

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 4b

California Transportation Commission Update

Subject: Update on the January 31-February 1, 2018 California Transportation Commission meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

January CTC Meeting (January 31-February 1, Sacramento, CA)

CTC-related topics of regional significance are discussed below.

Senate Bill 1 Implementation Update.

Local Streets and Roads Eligible Cities and Counties. CTC approved the updated list of eligible cities of counties for local streets and roads maintenance funding made possible by Senate Bill 1. All Bay Area jurisdictions are now eligible to receive SB 1 local streets and roads funding.

Local Partnership Program (LPP). CTC approved the LPP formula program. In the Bay Area, programming totals \$43.3 million. An additional \$4.8 million remains unprogrammed, and is being held to match Senate Bill 1 competitive program applications (including Sonoma's earlier proposal for the US-101 Marin-Sonoma Narrows Segment C-2 project). A full list of projects programmed in the LPP formula program is included in Attachment 1 to this memo.

Applications for the LPP competitive program were due to the CTC by January 30. CTC will consider approval of the LPP competitive programming in May.

Trade Corridor Enhancement Program (TCEP). Applications for the TCEP were due to the CTC by January 30. The Bay Area submitted seven applications, consistent with MTC Resolution No. 4318 (approved by MTC in January). MTC, along with our partners in the Northern California Trade Corridors Coalition, submitted a letter to CTC indicating the Coalition's intent to restart mega-regional coordination for the TCEP. The Coalition's letter is included as Attachment 2. CTC will consider approval of the TCEP programming in May.

Solutions for Congested Corridors (SCC). Applications for the SCC are due to the CTC by February 16. The Bay Area is expected to submit four applications in coordination with Caltrans, consistent with MTC Resolution No. 4317 (approved by MTC in January). CTC will consider approval of the SCC programming in May.

Accountability Guidelines. CTC staff is preparing SB 1 Accountability and Transparency Guidelines, which lays out the process for baseline agreements, reporting, and auditing on SB 1 projects. MTC staff is monitoring the guidelines and will provide input before it is presented for adoption at the March CTC meeting.

2018 STIP. CTC held the 2018 State Transportation Improvement Program (STIP) Hearing for Northern California on February 1. MTC staff presented the region's STIP proposals, in coordination with county Congestion Management Agency partners. CTC is expected to adopt the 2018 STIP at the next meeting in March.

Draft 2018 SHOPP. Caltrans provided an overview of the 2018 State Highway Operation and Protection Program (SHOPP) which provides funding for the operation and maintenance of the state highway system. MTC staff provided comments on an earlier draft of the 2018 SHOPP, which is included as Attachment 3.

Allocation of Funding. CTC approved funding allocations for various projects, including the first allocation of LPP formula funds for Alameda County Transportation Commission's 7th Street Grade Separation (East) project at the Port of Oakland, and allocation of four Active Transportation Program projects in Alameda County (2), Contra Costa County (1), and San Francisco County (1).

New Chair/Vice-Chair. CTC elected Fran Inman to serve as the new CTC Chair for two years, and Jim Earp as the new CTC Vice-Chair for one year. Both terms start on February 1.

The subsequent CTC meeting is scheduled for March 21-22, 2018 in Orange County.

Issues: None.

Recommendation: Information. No action required.

Attachments:

1. List of Bay Area Local Partnership Program (Formula Program) Projects
2. Letter to Ms. Bransen, CTC, regarding Trade Corridor Enhancement Program from the Northern California Trade Corridors Coalition, January 29, 2018
3. Letter to Mr. Dougherty, Caltrans, regarding 2018 State Highway Operations and Protection Program Draft Project List, December 20, 2017

Bay Area 2018 LPP Formula Program - Approved by CTC on January 31, 2018 (\$thousands)

