.

Much of the project alignment runs along streets that are part of the Alameda County High Injury Network and are within MTC identified EPCs, which have faced high exposure to transportation emissions, have low rates of automobile access, and have a great need for affordable mobility.



Alameda CTC seeks \$60 million in SB1 SCCP funds, to complete a funding plan that includes significant commitments of local funds and prospective Active Transportation Program Cycle 6 funds. Alameda CTC is actively developing the project to be ready for construction by FY24-25.

I appreciate your dedicated leadership and thank you for your consideration of this important state funding request.

Sincerely,

Tess Lengyel
Executive Director



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Fiona Hinze, Director
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Jeffrey Tumlin, Director of Transportation

June 8, 2022

Ms. Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: 2022 Solutions for Congested Corridors Program Nomination

Dear Ms. McMillan:

On behalf of the San Francisco Municipal Transportation Agency (SFMTA), I am writing to request that the Metropolitan Transportation Commission nominate SFMTA's Train Control Upgrade Project (TCUP) for the 2022 Solutions for Congested Corridors Program. This project will benefit most highly congested corridors in San Francisco.

The San Francisco Municipal Transportation Agency oversees the most diverse transit system in the nation. San Francisco is home to the classic cable cars and historic streetcars that operate side by side with one of the newest and greenest modern mass transit fleets in the nation. Prior to the COVID-19 pandemic, this vast transit system carried more than 750,000 passengers to all corners of the 47-square-mile City and County of San Francisco every day, serving workers, residents, and tourists alike.

Over the last two years, the SFMTA has been responding to changing needs and the impact of the COVID-19 pandemic. SFMTA ridership is trending upward as the Agency implemented Temporary Emergency Transit Lanes (TETL) throughout the system to keep transit service fast and reliable. The SFMTA also responded by offering more service to reduce overcrowding and pass-ups during the pandemic. The agency intends to use lessons learned and continue to be responsive to the changing needs of the public it serves as it emerges from the pandemic and supports the recovery of San Francisco.

Over the last two decades, San Francisco has made key investments to upgrade and expand its transportation investments including: expansion of the Light Rail Vehicle fleet (complete); expansion of the rubber tire bus and trolley fleets (complete); 70 new miles of transit priority lanes since 2014; the construction of Van Ness Bus Rapid Transit, opened on April 1, 2022 and the construction of Central Subway –the first expansion of the City's subway in a generation – expected in revenue service in late 2022.

San Francisco expects to add approximately 10,000 new residents annually along with 5,000 jobs. As these major investments begin to serve the City, San Francisco is planning the next wave of major corridor improvements through *ConnectSF*, a multiyear, multi-agency long range



transportation planning effort that looks ahead to 2050. Through *ConnectSF*, the SFMTA has identified here-and-now key investments to capitalize on the investments of the last two decades infrastructure investments: The Core Capacity Program. The Core Capacity Program is the critical next step in building San Francisco's transit system, providing the foundation for future investments and ensuring the light rail and Rapid Bus systems are nimble and responsive to changing service needs. These investments, while relatively low cost and quick to implement, provide both near-term improvements to the existing system as well as expand long term capacity that will be further catalyzed in future Subway expansion, Regional Rail Expansion, and major corridor improvements identified in *ConnectSF* and other planning efforts.

A key part of the Core Capacity Program is the Train Control Upgrade Project, a comprehensive capital and service program designed to improve Muni light rail service by providing Transit Operations staff with the tools and service plans necessary to deliver reliable, speedy, high-frequency transit service to, from, and within downtown San Francisco. Where the Muni Forward improvements focus primarily on near-term strategic improvements along the surface, the Train Control Upgrade Project targets the rail network as a whole, coordinating operations with technology investments to improve service delivery and reliability.

The Train Control Upgrade Project builds on planned investments in the core rail system by modernizing the over 20-year-old train control system to a communications-based train control system (CBTC) and expanding the new system to the surface. The SFMTA's light rail network now relies on an outdated, though functional, Automatic Train Control System (ATCS) to operate trains in the subway. The ATCS commands train movements, signals, and switches. On the surface, trains are operated manually by the train operator. As a result, the light rail network operates as two separate systems, causing several operational challenges. In the subway, communication failures between trains and the ATCS wayside system result in delays and tunnel congestion. On the surface, bottlenecks occur at the three subway portals where ATCS is initiated. Expanding the CBTC system to the surface will enable central train controllers to monitor and control train movements over the entire network, both on the surface and in the subway. The modern technology included in a CBTC system, such as wireless communications, will improve system reliability and reduce the frequency of train control-related acute delays.

The Train Control Upgrade Project will first pilot a new CBTC system on the Embarcadero and Third Street corridors (Phase 1), which serves high-traffic and high-growth destinations such as Oracle Park, Chase Center (new Warriors arena), Mission Bay, UCSF Medical Center, and provides transit connections for the equity priority communities of Bayview and Visitacion Valley to downtown. Future phases of TCUP will replace the existing ATCS in the Market Street subway and Central Subway and further expand CBTC to the surface branches of the J, K, L, M, N and T-Lines. The subject Solutions for Congested Corridors request would specifically support CBTC Phase 1 improvements.



Modern CBTC provides a seamless, redundant radio-based communication system using the latest WiFi and cellular data technology that will all but eliminate communications failures and their associated delays. Expansion of automatic train supervision functions to the surface better ensures that trains stay on their assigned headways and do not arrive in bunches, which will also reduce the possibility of congestion causing trains to become 'stuck' in the subway tunnel between stations. Improved hardware monitoring and a modular design ensure that train control infrastructure malfunctions are recognized and addressed before they begin to impact service.

Train Control Upgrade Objectives

1. Increase the capacity of the system.
2. Maintain the high standards of safety provided by the current subway control system and extend safety protections to surface operations.
3. Enable shorter, more consistent travel times and headways.
4. Provide a reliable system that supports Muni Metro service at all times.
5. Support service changes and contingency operations through a configurable, flexible design.
6. Lifecycle management to include the latest service-proven components and software.

Congestion-Reducing Benefits

1. New system design will target bottlenecks and increase their capacity through more efficient routing and operations.
2. At convergence points, the train control system will automatically sequence trains for minimum delay and maximum efficiency, and at divergence points and switchback locations, the system will assign trains to routes that result in the fewest conflicts. As a result, trains will be able to run closer together, increasing capacity.
3. Extending CBTC to the surface will permit Automatic Train Protection (ATP) features to be used over the entire Muni Metro service territory which will permit control center staff to more closely manage surface traffic and smooth out bunches and gaps before they reach bottlenecks.
4. Capacity-supporting benefits will help to ensure no congestion forms on approaches to bottlenecks.
5. Improved system reliability will reduce the number of failures and their associated delays.
6. The CBTC system will communicate with traffic signals to ensure trains receive priority approaching at-grade intersections and do not wait for road traffic.
7. Redundant system design provides resilience such that a failure in service does not affect service and permits maintenance during revenue service.
8. Modernizing technology and installing new components improves the reliability of the system.



