

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 10, 2018

Agenda Item 4a

**MTC Resolution Nos. 4317 and 4318**

**Subject:** Adoption of Regional Program of Applications for three Senate Bill 1 Competitive Programs

**Background:** Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state’s administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. The three programs are the Solutions for Congested Corridors (SCC), the Trade Corridor Enhancement Program (TCEP), and the Transit and Intercity Rail Program (TIRCP).

As detailed in the attached Deputy Executive Director memorandum, staff is recommending projects for all three programs, as summarized below:

(\$ Millions)

<b>Program</b>	<b>No. of Projects Recommended</b>	<b>Amount Recommended</b>	<b>Amount Available Statewide</b>	<b>% Proposed</b>
SCC	4	\$541	\$1,000	54%
TCEP	6	\$489	\$1,340	36%
TIRCP	10	\$1,962	\$2,400	81%

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Information on the SB 1 Local Partnership Program (LPP) is included for reference.

**Recommendation:** Refer MTC Resolution Nos. 4317, 4318 and TIRCP Endorsement List to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission or California State Transportation Agency as appropriate.

**Attachments:** **Deputy Executive Director Memorandum**  
Attachment 1: SCC and TCEP Nomination Tables  
Attachment 2: TIRCP Recommended Endorsements  
Attachment 3: MTC Resolution No. 4130, Revised – Cap and Trade Framework TIRCP Excerpt  
Attachment 4: SCC Project Fact Sheets  
Attachment 5: LPP Formula and Competitive Programs  
MTC Resolution Nos. 4317 and 4318



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## *Memorandum*

TO: Programming and Allocations Committee

DATE: January 3, 2018

FR: Deputy Executive Director, Policy

RE: MTC Resolution Nos. 4317 and 4318 – Adoption of Senate Bill 1 (SB 1) Competitive Programs

Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. This memorandum summarizes the staff recommendations for each program.

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

### **Solutions for Congested Corridors (SCC): MTC Resolution No. 4317**

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. The first program will cover four years (FY 2017-18 through FY 2020-21), totaling \$1 billion statewide. The Bay Area's share of congestion is approximately one-quarter to one-third of the state total, 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.

Staff recommends nominating four projects for \$541 million for the SCC Program, in coordination with Caltrans. The proposed projects are listed in Attachment 1, Table 1 and project fact sheets are included in Attachment 4. Project applications are due to the CTC by February 16, 2018. These projects are recommended due to their status in state law (SB 1), focus on congestion, and early deliverability. Additionally, Caltrans District 4 intends to nominate the same four projects.

Consistent with the approach taken for other competitive statewide funding programs, the nomination amount is roughly equivalent to double the region's share of congestion. Because the congestion relief needs are so vast in our dynamic and job-rich region, the list is constrained and many other strong projects remain for future rounds of SB1 SCC funding.

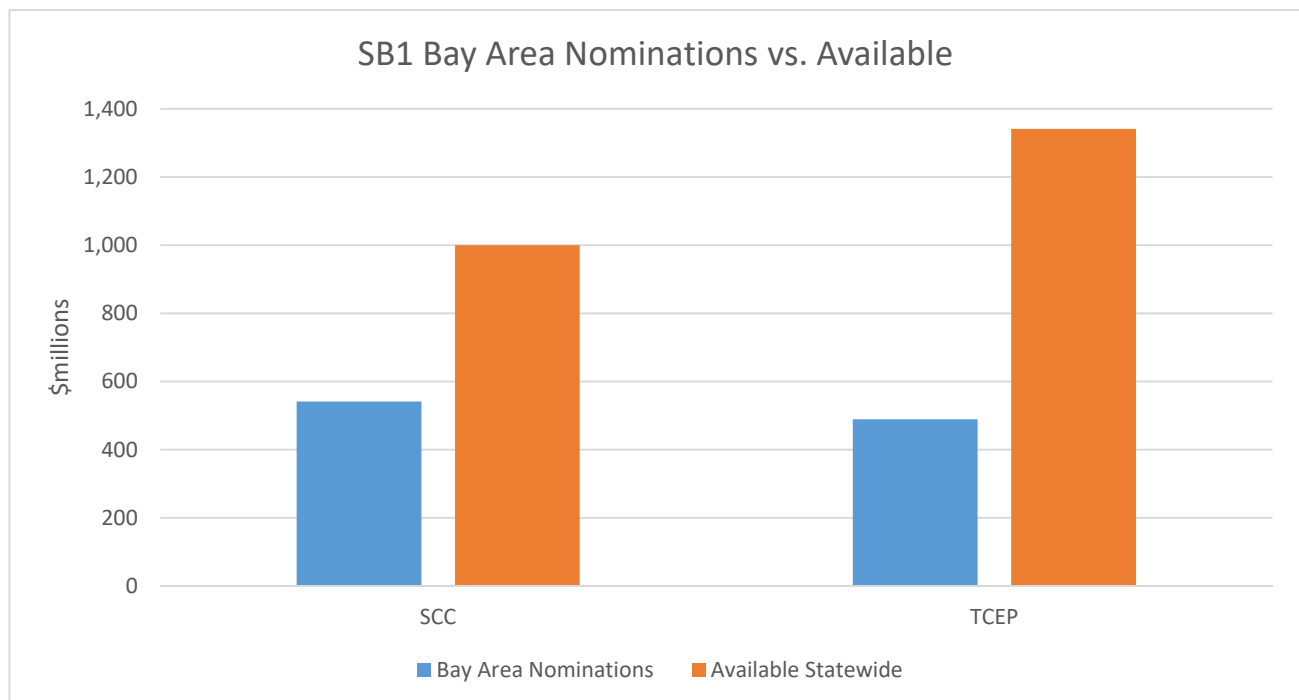
**Trade Corridor Enhancement Program (TCEP): MTC Resolution No. 4318**