County	Applicant Agency	Project Title	Implementing Agency	Amount	Programming Year		Unprogrammed Balance	Total Proposed for County
					2018	2019		
Alameda	AC Transit	Customer Service Center Rehab	AC Transit	\$815	\$50	\$765	\$0	\$9,048
	AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$253		\$253		
	ACTC	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$7,980	\$907	\$7,073		
Contra Costa	City of Orinda	Miner Road Rehab	Orinda	\$200	\$200		\$0	\$5,399
	CCTA	I-680 NB Express Lane	CCTA	\$4,799		\$4,799		
	CCTA	El Cerrito Pavement Project	El Cerrito	\$200		\$200		
	CCTA	Martinez Pavement Project	Martinez	\$200		\$200		
Marin	TAM	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	\$500	\$250	\$250	\$0	\$1,002
	TAM	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	\$502		\$502		
Napa*	NVTA	TBD	TBD	\$0	\$0	\$0	\$323	\$0
Regional	BATA	Dumbarton Bridge Operational Improvements	BATA	\$8,200		\$8,200	\$0	\$13,633
	BATA	SFOBB/West Oakland Regional Bicycle/Ped Link Connection	MTC/BATA/CT	\$2,000		\$2,000		
	BART	BART Escalator Replacement (Downtown SF Stations)	BART	\$1,880		\$1,880		
	SMART	SMART Rail Maintenance Equipment Expansion	SMART	\$1,553	\$1,553			
San Francisco	SFCTA	Park Merced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2,106	\$2,106		\$0	\$4,189
	SFCTA	Alemaney Boulevard Pavement Renovation	SFPW	\$2,083		\$2,083		
San Mateo	SMCTA	TBD	TBD	\$0	\$0	\$0	\$3,784	\$0
	SMCTD	TBD	TBD	\$0	\$0	\$0		
	C/CAG	TBD	TBD	\$0	\$0	\$0		
Santa Clara	VTA	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9,442	\$9,442		\$0	\$9,442
Sonoma	SCTA**	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans	\$0		\$0	\$579	\$573
	SCTA	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	\$573	\$100	\$473		
Total Proposed for Formula Program				\$43,286			\$4,686	\$43,286

* Napa Valley Transportation Authority Eligibility Effective 7/18

** SCTA's US-101 MSN C-2 project will receive LPP programming if it is successful in receiving Solutions for Congested Corridors funding.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

January 29, 2018

Susan Bransen, Executive Director
California Transportation Commission
1120 N St., Room 2221, MS-52
Sacramento, CA 95814

RE: Northern California Trade Corridor Coalition Comments on Senate Bill 1
Trade Corridor Enhancement Program (TCEP)

Dear Ms. Bransen:

In a few days, your staff will receive applications for the Trade Corridor Enhancement Program (TCEP) enabled in part by Senate Bill 1 (SB 1). The TCEP Guidelines, approved by the California Transportation Commission (CTC) in October 2017, identifies programming targets by corridor – including a target of \$217 million for the Northern California corridor. Under the Guidelines, the Northern California corridor includes the nine-county Bay Area, five (of six) county Sacramento area, and eight-county San Joaquin Valley.

The Northern California region serves as a major trade corridor for the state. With the fifth-busiest port in the nation at Oakland, goods flow between international destinations through the Bay Area and across major rail and highway links through the Sacramento and San Joaquin Valleys to the rest of the state and nation. Under Proposition 1B, passed by California voters in 2006, CTC programmed roughly \$2.5 billion in trade corridor improvements through the Trade Corridor Improvement Fund (TCIF) program. In response to TCIF, the Northern California counties formed the Northern California Trade Corridors Coalition (Coalition) – led by the Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), and San Joaquin Council of Governments (SJCOG). The Coalition told the story of goods movement in Northern California, and packaged a cohesive set of TCIF projects to improve goods movement in the megaregion.

Over the life of the Proposition 1B TCIF program, the Coalition worked with our member agencies to ensure prompt delivery of programmed projects and recommend new projects for project cost savings and deletions. The Coalition's framework ensured that TCIF monies were programmed on the highest and best use to promote goods movement in the Northern California megaregion. Since the adoption of Proposition 1B, the Bay Area, Sacramento, and San Joaquin Valley approved new Goods Movement Plans and are developing a Mega-Region Goods Movement Plan that provide the vision for goods movement in the future.