Schedule

Phase 1, Train Control Upgrade Project: Embarcadero & 3rd Street to 23rd Street	
Detail Design	November 2024 to June 2025
Implementation	June 2025 to February 2027

Funding Sources

The total cost for all 7 phases of the Train Control Upgrade Project is over \$500 million. The estimated cost for Phase 1 is \$160 million. There is a total of \$129.1 million in committed funds to Phase 1. Of this, \$96 million is through FTA, \$24 million is through STIP, \$9 million is through the SFMTA Revenue Bond and \$0.1 million is through SB-1 funds. The SFMTA is requesting \$30.9 million through the Solutions for Congested Corridors Program to close the gap in funding needed to design and implement Phase 1.

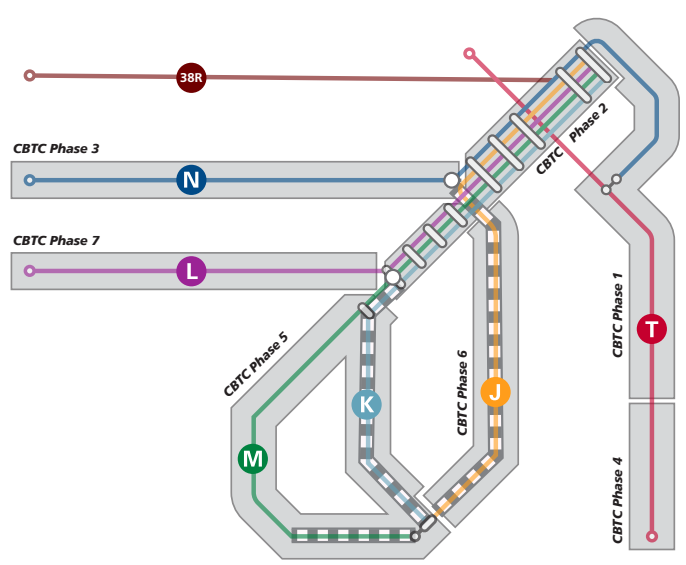
San Francisco is committed to making transit attractive, encouraging new development near transit, and encouraging mode shift to low-carbon modes through policies as well as investments in major capital improvements. San Francisco's groundbreaking 1973 transit-first policy, the SFMTA's new Strategic Plan, and the 2021 Climate Action Plan all prioritize investments in environmentally beneficial travel choices. San Francisco is at the forefront of climate action, setting an ambitious target to eliminate citywide greenhouse gas (GHG) emissions by 2050. By increasing the reliability and capacity of the entire Muni rail system, San Francisco will move closer to achieving this ambitious goal as the system attracts more riders who otherwise would drive. I urge you to support the SFMTA's efforts to meet our region's climate and transportation system goals by nominating the Train Control Upgrade Project for the Solutions for Congested Corridors Program funding.

Sincerely,

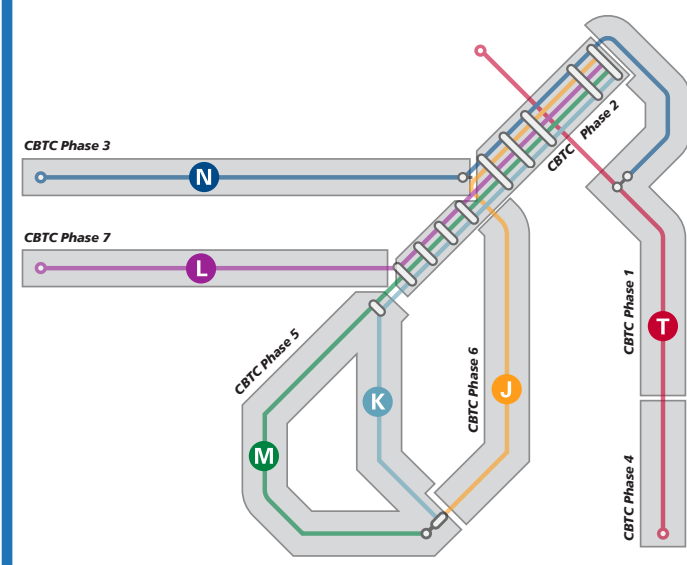
A handwritten signature in blue ink, appearing to read 'Jonathan Rewers'.

Jonathan Rewers
Acting Chief Financial Officer
San Francisco Municipal Transportation Agency

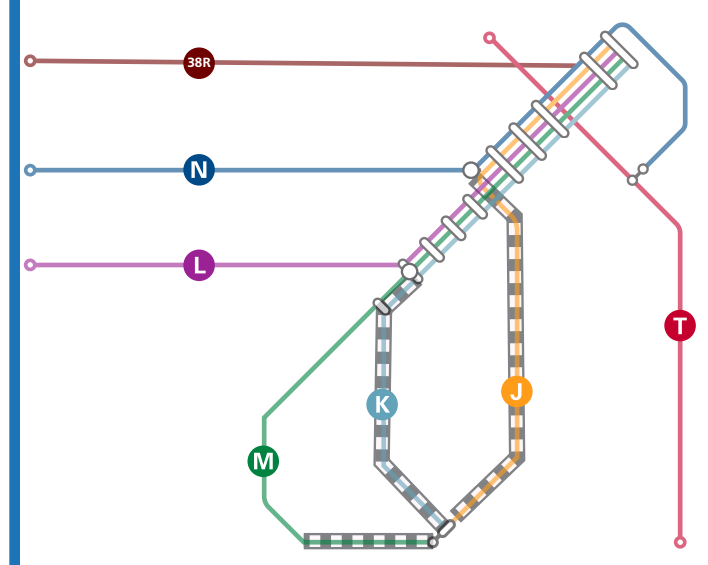
1. Core Capacity Program



1.1 Train Control Upgrade Project



1.2 Muni Forward Program



Legend

- Muni Metro Route
- 38R Geary Rapid

- Communications Based Train Control Upgrade: Phase Segment

- Muni Forward: Planned Project Segment

- Muni Forward: Planned Subway Transfer Improvement Project

Train Control Upgrade Objectives

Objective 1. Increase the capacity of the system.

- New system design will target bottlenecks and increase their capacity through more efficient routing and operations.
- At convergence points, the train control system will automatically sequence trains for minimum delay and maximum efficiency, and at divergence points and switchback locations, the system will assign trains to routes which result in the fewest conflicts. As a result, trains will be able to run closer together.

Objective 2. Maintain the high standards of safety provided by the current subway control system and extend safety protections to surface operations.