SB 1 provides \$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 (authorized by the Fixing America’s Surface Transportation (FAST) Act of 2015) through the TCEP. The first program will cover three years (FY 2017-18 through FY 2019-20), totaling about \$1.3 billion statewide. The funds are further split 40% to Caltrans, or \$536 million, and 60% to regions, of which \$217 million goes to 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 is recommending six candidate projects totaling \$489 million for the TCEP. We worked in close coordination with Caltrans; however, unlike the SCC program, the final Caltrans list is still under development. The MTC proposed TCEP projects are listed in Attachment 1, Table 2. Project applications are due to CTC by January 30, 2018.

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 is consistent with the Regional Goods Movement Plan and the proposed regional goods movement investment strategy.

The table below illustrates the Bay Area’s nominations for SCC and TCEP funds in relation to the amounts available statewide.



**Transit and Intercity Rail Capital Program**

The Transit and Intercity Rail Capital Program (TIRCP) funds projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The California State Transportation Agency (CalSTA) released a call for projects for a 5-year TIRCP program of projects, with an estimated \$2.4 billion available over state fiscal years 2018-19 through 2022-23. This includes an estimated \$1 billion from Cap and Trade auction proceeds, and an estimated \$1.4 billion from SB1 revenues. Applications are due January 12, 2018. Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff reviewed project applications from sponsors and provided letters of consistency to applicants as appropriate. There are 12 applications from the Bay Area, totaling \$2.9 billion in requests, as detailed in Attachment 2.

In addition to confirming consistency with Plan Bay Area 2040, MTC has an opportunity to endorse or emphasize certain applications from sponsors within the region. Staff recommends endorsing to CalSTA the projects named in the region's adopted Cap and Trade Framework (MTC Resolution No. 4130, Revised, excerpted as Attachment 3) as especially critical to implementing the goals of Plan Bay Area 2040. The proposed endorsements also reflect a policy of endorsing smaller capital projects that are not named in the framework, at up to \$10 million per project. In addition, staff recommends endorsing a backstop for SMART's Extension to Larkspur in the event that expected federal funds do not materialize (see page 4 of the memorandum for more detail). The endorsement would be for ten projects totaling \$1.9 billion. These also are noted in Attachment 2.

**SB1 Local Partnership Program**

The three programs discussed above are three of the largest SB1 programs, and are the biggest of the competitive programs. Another, smaller program is the Local Partnership Program (LPP). The LPP is divided equally into a formula program and a competitive program, with \$200 million in each for this two-year cycle. Public agencies with voter approved taxes, fees or tolls dedicated to transportation improvements are eligible for the program. In the Bay Area, 15 agencies are receiving formula funds, totaling \$24 million this year. For the formula funds, agencies can use the funds for any eligible project, and a wide range of project types are eligible. The Bay Area's LPP formula projects are included in Attachment 5 to this item.

Similarly, any agency eligible for the formula program may apply for the competitive program. Applications are due on January 30. Staff surveyed eligible agencies as to their intentions; a draft list of potential projects for the competitive program is also included in Attachment 5, totaling \$172 million. The LPP projects are included for information only, to round out the picture of SB1 funding in the region. MTC has no formal role in approving other agencies' project applications for the LPP programs. MTC/BATA is eligible for LPP formula funding due to the voter approved bridge tolls, and the Commission approved the FY18 and FY19 project submittal in December 2017.

**Issues**

1) While MTC has a clear nominating and screening role in the SB1 competitive programs, MTC is neither a project sponsor nor implementing agency. Therefore, MTC will not be responsible for funding any cost increases unless explicitly agreed. Keeping the project within cost, scope, and schedule is the responsibility of the sponsoring and implementing agencies.

2) The US-101 Express Lanes project in San Mateo is listed in MTC's RTP/SCS, Plan Bay Area 2040, under an earlier, significantly smaller, cost and scope. MTC staff is working on an RTP amendment to update the project listing to be consistent with the most current cost (\$534 million) and scope. The amendment is expected to be completed in April 2018. Projects receiving SCC funds must be consistent with a region's adopted RTP/SCS.


3) For TIRCP, project sponsors may apply for funds regardless of MTC's endorsement position. However, given the prior adoption of a regional framework and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse several key projects. Additionally, Caltrain's application notes that following full electrification of the Caltrain fleet, the current diesel fleet could be redeployed on an inter-regional San Jose to Salinas service, which is not included in Plan Bay Area. Staff provided an SCS consistency letter to Caltrain that notes this exception.