Jake Mackenzie, Chair
Sonoma County and Cities

Scott Haggerty, Vice Chair
Alameda County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Jane Kim
City and County of San Francisco

Sam Liccardo
San Jose Mayor's Appointee

Alfredo Pedroza
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

The TCEP Guidelines call on each Metropolitan Planning Organization (MPO) to compile TCEP applications and ensure their consistency with regional transportation plans and goods movement plans. While the Guidelines do not have an explicit role for the Coalition, it is the Coalition's intent to continue providing the CTC with recommendations for projects within the Northern California megaregion. However, given the expedited turn-around time for the TCEP applications, the Coalition is not providing recommendations for the first TCEP cycle. The Coalition is committed to coming together in the coming months to leverage our goods movement plans into joint investment priorities so that we can provide recommendations for future TCEP cycles.

The Coalition and its member agencies appreciate the CTC's commitment and dedication to improving the movement of goods within and across the state. We look forward to our continued working relationship in future TCEP cycles. Should you have any questions regarding the Coalition's plans, please contact Kenneth Kao, Coalition Coordinator, at (415) 778-6768, or via email at kkao@bayareametro.gov.

Sincerely,



Steve Heminger
Executive Director, MTC



James Corless
Executive Director, SACOG



Andrew T. Chesley
Executive Director, SJCOG



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

December 20, 2017

Jake Mackenzie, Chair
Sonoma County and Cities

Scott Haggerty, Vice Chair
Alameda County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Jane Kim
City and County of San Francisco

Sam Liccardo
San Jose Mayor's Appointee

Alfredo Pedraza
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Mr. Bruce De Terra, Chief
Division of Transportation Programming
California Department of Transportation
P.O. Box 942873, MS-82
Sacramento, CA 94273

RE: **Comments on Draft 2018 SHOPP Project List**

Dear Mr. De Terra:

Thank you for the opportunity to comment on the Draft 2018 State Highway Operation and Protection Program (SHOPP). The passage of the Road Repair and Accountability Act of 2017, or Senate Bill 1, provided a much needed funding boost for the program. Compared to past SHOPP cycles, under the 2018 SHOPP, most regions will benefit from a substantial increase in resources to invest and preserve the transportation system. These resources will be essential for the Department to meet the various performance targets established in the California Transportation Asset Management Plan.

MTC applauds the Department for programming \$3.4 million to upgrade the legacy software and hardware components in District 4's Transportation Management Center (TMC). TMC hardware and software, together with the underlying communication infrastructure, play a critical role to ensure both the operability of field devices and the ability to collect information. The upgraded system will enable the District to have a more reliable and efficient way of managing and monitoring over 4,000 active traffic operation elements, and achieve the 90% or better device health goal, as outlined in Caltrans' Strategic Plan.

MTC and Caltrans are active partners in delivering the Freeway Performance Initiative, a regional initiative that deploys ramp metering and Traffic Operation Systems equipment on congested freeway corridors in the Bay Area. MTC appreciates the State investing \$13 million for the Marin US 101 ramp metering project, extending from the Golden Gate Bridge to north of Sir Francis Drake Blvd., and another \$40 million on the I-680 ramp metering project spanning the cities of Fremont, Pleasanton and Dublin. MTC has previously invested regional discretionary funds towards the Preliminary Engineering phases for both projects. The proposed construction funding in the 2018 SHOPP will enable the region to deliver the last remaining projects identified within the Initiative.

Additionally, we have identified some recommendations as well as specific funding requests to be included in the final SHOPP.

A. General Policy Comments

- **Increase Mobility Funding Share to Keep Assets in a State of Good Repair:** For several decades, a significant number of TMS elements have been installed to enhance efficiency and actively manage the existing State Highway System in the Bay Area, while minimizing the need to construct new facilities. Additional funding from Senate Bill 1 will help to address some of the mobility and operational improvement needs. However, there is still a substantial shortfall to keep assets in a state of good repair. The Bay Area region's mobility funding share dropped from 30% in 2016 to 18% in the current draft SHOPP. MTC recommends adding resources to this category to align with the Department's "Fix it first" policy.
- **Implement a Performance Based Approach to Transportation Management System Upgrade and Replacement:** Many Caltrans districts will receive funding to restore, upgrade, and replace non-operational Transportation Management System (TMS) field elements. MTC strongly encourages the Department to develop a set of performance measures for contractors to adhere to and tie a contractor's payment to their abilities in meeting the metrics. MTC implemented a performance based maintenance and repair pilot for the 50-mile long I-880 corridor to protect over 1,000 technology assets. The contract establishes that the third party contractor shall be on site responding to failures within 24 to 48 hours, and that repairs are to be completed within 2 to 20 days, depending on the asset priority level, as identified by District 4. Payment to the contractor is adjusted downward when the contractor is unable to meet these thresholds. MTC found that this performance driven structure ensures responsiveness to repairs, and keeps elements performing at high levels.
- **Establish a Statewide Vision on the Future of Detection:** The Department is investing significant resources to repair or replace standard loop detection units across the State. Because vehicle detectors account for such a large percentage of the overall Transportation Management System devices, the repair of detection stations is crucial to reaching the 90% device health goal. However, traditional detectors can be difficult and costly to repair due to factors such as the need to complete repairs at night and coordinate lane closures. MTC recommends that the Department establishes a statewide vision for the future of detection technology. Such guidance would enable Districts to standardize the type of technology, determine the appropriate budget needed for transitioning to the new technology, and invest properly on the maintenance of the existing system. Without a plan, preserving loop detectors will continue to require extraordinary, and likely unsustainable, investments.