- Extending CBTC to the surface will permit Automatic Train Protection (ATP) features to be used over the entire Muni Metro service territory.
- Trains under ATP can be automatically braked before violating a signal or exceeding a speed limit.
- Trains under ATP can be braked before a collision with another communicating train, a historic or service vehicle equipped with a transponder, or a work crew equipped with a beacon.
- Upgrades may provide trains with the means to detect and avoid road vehicles, bicycles and pedestrians.

Objective 3. Enable shorter, more consistent travel times and headways.

- Extending CBTC to the surface will enable Automatic Train Supervision (ATS) to be used over the entire rail network, which will permit control center staff to more closely manage surface traffic and smooth out bunches and gaps before they reach bottlenecks.
- Capacity-supporting benefits will help to ensure no congestion forms on approaches to bottlenecks.
- Improved system reliability will reduce the number of failures and their associated delays.
- The CBTC system will communicate with traffic signals to ensure trains receive priority approaching at-grade intersections and do not wait for road traffic.

Objective 4. Provide a reliable system which supports Muni Metro service at all times it is running.

- Redundant system design ensures a failure in service does not affect service and permits maintenance during revenue service.
- Remote fault monitoring enables early warning and preventive actions to be taken before an issue affects service.
- Modernizing technology and installing new components improves the reliability of the system.
- A performance-based support contract ensures the train control vendor has a financial stake in the reliable operation of the subway. By tying financial incentives to system performance, the train control vendor and SFMTA form a partnership with a common goal of zero system down time.

Objective 5. Support service changes and contingency operations through a configurable, flexible design.

- A user-configurable CBTC permits the SFMTA (the operator) to adapt to changing conditions or new service plans without requiring vendor support.
- As new wayside infrastructure is built, the CBTC will grow with it; a modular approach to design and construction will ensure that as new crossovers, tunnels, or track come online, the CBTC will be able to support it.

Objective 6. Lifecycle management to include the latest service-proven components and software.

- The CBTC contract will contain provisions for obsolescence management, ensuring that Muni receives regular software upgrades as they are developed, and that outdated equipment is replaced as new service-proven technology becomes available.
- Following this procurement, SFMTA intends to operate a system that is state-of-the-art for the next 20 to 30 years.



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June 10, 2022

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: 2022 Solutions for Congested Corridors Program Nomination

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I am writing to request that the Metropolitan Transportation Commission nominate the Caltrain Electric Multiple Unit Expansion Project for the 2022 Solutions for Congested Corridors Program. This project supports Caltrain's transition to a 100 percent zero emissions transit service through the electrification of the Caltrain passenger rail, a time competitive commute alternative to driving the heavily congested US 101 corridor through Santa Clara, San Mateo and San Francisco Counties.

As you know, Caltrain is poised to launch electrified service in 2024, with nineteen (19) 7-car EMU train sets. However, operation of diesel rolling stock on the Caltrain rail corridor will be required, especially to provide a one-seat ride to Gilroy, along the Union Pacific Railroad (UPRR) south of Tamien station. This section of rail will not be electrified until the High-Speed Rail project begins construction in this segment. To meet Caltrain's goal of providing zero emissions transit service, Caltrain has been working with our railcar manufacturer, Stadler Inc, to develop a battery electric multiple unit (BEMU) trainset that will serve the Caltrain stations south of Tamien station. BEMUs also have the potential to provide future intercity service. While not part of the current request, Caltrain will consider assisting the Transportation Agency for Monterey County (TAMC) in applying for future rounds of the SCCP program to fund the construction of track improvements, wayside charging infrastructure and any BEMU modifications necessary to successfully operate extended Caltrain service. The information below provides details on this exciting opportunity to provide a truly green alternative to driving US 101.

Project Scope

Proposed for the 2022 Solutions for Congested Corridors Program (SCCP), the Caltrain BEMU Project will procure one (1) Battery Hybrid Electric Multiple Unit (BEMU) trainset to test the viability of the technology prior to procuring additional trainsets required to fully remove diesel from the Caltrain system. Caltrain is currently estimating a total of seven additional trainsets will be required to fully electrify the fleet. Each BEMU is comprised of six passenger coaches along with a battery tender to make up a single trainset. The BEMU will operate on Caltrain's overhead catenary system between San Francisco and San Jose, charging the onboard batteries which will power the train south of San Jose to Gilroy.

Benefits

- More frequent and faster train service - Caltrain's electrified system enables acceleration and deceleration more quickly than diesel-powered trains, allowing Caltrain to run more frequent and faster train service to more riders who choose to "opt-out" of traffic congestion.
- Reduce Greenhouse gas (GHG) - replacement of diesel trains with BEMU's would benefit the entire corridor with reduced air and noise pollution. Communities along the corridor will breathe cleaner air and hear less noise from the train engines.

- Reduce Vehicle Miles Travelled (VMT) – reduction of VMT along the corridor between San Jose and Gilroy directly tied to the increased service frequency and speeds electric trains will offer.
- Improved service levels and connectivity – supports development of key portions of the interregional and state rail network, supporting and enhancing economic vitality on the Peninsula, throughout the Bay Area, and the entire State of California.
- Increase Ridership - faster trip times on newer trains with amenities will attract more riders.

Preliminary Schedule

Notice to Proceed	July 2023
Procure and Develop Design of BEMU Trainset	July 2023 to June 2025
Delivery and Test of BEMU Trainset	July 2025 to June 2026
Begin Electrified Service to Gilroy	December 2026

Cost Estimate and Funding

The Project is estimated to cost \$60 million. The 2022 Solutions for Congested Corridors Program grant proposal request is for \$45 million. Caltrain is working with the California State Transportation Agency (CalSTA) to provide the remaining \$15M to fully fund the procurement of one BEMU.

We thank you for your consideration of this project for nomination in the SCCP. Please feel free to reach out to Ted Burgwyn, Director of Rail Network and Operations Planning, at BurgwynT@caltrain.com or Peter Skinner, Director of Grants and Fund Management, at Skinnerp@samtrans.com.

Sincerely,



Michelle Bouchard
Acting Executive Director



BOARD OF DIRECTORS 2022

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ACTING EXECUTIVE DIRECTOR

June 10, 2022

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: 2022 Solutions for Congested Corridors Program Nomination

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I am writing to request that the Metropolitan Transportation Commission nominate the Caltrain Electrification Signal System Project (2SC) for the 2022 Solutions for Congested Corridors (SCC) Program. This project is a new component of the Caltrain Electrification Project which was a driving factor in the recent project cost increase.

The Caltrain Electrification Project has been under construction since 2017, building California's first electrified commuter rail system and the only 25KV rail system on the West Coast. Significant progress has been made on the 51-mile-long project corridor, with the project recently completing the last of over 3000 foundations for the overhead catenary system (OCS) in January 2022. The project is scheduled to open for Revenue service in September 2024.