4) There are a few other project specific issues as well:

- SMART: The Sonoma Marin Area Rail Transit (SMART) extension from Larkspur to San Rafael is in line for \$20 million in Federal Small Starts funding. While Small Starts funds were included in the FY2016 federal budget, SMART has not yet received a Small Starts Grant Agreement (SSGA) securing the funds. Therefore, SMART is applying for \$20 million in TIRCP funds as a backstop should the federal funds not be approved. Staff recommends supporting this TIRCP application even though it is outside the Commission's adopted framework, as the Larkspur extension is a regional priority for Small Starts with few other reasonable options for funding. The project is ready-to-go and a construction contract could be issued immediately upon securing funding.
- Marin Sonoma Narrows, Marin Segment: The MSN project comprises multiple segments in both Marin and Sonoma counties, and is named in the SB1 statute as an example project for the SCC program. Some of the project segments have already been delivered, with two major segments remaining. Staff proposes to submit the remaining Sonoma segment for SCC funding, due to its readiness and local matching funds. The Marin segment is not proposed for the current round of SCC, largely due to the fact that design is not yet complete nor fully funded. The Marin segment could be a contender for a future round of SCC funding as the project develops or for Regional Measure 3 should it be approved by the voters.
- Contra Costa I-680/SR-4 Interchange, Phase 3: This interchange is a major project in Contra Costa County, with multiple phases. The Phase 3 project would improve operational efficiencies and traffic flow, address safety concerns associated with the existing interchange configuration, extend the HOV system, and accommodate future demand. Our understanding is that the state has identified other funding to complete the project and it will not need funding from the SB 1 SCC or TCEP competitive programs.

**Recommendation:**

Refer MTC Resolution Nos. 4317 and 4318, and the TIRCP Endorsement List, to the Commission for approval, and direct staff to transmit the programs of nominations to the CTC or CalSTA as appropriate.

  
Alix A. Bockelman

Attachments  
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## Attachment 1: SB 1 SCC & TCEP Competitive Program Nominations

January 10, 2018 Programming and Allocations Committee Item 4a

**Table 1: Recommended MTC Solutions for Congested Corridors Program Nominations (\$1B statewide)**

Sponsor	Project	SCC Request (\$millions)	Included in SB1	Top 20 Congested Corridors	Delivery in 2018	Caltrans Nomination
Caltrans/VTA	San Mateo US 101 Express Lanes / Santa Clara US 101 Express Lanes Ph. #3	\$233	✓	✓	✓	✓
Caltrans	Solano I-80 Express Lanes	\$123			✓	✓
Caltrans	Sonoma US 101 MSN Segment C2	\$85	✓	✓	✓	✓
BART	BART Train Control System	\$100		✓		✓
<b>Total:</b>		<b>\$541</b>				

**Table 2: Bay Area Trade Corridor Enhancement Program Nominations**

**(\$1.34B Statewide; \$0.54B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$217M Northern California)**

Sponsor	Project	TCEP Request (\$millions)	Primary Freight Network	Multimodal or Port	Near-Term Delivery
Port of Oakland	Port of Oakland 7th Street (East)	\$175	✓	✓	✓
Port of Oakland	Oakland ITS Elements (Go Port)	\$11	✓	✓	✓
ACTC / Berkeley / Emeryville	At-Grade rail crossing improvements	\$12	✓	✓	✓
ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
Caltrans/STA	Solano I-80/I-680/SR12 (various phases)	\$216	✓		✓
VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
<b>Total:</b>		<b>\$489</b>			

**Attachment 2: 2018 Transit and Intercity Rail Capital Program (TIRCP)**

January 10, 2018 Programming and Allocations Committee Item 4a

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
BART	Transbay Core Capacity Project	Acquisition of up to 306 new rail vehicles and new Train Control System.	454	3,511	454
SFMTA	SFMTA's Transit Capacity Expansion Program	Fleet expansions: 22 additional Light Rail Vehicles, 78 motor coaches, 10 electric buses and support facilities/infrastructure, prototype battery conversion for trolley vehicles. Support facilities: traction power system upgrades and Muni Metro East facility expansion. Systems: Train control - surface system signal and initial subway upgrades.	600	925	579
AC Transit	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Purchase approximately 15 high capacity zero emission buses for Transbay service.	14	22	14
VTA	BART Silicon Valley Extension Phase 2	Extend BART from Berryessa Station through downtown San Jose to Santa Clara. Project includes signal, power, way, vehicles, four stations, a maintenance facility, and upgrades to BART's Operations Control Center (OCC).	730	4,900	730
Caltrain	Caltrain Electrification - Full Fleet Conversion and Expansion	(1) Expanded EMU Fleet: Initial 40 EMUs, additional 56 EMUs, minor platform modifications, and related planning work. (2) System Enhancements: Broadband communications, bike improvements.	631	631	125
GGBHTD	San Rafael Transportation Center Relocation	Complete final design and construction of a relocated San Rafael Transportation Center.	15	45	10
SamTrans	SamTrans US 101 Express Bus Pilot Project	Introduce a network of up to four express bus routes on US-101 serving origins and destinations in San Mateo, Santa Clara, and San Francisco counties. The express bus routes will offer point-to-point or limited stop service to key commuter destinations during peak commute periods and at 15-minute frequencies.	25	42	10
Capitol Corridor	Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A)	Shifting Capitol Corridor service from the current Niles Subdivision alignment between Oakland and Newark to the Coast Subdivision alignment, which will include a replacement station in the Fremont/Newark area to replace loss of service to the Hayward/Fremont stations.	15	223	10
Commute.org	Bay Area Fair Value Commuting (FVC) Demonstration Project – Phase 2	Develop a next generation employer commute program system including enterprise & smartphone apps, incentives/fees, electric scooter/bike, microtransit, and advanced ridesharing.	1	6	-
TJPA	Transbay Terminal Phase 2 - Downtown Extension	The Project will extend the Caltrain commuter rail system approximately 2 miles from its current San Francisco terminus into the Transbay Transit Center.	275	3,935	-
SMART*	SMART Larkspur to Windsor Corridor Project	Completion of Larkspur Extension; Windsor Rail Extension.	75	75	20
Solano Transportation Authority; Cities of Fairfield, Suisun City, and Vallejo; Fairfield and Suisun Transit (FAST), SolTrans	Solano Regional Transit Improvements	SolanoExpress electrification and capital improvements to improve frequency; local bus electrification; Fairfield/Vacaville Train Station building/access and amenities; Suisun Train Station access, bike/ped, and bus improvements.	33	112	10
<b>Total</b>			<b>2,867</b>	<b>14,426</b>	<b>1,962</b>