- **Leverage Regional Funding-Challenge Grant Concept:** MTC and Caltrans District 4 have a strong partnership, and have long collaborated to fund and implement ITS infrastructure used to monitor and manage freeway traffic and incidents throughout the region. More recently, since 2013, MTC and the District have worked collaboratively to identify and fund priority TMS projects, including specific initiatives aimed at bringing the region's ITS infrastructure into a state of good repair. In Fiscal Year 2018, a total of \$12.5 million for regional TMS projects have been identified, with \$7.5M from Caltrans and \$5M from MTC. MTC requests that the State considers a "Challenge Grant" concept—whereby agencies provide complementary funding for priority projects to meet the shared goal of improving transportation system performance in the Bay Area. By utilizing regional investments, the Department can leverage state and federal funding to maximize the impact of limited regional and local dollars, and accomplish priority projects in a shorter timeframe.

B. Project Specific Comments

- **Invest in a real time device health monitoring tool:** The Department owns a large number of TMS field elements, and according to the draft California Transportation Asset Management Plan, it is expected that over 400 new devices will be added to the system each year. Maintenance resources can be strained to keep up with preventative maintenance and repairs. MTC recommends that the Department invests in software tools that monitor device health and enable the ability to diagnose and troubleshoot issues remotely. MTC had success in developing a first generation software tool that actively monitors the communication status of each device along the I-880 corridor. After detecting communication failures, this tool immediately sends alerts to the MTC contractor for investigation and repair. A similar tool can be helpful for the Department to increase device uptime, improve operation and device reliability, and target judicious use of limited maintenance resources for actual preventative maintenance and repairs.
- **Direct \$7 Million in Mobility Funds to Improve Communication Connectivity on I-880:** Currently, the communications component of the I-880 corridor relies on leased telephone phone lines (both landline and wireless) to communicate to field devices. Most of the landline telephone circuits are outdated, and offer limited bandwidth capacity. This proposed communication project would connect TMS field devices to the fiber network being built for the I-880 Express Lanes, and would extend communications north and south using wireless high bandwidth radios. This would support connected vehicles and other applications, and eliminate the recurring cost for leased communications, which is estimated at \$574,000 per year.
- **Provide Funds to Connect TMS Elements to Fiber Network on I-680:** As part of the 680 Express Lane project, the Bay Area Infrastructure Financing Authority (BAIFA) has installed main line fiber and 54 laterals to vaults near current TMS field devices. However, those laterals are not connected to the field devices. To improve the overall


Letter to Mr. De Terra
December 20, 2017

Page 4

communications to each device and increase bandwidth capabilities, MTC recommends that the Department provides resources to make the final connection between the laterals and the field elements.

Thank you once again for including us in the SHOPP process and providing this opportunity to comment. Please contact me if you have any questions or desire to follow up with a staff member who has expertise in the issues raised in this letter.

Sincerely,



Andrew B. Fremier
Deputy Executive Director, Operations

AF: KC

S:\Section\OPS\Unit\TMC\Transportation Management Systems\Funding\SHOPP\2018 SHOPP\Draft 2018 SHOPP Project List
Comment Letter.docx

CC: Dan McElhinney, Chief Deputy District Director, Caltrans District 4
Stephen Maller, Deputy Director, California Transportation Commission