Caltrain staff has had preliminary discussions with CTC staff, and they have confirmed that the new signal component of the Caltrain Electrification project is eligible for SCC funding.

Project Scope

Caltrain will require a new signal system corridor-wide that is compatible with electrification. The existing signal system supports only diesel trains and will not work with Caltrain's new high-voltage (25KV) rail system that will also accommodate future high-speed rail trains, as well as shared-use diesel freight trains (Union Pacific), and diesel intercity trains (Capital Corridor, Altamont Corridor Express).

The Two-Speed Check (2SC) signal system detects the speed of trains approaching crossings and uses this enhanced information to control gate crossings. It is a significant improvement over the signal system that was originally specified for the electrification project and has been approved by the FRA, CPUC and Union Pacific. This new scope of work has been negotiated and change orders issued to the existing project contractor in January 2022.

The project includes 41 at-grade crossings where the signal system will be installed. Due to the varying nature of the geography of each signalized intersection, each crossing needs to be designed separately. Key elements of the signal work include: design application logic of 2SC, design of 2SC required duct bank and power drops, procurement and delivery of material and equipment, installation of signal 2SC equipment and construction of duct bank and power drops, pre-testing and field validation and verification, cutover of 2SC for all segments into production, training of 2SC maintenance, documentation, as-builts and certification for beneficial use.

The signal system project is being installed in segments to allow for operations on the rail corridor to continue. The corridor is delineated in four segments. Segment 1 is the most northern section of the

corridor and Segment 4 is the most southern section. Installation in Segment 4 and Segment 2 will be complete this year. Segments 1 and 3 will begin in 2023. CTC funding is for Segments 1 and 3, a total of 17 at-grade crossings.

Benefits

- The 2SC signal system will support future electrified service on the Caltrain corridor.
- The 2SC performance will more accurately estimate gate downtime at the rail crossings compared to the originally designed fixed signal system.
- Electrified service will reduce Caltrain's greenhouse gas emissions and reduce the particulate matter which will benefit the region as well as underserved communities. Electrified service will lay the foundation to meet the goal of tripling capacity by 2040, serving 180,000 riders a day and carrying the equivalent of 5.5 lanes to U.S. Highway 101.
- Electrified service will support expanded mid-day and off-peak service levels to better serve essential workers, improve access for underserved communities.
- The Caltrain Electrification project creates nearly 33,000 jobs across 36 states.
- The Caltrain Electrification project creates a vital link for the California high-speed rail network to the Bay Area.

Preliminary Schedule

The signal system project is being installed and tested in phases along the corridor to allow for operations. The requested funding would be spent on the signal system (2SC) installation and testing on 17 crossings to be completed in 2023.

Cost Estimate and Funding

The 2SC remaining work on 17 crossings is estimated to cost \$90M. The 2022 Solutions for Congested Corridors Program grant proposal request is for \$45M.

Other matching funding sources for this work as well for the overall Caltrain Electrification project funding gap, totaling \$410M, are:

- State budget
- Senate Congressional Community Project
- FTA CIG program extended
- FRA State Partnership Intercity Rail Grant Program

We thank you for your consideration of this project for nomination in the SCC Program. Please feel free to reach out to Peter Skinner, Director of Grants and Fund Management, at Skinnerp@samtrans.com.

Sincerely,



Michelle Bouchard
Acting Executive Director



June 7, 2022

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: US 101/ SR 92 Area Improvements and Multimodal Project - SCCP Cycle 3

Dear Ms. McMillan:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (TA), we would like to request for MTC to support the US 101/ SR 92 Area Improvements and Multimodal Project (Project) for Senate Bill (SB) 1 Solutions for Congestion Corridor (SCCP) Program Cycle 3. Both C/CAG and TA are co-sponsors of the Project while the cities of San Mateo and Foster City as well as the San Mateo County Transit District (Samtrans), and Caltrans District 4 are major stakeholders.

This Project consists of three major components: highway interchange improvements, a Complete Street Class IV Separated Bikeway, and an Express Bus Mobility Hub at the existing Caltrans Park and Ride Lot which will help ease congestion, improve bike and pedestrian access and safety, and provide commute alternatives near the US 101/SR 92 interchange.

The highway improvements at the US 101/SR 92 Interchange, and its vicinity, will improve traffic flow , reduce weaving conflicts thereby improving safety conditions, and improve local access to and from US 101. More specifically, the highway project will:

- 1) Widen the existing loop connector from westbound SR 92 to southbound US 101 to add a lane which will reduce the traffic queue on westbound SR 92.
- 2) Eliminate the inside lane merge between southbound US 101 connector ramp and eastbound SR 92 to eliminate the weaving movements and lengthen the merge between northbound and southbound US 101 to eastbound SR 92 connectors and eastbound SR 92 to increase safety by reducing merging conflicts.
- 3) Realign the Fashion Island Boulevard Exit from the southbound US 101 to eastbound SR 92 connector to the southbound US 101 to westbound SR 92 exit ramp to prevent drivers from illegally crossing the gore area when attempting to bypass the southbound US 101 to westbound SR 92 queue.
- 4) Widen and realign the northbound US 101 off-ramp at Hillsdale Boulevard to split the left turn and right turn lanes in order to increase storage while also preventing mainline spillback and extend the eastbound lanes on Hillsdale Boulevard through the intersection.
- 5) Realign and reconstruct bike and pedestrian facilities along East Hillsdale Boulevard to improve connections to the shopping centers at the ends of the overcrossing.

Additionally, this Project includes two signature multimodal components that will improve local access for people walking, cycling, and accessing transit.

- Multimodal Component #1 – Complete Street Class IV Separated Bikeway and Pedestrian Improvements: Construction of Class IV separated bike lanes on Fashion Island Boulevard and 19th Avenue. This will provide dedicated bicycle access under the US 101/SR 92 interchange while improving conditions at the on-/off-ramps, connecting San Mateo and Foster City to the Hayward Park Caltrain Station and to the recently ATP-funded Delaware Street separate bike lanes. In addition, enhancements to signage, pavement markings and accessibility will be provided to better accommodate pedestrian movements.
- Multimodal Component #2 – Express Bus Mobility Hub: Upgrades to the existing Caltrans-owned park and ride lot under the interchange on the west side of US 101. The Mobility Hub will serve as a new Express Bus stop for SamTrans express bus service to San Francisco and as a future layover/transfer location for El Camino Real routes. The upgrades will also include electric vehicle chargers, bike lockers, real-time transit information, pedestrian scale lighting, pedestrian accessibility upgrades, and a direct connection to the proposed separated bike lanes on Fashion Island Boulevard.