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\* Propose endorsing for up to \$20 million for Larkspur Extension, as backfill to FTA Small Starts funds should those not be approved



**Attachment 3 - Agenda Item 4a  
January 10, 2018 Programming and Allocations Committee**

Date: April 27, 2016  
W.I.: 1515  
Referred by: PAC  
Attachment A-1  
Resolution No. 4130  
Page 1 of 1

Attachment A-1

Transit and Intercity Rail Capital (TIRCP) Framework

Agency	Project/Category	TIRCP Framework Amount (\$millions)
<b>BART</b>	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	<b><i>BART Total</i></b>	<b>500</b>
<b>SFMTA</b>	Fleet Expansion	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	<b><i>SFMTA Total</i></b>	<b>785</b>
<b>AC Transit</b>	Fleet Expansion	90
	Facilities	50
	Major Corridors	200
	<b><i>AC Transit Total</i></b>	<b>340</b>
<b>VTA</b>	<b>BART to San Jose</b>	<b>750</b>
<b>Caltrain</b>	Electrification*	100
	EMUs	125
	<b><i>Caltrain Total</i></b>	<b>225</b>
<b>Multiple Operators</b>	<b>TBD Expansion Projects: High Ridership Bus, Rail and Ferry Corridors</b>	<b>400</b>
<b>Region Total</b>		<b>\$3,000</b>

\*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

**From April 27, 2017 Staff memo to PAC related to MTC Resolution No. 4130:**

*Recognizing the TIRCP potential to also fund smaller projects, staff recommends an endorsement policy for requests up to \$10 million conditioned on consistency with the region's long range plan.*

Metropolitan Transportation Commission

**Attachment 4: SB 1 Solutions for Congested Corridors Program**

**Project Fact Sheets**

January 10, 2018 Programming and Allocations Committee Item 4a

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- San Mateo: US-101 Express Lanes
- Santa Clara: US-101 Express Lanes Phase 3
- Sonoma: US-101 Marin-Sonoma Narrows, Segment C2
- Solano: I-80 Express Lanes
- BART: Train Control System Improvements

# SM 101 MANAGED LANES PROJECT

## HOW AN EXPRESS LANE OPERATES



## FACT SHEET

DECEMBER 6, 2017

Caltrans proposes to build an express lane in both directions on Highway 101 in San Mateo County. The express lanes would connect with existing carpool lanes at Whipple Avenue which would be converted into express lanes themselves, creating new continuous express lanes that extend from I-380 in San Bruno to San Antonio Road in Mountain View.



New express lanes (blue) would connect with existing carpool lanes (red), which will be converted to express lanes themselves, creating a 22-mile express lane in each direction. Connecting these lanes with a system of express lanes in Santa Clara County is part of a regional master plan.

**Construct Start:** Spring 2019      **Project Cost:** \$534 Million  
(Dependent upon funding)

**Construct Finish:** Early 2022      **Contractor:** To be Determined

**Project Limits:** Between I-380 in South San Francisco to San Antonio Road in Palo Alto

### Purpose and Need:

- Encourage carpooling and transit use
- Improve travel time reliability for express lane users
- Increase person throughput (the number of people moved)
- Apply technology and design features to help manage traffic
- Reduce congestion in the corridor
- Reduce operational problems in the general purpose lanes.

**Project Partners:** Caltrans, San Mateo County Transportation Authority, City/County Association of San Mateo

## GLOSSARY

**THROUGHPUT:** The number of vehicles or people passing through a lane in an hour; person throughput, vehicle throughput

**HOV LANE:** High Occupancy Vehicle Lane, also known as a carpool lane

**EXPRESS LANE:** A carpool lane that allows single-occupancy vehicles that pay a toll. Also, known as at HOT Lane, a high occupancy toll lane.

**MANAGED LANE:** A general term for a lane that is either a carpool lane or an express lane. This project is called the Managed Lanes Project because both carpool and express lanes were studied.

**AUXILIARY LANE:** An outer lane that begins at an on-ramp and ends at an off-ramp. "Aux" lanes allow space for vehicles to safely merge on and off the freeway. An auxiliary lane is not a through lane.

**3+ CARPOOL LANE:** A carpool lane that requires three or more occupants during a specified time

# SM 101 MANAGED LANES PROJECT

## HOW AN EXPRESS LANE OPERATES

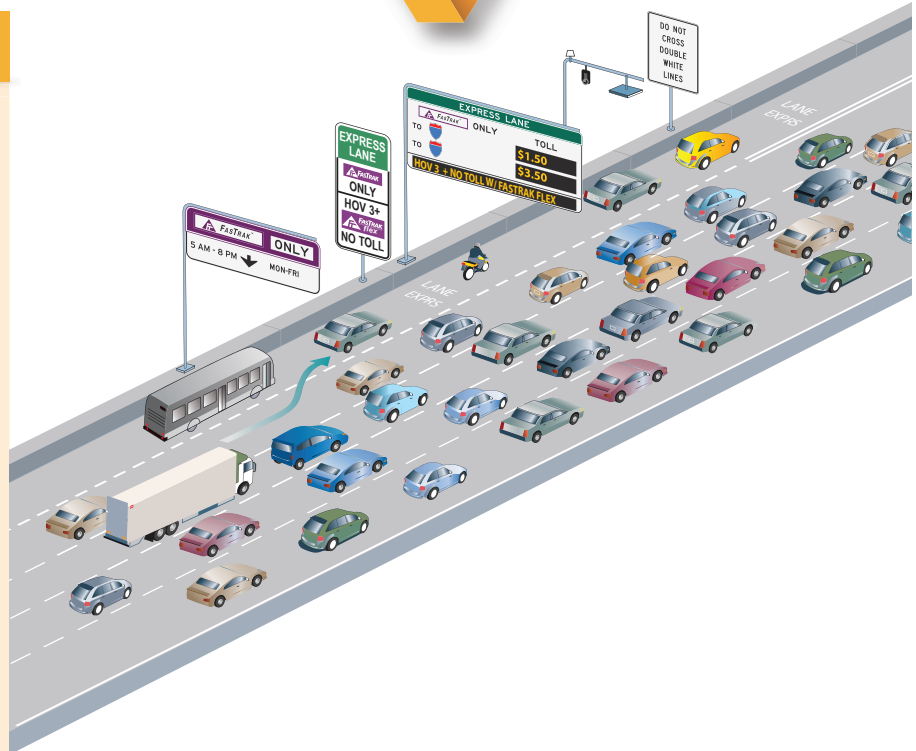


### HOW THE PROJECT WILL BE BUILT

To avoid the high cost and time-consuming process of acquiring new right of way, Caltrans designed the project to stay within the existing right of way wherever possible.

The auxiliary lanes (see glossary) in San Mateo County would be connected to create a continuous lane. The far left lane would be converted to an express lane. New auxiliary lanes would be built to replace the ones used to build the new lane, except for a segment in Burlingame.

Some soundwalls in San Mateo and Burlingame and the Monte Diablo pedestrian overcrossing would be rebuilt to accommodate the widening.



**Buses, 3+ carpools drive for free in Express Lane \***

**Electronic tolls collected by FasTrak**

**Solo drivers may expect reduced travel times in general purpose lanes**

**Public express buses could be funded with excess tolls**

### THE PROBLEM



Jobs, housing and population growth continues

From 2011 – 2015, the Bay Area added 500,000 new jobs and 65,000 housing units

By 2040, San Mateo County will see an additional 128,700 new jobs and 60,200 new households

Vehicle trips to grow 4-7% by 2020

No incentive to share a ride

Cars avoid the freeway

**Currently there is no carpool or express lane on Highway 101 in San Mateo County forcing buses and carpools to share lanes with solo drivers. An express lane would increase person throughput and create an incentive to use transit or carpool.**

\* Eligible clean air vehicles will also be permitted in the express lane

### OTHER PROJECTS

**Caltrain Electrification Project:** Construction is underway to electrify Caltrain's railway. New electric trains will be in use by 2022, eventually increasing passenger capacity by 30%

**US 101 Express Bus Study:** SamTrans is studying regional bus service to bring congestion relief to the Highway 101 corridor. Report will be finished in mid-2018

**Extending Managed Lane to SF:** The San Mateo and San Francisco transportation authorities are studying a project that would connect the managed lanes to San Francisco

**Express Lane - Route 85 to San Mateo County:** The Valley Transportation Authority is finishing design on a project to add express lanes from south of Route 85 to the San Mateo County line

**Highways 101/92 Interchange:** Planning is underway to define the scope and cost of improvements

For more information of the project, go to the Project Webpage: <http://www.dot.ca.gov/d4/101managedlanes/>

# SM 101 MANAGED LANES PROJECT

## COST ESTIMATE



	in \$ millions
<b>Environmental Clearance</b>	<b>\$ 21.0</b>
<b>Design</b>	<b>\$ 38.0</b>
<b>Right of Way Support</b>	<b>\$ 2.0</b>
<b>Right of Way Capital</b>	<b>\$ 17.2</b>
<b>Construction Management</b>	<b>\$ 41.0</b>
<b>Capital Construction</b>	<b><u>\$ 414.8</u></b>
	<b>\$ 534.0</b>

# FACT SHEET: **Express Lanes**

## Santa Clara Valley Transportation Authority's (VTA) Silicon Valley Express Lanes Phase 3 (SR 85/US 101) Express Lanes Project

### Overview

The Santa Clara Valley Transportation Authority (VTA) Silicon Valley Express Lanes Program deploys Express Lanes throughout Santa Clara County including the initial implementations on State Route (SR) 237 and US 101/SR 85 interchange. VTA is implementing the program in phases based on funding availability. The first four phases convert existing carpool lanes to Express Lanes, while future phases may include both conversion of existing carpool lanes to Express Lanes and the addition of new Express Lane (including a second lane in certain instances) as needed. Phase 1 implemented Express Lanes on SR 237 by converting existing carpool lanes through the I-880/SR 237 interchange. Phase 2 will complete the conversion of existing carpool lanes to Express Lanes on SR 237 between North First Street and Mathilda Avenue. Phases 3 and 4 will implement the first Express Lanes through the two US 101/SR 85 interchanges in Mountain View and south San Jose.