The Project is identified in the Plan Bay Area 2050 as RTP ID: 21-T06-027 and aligns with all the Transportation Strategies for Sustainable Connections to Opportunity. The Project will:

1. Maintain and optimize the existing transportation system - The US 101/SR 92 highway improvements were designed to optimize the existing infrastructure with the most cost-effective modifications to address a highway bottleneck and improve operational and safety conditions of the interchange. The project is listed as a “Major Interchange Improvement” on Map 4-1 in Plan Bay Area 2050.
2. Create healthy and safe streets - The Fashion Island Boulevard and 19th Avenue Class IV Separated Bikeway will provide a dedicated, safe place for people to cycle, scoot, and roll. Pedestrian benefits will also be included at intersections with improved pavement markings, modified signalizations, reduced crossing distances, and slowed turning movements of vehicles.
3. Build a next-generation transit network - The Express Bus Mobility Hub will provide a space for the future planned service to easily pick-up and drop-off regional travelers. The future planned US 101 Express Bus service is identified on as an “Express Bus Investment” on Map 4-4 in Plan Bay Area 2050 and will provide a connection with local routes serving El Camino Real. This is in addition to the coordinated multi-modal improvements within the lot, including the provision of bike parking, EV chargers, lighting, and improvements to bicycle and pedestrian access and connections through signage and marking.

Additionally, the Project is included in the current US 101 South Comprehensive Multimodal Corridor Plan (CMCP), titled “Improve operations at US 101/SR 92 Interchange – Phase 1 Area Improvements.” and furthers all eight goals of the plan:

1. Provide a safe transportation system to all users within the Corridor – The project area experiences higher than the statewide average in vehicular collisions. Improvements includes adding capacity on ramps to reduce queuing and rear-end collisions and changing multiple ramp merge movements to reduce side swipe collisions. Class IV bikeways will provide a separated facility for people biking including protected intersections and signal modifications through the project area.
2. Reduce recurring freeway congestion and improve freeway efficiency in moving people – The project will reduce queueing at existing congestion areas by providing more efficient turn lanes to ramp connections to minimize delay and mainline spillback (no mainline capacity is proposed).
3. Improve trip reliability along the Corridor – The ramp modifications will reduce queueing and congestion at the interchange to promote travel time reductions. The ramps improvements will also facilitate access to the Park and Ride lot where future SamTrans Express Bus services along the US

101 corridor will connect to.

4. Support an accessible and interconnected multimodal transportation system within the Corridor – The Park and Ride lot improvements for the future SamTrans Express Bus service is the first step toward the creation of San Mateo County’s first Mobility Hub. The Class IV Separate Bikeway on Fashion Island Boulevard/19th Avenue will provide a critical connection to the Mobility Hub from the Hayward Park Caltrain Station at the west end of the project area to the City of Foster City at the east end.
5. Reduce pollutants and GHG emissions within the Project area – While the VMT impacts for the highway portion of the project are projected to be net neutral since they are primary circulation improvements. The Class IV Separated Bikeway and future Express Bus Service along with improved access and connectivity between the modes will reduce VMT along the corridor and in the Project area, as well as reduce GHG emissions.
6. Support economic prosperity – The interchange improvements will provide more efficient local access to jobs in the cities of San Mateo and Foster City while also improving regional access to jobs through San Mateo County.
7. Efficiently manage transportation assets within the Corridor to protect existing and future investments The project will build upon existing facilities while minimizing right-of-way impacts and enhancing access to surrounding communities.
8. Support efficient Land Use – The project will promote in-fill development and is located directly adjacent to a proposed transit-oriented redevelopment project of a 14.5 acre site in the City of San Mateo near the intersection of Concar Drive and Delaware Street. The development is located midpoint between the Hayward Park Caltrain Station and the proposed Mobility Hub on the Park and Ride lot.

In terms of project readiness, the highway component is currently in the Plans Specifications & Estimates (PS&E) phase and scheduled for construction next year, 2023. The multimodal components would be built following the highway improvements because the Park and Ride lot will be used as a staging area. Total construction cost for all Project components is estimated at \$47.7 million with \$7.7 million already secured through a combination of STIP, RM3 and local Measure A sales tax funds. We are seeking a \$40 million SCC grant to fully fund the project and meet the planned construction schedule.

Thank you for your consideration of this request. Please do not hesitate to contact Sean Charpentier, Executive Director of C/CAG, at scharpentier@smcgov.org or April Chan, Acting Deputy CEO/General Manager at the Transportation Authority, at chana@samtrans.com if you have any questions or require additional information.

Sincerely,



Sean Charpentier
Executive Director – C/CAG



Carter Mau
Acting Executive Director - TA



June 7, 2022

Mr. Kenneth Kao
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: SCCP Nomination for 101 Express Lanes

Dear Mr. Kao:

The Santa Clara Valley Transportation Authority (VTA) would like to request that MTC nominates the Silicon Valley Express Lanes Program - Phase 5 "Air to Aerospace" Project for consideration in the 2022 Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP). VTA is requesting \$75 million in SB 1 SCCP 2022 funding. VTA will be the implementing agency in coordination with Caltrans and MTC.

The Project will convert existing single carpool lanes to express lanes in both directions along US 101 from approximately SR 237 in Sunnyvale to the US 101/I-880 Interchange in San Jose. It will also add a second express lane in both directions on US 101 from Fair Oaks Avenue to the US 101/I-880 Interchange. The project extends the express lanes previously funded by SB 1 Cycle 1 programs on US 101 by eight miles from SR 237 (NASA/Moffett field) to the Mineta San Jose International Airport (I-880).

Included in the Caltrans US 101 South Comprehensive Multimodal Corridor Plan, MTC's Strategic Express Lane Program, and the VTA Countywide Transportation Plan, the Project seeks SCCP 2022 funding for construction. Pre-pandemic, this segment of US 101 was the third most congested in the Bay Area. The Project will greatly improve safety, manage congestion and reduce greenhouse gas emissions.

This project is part of VTA's multimodal strategy to support economic development and address congestion in the US 101 Corridor. VTA's investment program includes Caltrain efficiency and capacity improvements, further extension of BART, significant bicycle infrastructure, modernization of highway interchanges, (including bicycle and pedestrian infrastructure), and expansion of express lanes throughout Santa Clara County.

Sincerely,

A handwritten signature in blue ink that reads 'Deborah Dagang'.