### Express Lanes Benefits

- Results in more efficient use of existing roadway.
- Provides a new, reliable travel option.
- Provides a new revenue stream for transportation improvements, including public transit.

### Project Features

The Phase 3 project on US 101 and SR 85 will:

- 1) Convert the existing single carpool lanes to express lanes in the following locations:
  - a. US 101 from near SR 237 to SR 85 in Mountain View.
  - b. SR 85 from SR 237/Grant Road to the US 101/SR 85 Interchange in Mountain View including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps.
- 2) Convert existing double carpool lanes to double Express Lanes on US 101 from the US 101/SR 85 interchange in Mountain View to near the San Mateo County line in Palo Alto.

The improvements include the following work elements:

- Re-striping of the existing lanes;
- Installation of Express Lane signs and sign poles along the corridor;
- Installation of electronic toll rate signs, toll readers, and other tolling equipment;
- Installation of a video enforcement system, closed circuit cameras, and other equipment;
- Construction of California Highway Patrol (CHP) enforcement areas;
- Reconstruction of concrete barriers and metal guard railings;
- Installation of communication and electrical services for the tolling system;
- Installation of lighting at various locations.

The improvements will not require construction of new lanes of traffic.

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## Operations

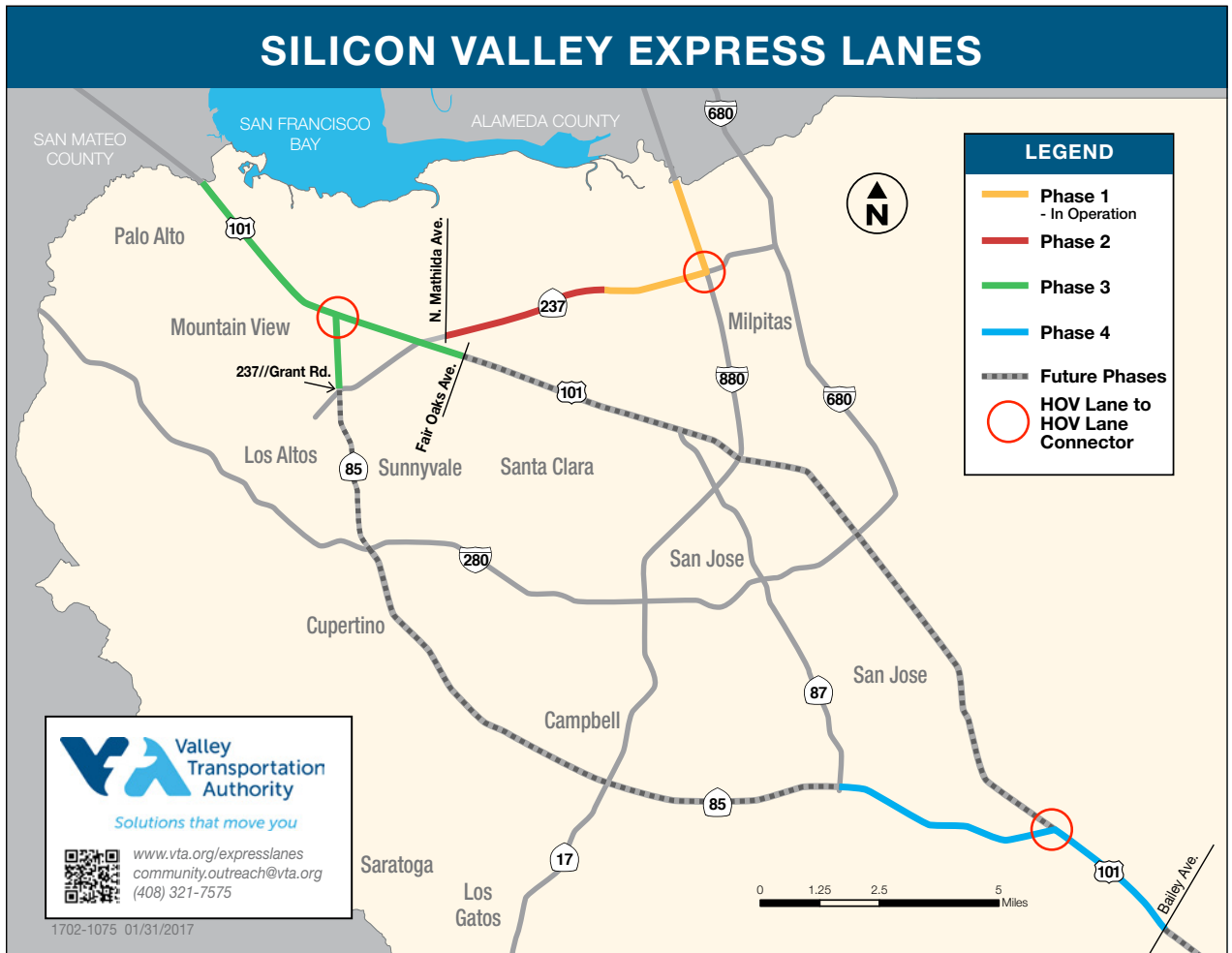
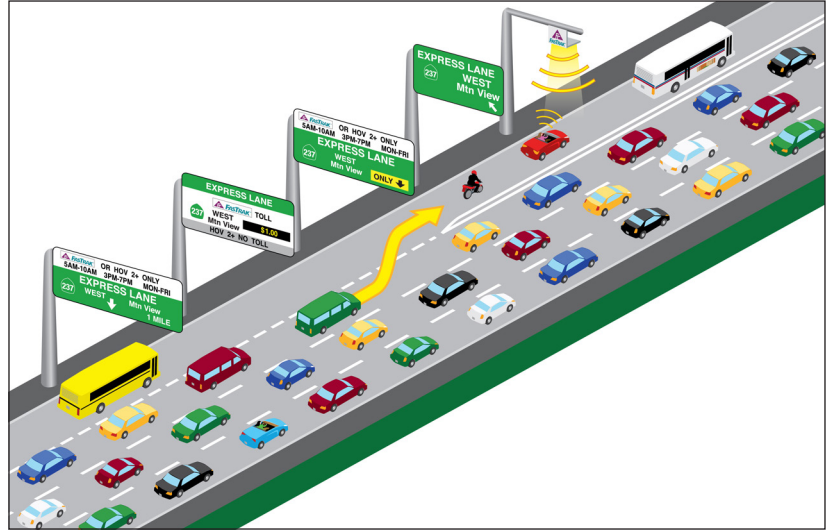
Upon completion, VTA will operate, manage and maintain the Express Lanes.