Deborah Dagang
Chief Planning & Programming Officer
Santa Clara Valley Transportation Authority



June 6, 2022

David Rabbitt, Chair
Sonoma County Board of Supervisors

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Damon Connolly
Marin County Board of Supervisors

Chris Coursey
Sonoma County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Eric Lucan
Transportation Authority of Marin

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Eddy Cumins
General Manager

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.sonomamarintrain.org

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: 2022 Solutions for Congested Corridors Program Nomination

Dear Ms. McMillan:

On behalf of the Sonoma-Marín Area Rail Transit District (SMART), I am writing to request that the Metropolitan Transportation Commission (MTC) nominate SMART's Windsor Rail System Extension project for the 2022 Solutions for Congested Corridors Program. This project is included in *Plan Bay Area 2050*, has all pre-construction phases complete and began construction in 2020. The project is 30% constructed, with progress suspended in early 2021 due to ongoing Regional Measure 3 litigation impacting the largest funding source for the work.

The SMART Windsor Extension project is part of an overall publicly owned transportation network and includes:

- 3.1-miles of Class IV mainline track,
- four bridges,
- one station with amenities,
- paved multi-use pathway,
- gauntlet tracks to accommodate freight train passage,
- just under one-mile double track section to accommodate passing maneuvers,
- a second egress for the SMART Rail Operations Center for operational efficiency and emergency redundancy,
- five at-grade crossings,
- broadband facilities made available to public agencies and schools, and
- federally mandated Positive Train Control (PTC).

The project includes a new passenger rail station at the Town of Windsor, the thirteenth station in the SMART system, near transit-oriented Downtown Windsor, the Windsor Town Green, and within a 390-acre Station Area Plan expecting 1,230 new residential units. Windsor is home to three of the region's six Federally recognized Tribes (Lytton, Kashia and Koi), with the

Kashia Tribe constructing affordable Tribal apartments and their new headquarters within a short distance of the new Windsor Station and the Lytton Tribe taking 511 acres into Federal trust in late 2019 within 1-mile of the SMART Station.

SMART’s environmental clearance documents found that Windsor was expected to be the second busiest station in the SMART system. SMART’s average passenger trip length is 25-miles with approximately 26% of riders pre-pandemic qualifying for the Clipper START means-based fares (MTC Passenger Survey 2018). A significant portion of SMART riders bring their bicycles onboard with them for first and last mile access to the system (11% pre-pandemic, rising to over 20% at the highest during the pandemic).

Windsor Extension Schedule

The project began construction in March 2020 and had construction suspended in June 2021 when the largest fund source in the project, Regional Measure 3 was the subject of continued litigation. During that 15-month construction window the work included in the 30% of completed SMART Windsor Extension project elements included acquisition of nearly all the necessary materials onsite and completion of all permit-constrained work, resulting in minimal remaining project risk. Once the balance of funding is secured, the project can be re-mobilized and completed within 18 months.

Windsor Extension Funding Plan (Assumes SCCP)

Federal/State/Local	Fund Source	\$ Amount (Millions)	% Total Project Cost
<i>State</i>	<i>Solutions for Congested Corridors</i>	<i>\$29.5</i>	<i>42%</i>
Federal	FRA Consolidated Rail Infrastructure and Safety Improvement (FRA-CRISI)	\$5.0	7%
State	Transit and Intercity Rail Capital Program (TIRCP)	\$20.0	29%
State	Affordable Housing Sustainable Communities (AHSC) Greenhouse Gas Reduction funds	\$5.0	7%
State	Interregional Transportation Improvement Program (ITIP)	\$10.0	14%
TOTAL PROJECT		\$69.5	100%

SMART opened for passenger revenue service along a 43-mile, 10 station initial operating segment in August 2017. Despite the challenges of multiple fires and floods during our first two years of operations, we completed construction of a two-mile, one station Larkspur Extension Small Starts project early and under budget. We opened that federally funded project simultaneous to the MTC and locally funded Downtown Novato Station in December 2019, making our system 45-miles and 12 stations. Additionally, we expanded our service schedule to 38 weekday trips and 10 weekend/holiday trips in January 2020, just prior to the COVID-19 pandemic public health state of emergency taking effect.

As we emerge from the pandemic, we are pleased to report, thanks to MTC and Federal Transit Administration financial support, we are restoring our weekday service to 36 trips starting June 13 and we now operate 12 weekend trips, more than pre-pandemic.

We are eager to re-commence construction of our SMART Windsor Rail System Extension project and thank you for your consideration. Together we can build a climate friendly transportation network for the North Bay.

Sincerely,

A handwritten signature in black ink, appearing to read 'Eddy Cumins', written in a cursive style.

Eddy Cumins
General Manager

C: SMART Board of Directors
Jean Finney, Caltrans Deputy District Director, Transportation Planning and Local Assistance
Anne Richman, Transportation Authority of Marin
Suzanne Smith, Sonoma County Transportation Authority

Bay Skyway Phase 1 Fact Sheet - MTC Nomination Request

Project Description and Scope

The Bay Skyway is a partially completed Class I multi-use path that will eventually connect downtown Oakland with Treasure Island and downtown San Francisco. Phase 1, the subject of this Solutions for Congested Corridors Program (SCCP) application, will close critical gaps in this 9-mile network by adding pathways between West Oakland and the existing Bay Bridge East Span pathway (West Oakland Link), and between the East Span path and the Treasure Island ferry terminal (YBI Pathway). Bay Skyway Phase 1 also includes purchasing an electric ferry and landside charging infrastructure. Combined with the City of Oakland's planned Class IV separated bikeways on West Grand/Grand Avenue between the Bay Skyway's eastern endpoint at the West Grand Ave/Mandela Parkway intersection all the way to downtown Oakland, Phase 1 provides an economical, multimodal (bike/transit) connection between the two urban centers.

Along a longer time horizon, Bay Skyway Phase 2 will construct a pathway on the Bay Bridge West Span, which will allow a continuous walk, bike and e-bike route between the East Bay and San Francisco. Phase 2 will rely on Phase 1 to connect the West Span path to Treasure Island, to the East Span path and to West Oakland/downtown Oakland. Once Phase 2 is complete, Phase 1 will continue to have critical independent utility to ensure that the concentration of disadvantaged communities/equity priority communities in West Oakland have access to the Bay Bridge pathway, that the East Span path connects with the future West Span path, and that Treasure Island residents can access the paths on both spans of the Bay Bridge, to be able to walk and pedal to San Francisco and the East Bay.

Project Benefits

- Congestion relief: 1,700 peak hour users when Phase 2 is completed. (Phase 1 expected to attract similar numbers due to ferry speed and frequency; analysis forthcoming in August/Sept 2022)
- Serves disadvantaged communities: This project directly serves several SB 535-designated disadvantaged communities in West Oakland and Treasure Island.
- Reduced GHG Emissions: Shifting transbay trips to biking, walking and electric ferry will reduce GHG emissions that would have resulted from these trips.
- Low-cost: Combined with Bay Wheels Bike Share for All subsidy program, Oakland's Electric Bike Library program and the forthcoming California Air Resources Board e-bike subsidy program, transbay travelers of all income groups will be able to afford to travel car-free across the Bay.