## Schedule

Please refer to [vta.org/expresslanes](http://vta.org/expresslanes) for the project schedule.

## How to Reach Us

If you have any questions about the VTA Express Lanes Project, please contact VTA's Community Outreach Department at (408) 321-7575, (TTY) for the hearing-impaired at (408) 321-2330. You may also visit us on the web at [www.vta.org](http://www.vta.org), or e-mail us at [community.outreach@vta.org](mailto:community.outreach@vta.org).





**DRAFT - DISCUSSION**

10-Dec-17

VTA 101 Express Lanes Phase 3												
Project Component	Fiscal Year Cost Estimate (w/ escalation)				Total Cost Estimate	Funding					TOTAL	Unfunded Amount
	Prior	17/18	18/19	19/20		Local (City/Develo per \$+ SCL VRF)	Federal Repurposing	Private	STIP			
									ITIP	RTIP		
Project Approval / Environmental Document	N/A				\$0.0						\$0.0	\$0.0
Design (Plans, Specification, Estimate)	\$8.7				\$8.7	\$8.7					\$8.7	\$0.0
Right of Way & Utilities Administration		\$0.2			\$0.2	\$0.2					\$0.2	\$0.0
Right of Way & Utilities Capital		\$0.4			\$0.4					\$0.4	\$0.4	\$0.0
Construction Administration / System Manager*					\$0.0						\$0.0	\$0.0
Construction Capital **			\$47.1		\$47.1					\$13.9	\$13.9	-\$33.2
<b>TOTAL</b>	<b>\$8.7</b>	<b>\$0.5</b>	<b>\$47.1</b>	<b>\$0.0</b>	<b>\$56.3</b>	<b>\$8.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$14.3</b>	<b>\$23.1</b>	<b>-\$33.2</b>

Dollars shown in millions

<u>Unfunded Amount Options</u>	
Solutions for Congested Corridors (SCC)	\$33.2
TOTAL	\$33.2

CA/SM costs included in Construction Capital per RTIP convention  
 Construction Capital includes CA, Civil and ETS



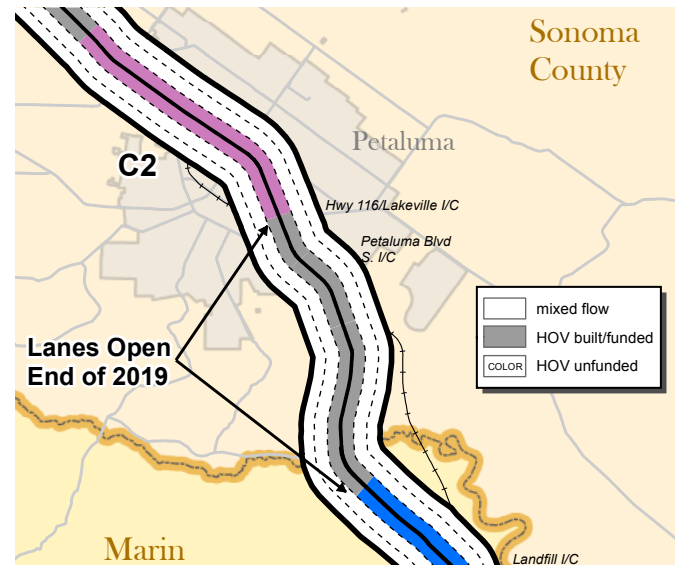


SONOMA COUNTY TRANSPORTATION AUTHORITY



# MARIN-SONOMA NARROWS CONTRACT C2

This contract is part of the Marin Sonoma Narrows high-occupancy vehicle (HOV) project in “Segment C”. The MSN C2 project is located in the City of Petaluma, Sonoma County, from approximately the US 101/State Route 116 (Lakeville Highway) Separation to just north of the Corona Road Overcrossing. The project is 3.3 miles long and will provide 6.6 miles of new HOV lanes (northbound & southbound).