- Public Health: Provides users with the moderate-intensity physical activity that is recommended by the CDC to live a healthy life.

Project Schedule

Segment	Estimated Timeline		
	PA/ED	PS&E	ROW/ CON
East Span path	Complete		
West Oakland Link	9/30/2022	Completed in 2024	3/1/2025-8/30/2027
YBI/TI path	6/20/2023	Completed in 2024	2025-2026
Ferry			Completed in 2023

Cost Estimate

The Bay Skyway Phase 1 will cost \$128.3 million to complete. This cost is for construction of the West Oakland Link, the Yerba Buena/ Treasure Island path, and the electric ferry and charging infrastructure. Environmental review and 100% design for all Phase 1 elements is fully funded and is not included in this cost estimate. The remaining Phase 1 component—the East Span path—was completed in 2013.

Funding

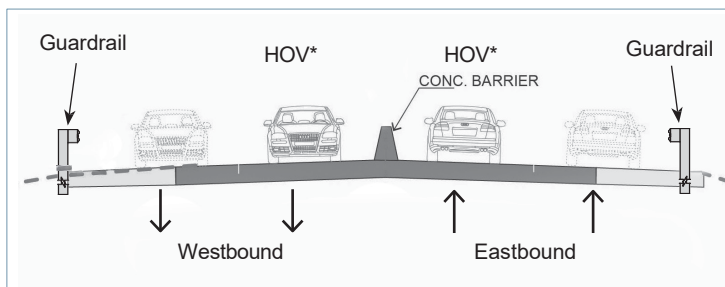
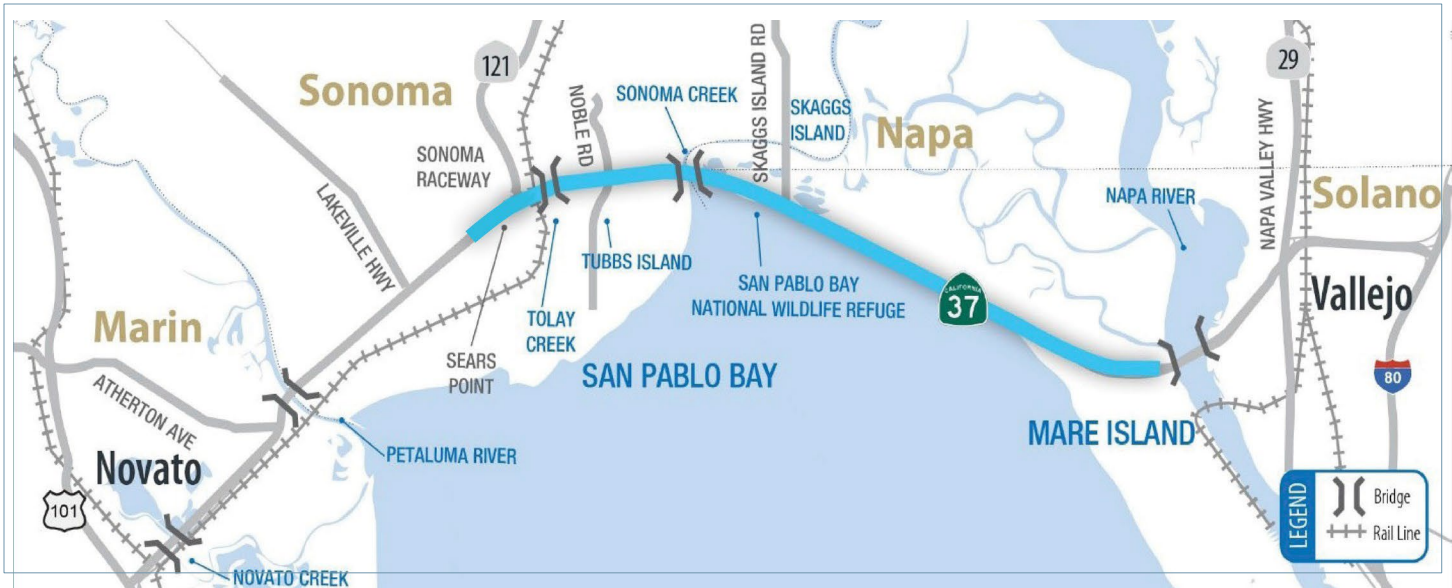
The Solutions for Congested Corridors grant proposal is for \$60 million to help fully fund construction of the Bay Skyway Phase 1. This funding will be paired with a \$17.6 million Active Transportation Program and \$25 million Local Partnership Program-Competitive grants (both also applied for in 2022) and will leverage \$25.7 million in BATA toll revenue, STBG/CMAQ Funding (OBAG3) and local funds.

BAY SKYWAY PHASES 1 & 2



State Route 37: Sears Point to Mare Island Improvement Project

This project is part of a multi-phase corridor improvement program to improve traffic flow, increase modal options, and address climate change on SR 37. This is a 10.4-mile project located in Sonoma County and Solano County, west of the SR 121/SR 37 intersection to the Mare Island interchange. The highway narrows to one lane in each direction in the project area. The project purpose is to improve traffic flow during peak travel times, to introduce transit and increase vehicle occupancy (the number of people moved per vehicle) through the addition of one or more HOV lanes. A typical roadway is shown below. The total project cost is estimated at \$430 million, which includes costs for bus transit implementation and public access improvement.



Note: Typical cross section of a four-lane facility is shown. Other project alternatives include part time shoulder running lane, and three-lane contra flow.

Permitting

- U.S. Fish and Wildlife Service
- National Marine Fisheries Service
- Interagency Air Quality Conformity Task Force
- State Historic Preservation Officer
- U.S. Army Corps of Engineers
- Regional Water Quality Control Board
- California Department of Fish and Wildlife
- San Francisco Bay Conservation and Development Commission
- Sonoma-Marín Area Rail Transit

Environmental Document is an Environmental Impact Report (EIR)/Environmental Assessment (EA)

Schedule

	FISCAL YEAR					
	2021	2022	2023	2024	2025	2026
Project Approval & Environmental Document						
Final Design/Permitting						
Construction						

Draft Funding Plan (5/18/2022)

	Fund Source	Amount (Mil\$, Escalated)	Notes
Total Cost*		\$430	
Funding - Current	BATA	\$8	PA&ED
	SB 170	\$3	State funds, to be allocated through CT LAC/SCTA, for PS&E
Funding Opportunities	SB 1 SCCP	\$65	Evaluation criteria includes public access/multimodal improvements
	SB 1 TCEP	\$85	Requires designating SR 37 as a trade corridor by Caltrans and MTC
	SHOPP (future)	\$50	Financial Contribution Only (FCO) projects
	SHOPP (existing)	\$9	Up to \$18M from two on-going overlapping SHOPP projects near SR 121 as Potential Future Financial Contribution, pending on an overall committed funding plan.
	Tolling	\$100	Pending legislation approval and financing entity
	OBAG3	\$10	Pending OBAG3 Regional Program Approval
	Other State/Federal	\$100	- BIL/Rural Surface Transportation, INFRA, RAISE - SB 1049 (NHPP & PROTECT formula) - SB 1 LPP, ITIP, SHOPP
Total Funding		\$430	Committed and Anticipated

* Total costs include highway improvements, transit implementation and public access improvements

Date: July 27, 2022
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4533

This resolution adopts the program of MTC's nominations for the 2022 Solutions for Congested Corridors (SCC) Program Cycle 3 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

Attachment A – Funding Levels for 2022 Solutions for Congested Corridors Program

Attachment B – Program of MTC Nominations for the 2022 Solutions for Congested Corridors Program – Cycle 3

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated July 13, 2022.

Date: July 27, 2022
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2022 SB 1 Solutions for Congested Corridors (SCC) Program – Cycle 3

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4533

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors; and

WHEREAS, on August 17, 2022, the California Transportation Commission (CTC) is expected to approve the Guidelines for the Solutions for Congested Corridors Program, which includes two years of funding totaling roughly \$494 million (Attachment A); and

WHEREAS, MTC, as both the regional transportation planning agency and authority responsible for preparing the RTIP for the Bay Area, is eligible to nominate projects within the Bay Area for SCC funds, as defined in section 9 of the CTC Guidelines for the Solutions for Congested Corridors Program; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations for Cycle 3 of the Solutions for Congested Corridors Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the nominating agency, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for MTC's nominated projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of MTC Nominations for the Solutions for Congested Corridors Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on July 27, 2022.

Attachment A
MTC Resolution No. 4533
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2023-24 and FY 2024-25
July 2022

MTC Resolution No. 4533
Attachment A
Adopted: 07/27/22-C

Statewide Funding Distribution (Based on Section 4 of Draft SCC Guidelines, June 2022)

SB1 Solutions for Congested Corridors (SCC) Program	Estimated Appropriations (\$thousands)
SCC - FY 2023-24 Appropriation	\$250,000
SCC - FY 2024-25 Appropriation	\$250,000
SCC Cycle 2 Overprogramming	(\$6,089)
Total	\$493,911

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Attachment B
MTC Resolution No. 4533
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2023-24 and FY 2024-25
July 2022

MTC Resolution No. 4533
Attachment B
Adopted: 07/27/22-C

Project List - Tier 1			\$millions
SB1 Solutions for Congested Corridors			
Program of MTC Nominations	County	Sponsor	SCC Amount
1. East Bay Greenway Multimodal Ph 1 Project	Alameda	ACTC	\$60
2. US-101 Silicon Valley Express Lanes, Phase 5	Santa Clara	VTA	\$75
3. Caltrain Electrification Signal System Project (2SC)	Multi-County	Caltrain	\$45
4. SR-37 Sears Pt to Mare Island Improvement Project*	Multi-County	MTC	\$65
5. Bay Skyway/ Treasure Island EV Ferry Phase 1	Multi-County	MTC	\$60
Total - Tier 1			\$305

Project List - Tier 2			\$millions
SB1 Solutions for Congested Corridors			
Program of MTC Nominations	County	Sponsor	SCC Amount
6. Windsor Rail System Extension	Sonoma	SMART	\$30
7. Battery EMU Expansion South of Tamien Project	Santa Clara	Caltrain	\$45
8. Train Control Upgrade Project (TCUP)	San Francisco	SFMTA	\$31
9. US-101/SR-92 Area Improvements and Multimodal Proj.	San Mateo	SMCTA/CCAG	\$40
Total - Tier 2*			\$145

* Total may not add up due to rounding

Note for Tier 2: Only projects Not Nominated by Caltrans will remain on MTC's nomination list.

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Date: July 27, 2022
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4534

This resolution adopts the program of the Bay Area's nominations for the 2022 Trade Corridors Enhancement Program (TCEP) Cycle 3 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2022 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2022 Trade Corridors Enhancement Program – Cycle 3

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated July 13, 2022.

Date: July 27, 2022
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2022 SB 1 Trade Corridors Enhancement Program (TCEP) – Cycle 3

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4534

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on August 17, 2022, the California Transportation Commission (CTC) is expected to approve the Guidelines for the Trade Corridors Enhancement Program, which includes two years of funding totaling roughly \$1.05 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined

in section 9 of the CTC Guidelines for the Trade Corridor Enhancement Program; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Bay Area Compilation of Project Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on July 27, 2022.

Attachment A
MTC Resolution No. 4534
SB1 Trade Corridor Enhancement Program (TCEP)
Fund Estimate and Corridor Targets
FY 2023-24 and FY 2024-25
July 2022

MTC Resolution No. 4534
 Attachment A
 Adopted: 07/27/22-C

Statewide Fund Estimate (FE) - Based on Draft FE from June 2022 (\$millions)

SB1 Trade Corridor Enhancement Program Fund Estimate	FY 2023-24	FY 2024-25	Total Statewide
State: Trade Corridor Enhancement Account	\$392	\$413	\$805
Federal: National Highway Freight Program	\$122	\$124	\$246
Total	\$514	\$537	\$1,051

Corridor Programming Targets (\$millions)

SB1 Trade Corridor Enhancement Program Targets	Target
Statewide Target: Caltrans	\$420
Regional Target: Bay Area and Central Valley	\$183
Regional Target: Other Corridors	\$448
Total	\$1,051

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Attachment B
MTC Resolution No. 4534
SB1 Trade Corridor Enhancement Program (TCEP)
Program of Bay Area Nominations
FY 2023-24 and FY 2024-25
July 2022

MTC Resolution No. 4534
Attachment B
Adopted: 07/27/22-C

Project List (\$millions)

SB1 Trade Corridor Enhancement Program (TCEP)			TCEP
Program of Bay Area Nominations	County	Sponsor	Amount
I-880 Interchange Improvements (Whipple/Industrial)	Alameda	ACTC	\$42
Rail Safety Enhancement Program (Phase A)	Alameda	ACTC	\$25
Green Power Microgrid Project	Alameda	Port of Oakland	\$60
I-80 San Pablo Dam Road Phase 2 (Preconst.)	Contra Costa	CCTA	\$24
SR-37 Sears Pt to Mare Island Improvement Project	Regional	MTC	\$85
US-101/Woodside Interchange/Port Access (Preconst.)	San Mateo	Redwood City	\$25
US-101/SR-25 Santa Teresa Extension (Preconst.)	Santa Clara	VTA	\$4
I-80 Westbound Cordelia Truck Scales	Solano	STA	\$109
Total			\$375

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