## COMPLETION OF ALL PLANNED HOV IN SONOMA COUNTY



### Reduce travel time

Improves experience for carpoolers and transit users during peak commute periods on Highway 101.



### Improve safety

Makes highway safer by addressing current deficiencies, such as sight distance, unsafe curves and narrow shoulders.



### Facilitate multi-modal uses

Encourages the use of express buses, vanpools, and carpools by enhancing the level of service for these modes



### Improve highway operations

Increases efficiency by installing ramp metering and Traffic Operations System (TOS) hardware.

## IMPROVEMENTS

- New HOV Lanes along NB and SB US 101 (PM 4.0 to 7.3)
- Two New Bridge Structures and Two Widened Bridge Structures
- Four Sound Walls
- New auxiliary Lane – NB US 101 between SR 116/Lakeville Highway and East Washington Street
- Install Ramp Metering, Extinguishable Message Signs (EMS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), traffic-monitoring stations and other Intelligent Transportation System (ITS) elements

## PROJECT SCHEDULE

Begin Environmental Phase	01/01/01
End Environmental Phase (EIR/EIS – PA&ED Milestone)	10/30/08
Begin Design (PS&E) Phase	5/25/10
Begin Right of Way Phase	3/28/14
End Design Phase (Ready to List for Advertisement)	12/30/18
End Right of Way Phase (Right of Way Certification Milestone)	12/30/18
CTC – SB1 SCCP Allocation	3/21/19
Begin Construction Phase (Contract Award Milestone)	8/21/19
End Construction Phase (Construction Contract Acceptance Milestone)	8/21/22

### EXISTING LANE



### PROPOSED LANE



## COST ESTIMATE

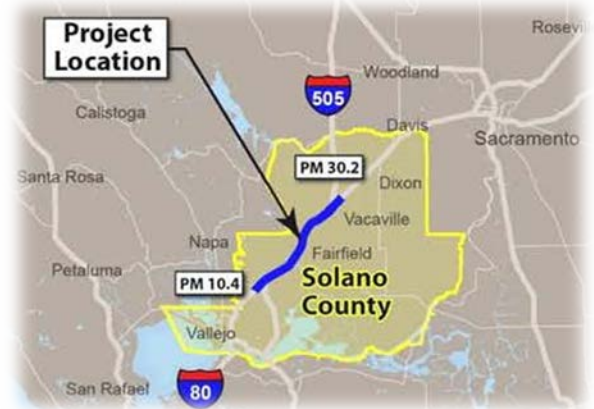
Funding Sources	Amount (\$1,000s)
Local Funds:	\$34,725
• Sonoma County Transportation Authority Measure M	
• City of Petaluma	
SB1-SCC (Solutions for Congested Corridor)	\$84,791
SB1-LPP – SCTA Formula Funds	\$579
Local Funds – SCWA Reimbursement	\$1,430
<b>Total</b>	<b>\$121,525</b>

- This project is ready to go to construction in 18/19.
- There is a considerable amount of local funds committed to this project
- This project is a gap closure of HOV lanes in Sonoma County

## Project Overview

The Project proposes to provide Express Lanes in both Eastbound (EB) and Westbound (WB) directions on I-80 from west of Red Top Road to east of I-505. The Project will construct approximately 18-miles of Express Lanes on I-80 through either conversion of existing High Occupancy Vehicle (HOV) lanes or highway widening.

The Project consists of two segments that have been cleared through a single environmental document. The first segment, the West Segment, runs along I-80 from west of the Red Top Road interchange to east of the Air Base Parkway interchange, including the area around the I-80/I-680 interchange. In the West Segment, existing HOV lanes in both the EB and WB directions will be restriped and converted into Express lanes. The second segment, the East Segment, will construct new express lanes in both the EB and WB directions of I-80 from east of the Air Base Parkway interchange to east of the I-80/I-505 interchange. The I-80 Express Lanes would be contiguous/non-separated from the general purpose lanes.



Cost (Total)	Agency	
PA/ED, PS&E, R/W	STA	\$ 25M
CM	STA/CT	\$ 22M
STA Admin and DSDC	STA	\$ 4M
Construction (2018\$)	CT	\$145M
Toll System	BAFIA	\$ 27M
<b>Total</b>		<b>\$223M</b>

Cost (Unfunded)	Agency	
PA/ED, PS&E, R/W	STA	\$ N/A
CM	STA/CT	\$ 22M
STA Admin and DSDC	STA	\$ N/A
Construction (2018\$)	CT	\$145M
Toll System	BAFIA	\$ 27M
<b>Total</b>		<b>\$194M</b>
	<b>SB1</b>	<b>\$123M</b>
	<b>Toll Bridge</b>	<b>\$71M</b>

Bay Area transportation agencies are developing a 550-mile network of Bay Area Express Lanes that will be completed in 2035.

MTC will operate 270 miles of the 550-mile Bay Area Express Lanes network; converting 150 miles of existing carpool lanes to Express Lanes and adding 120 miles of new lanes, including I-80 in Solano County.

## Schedule

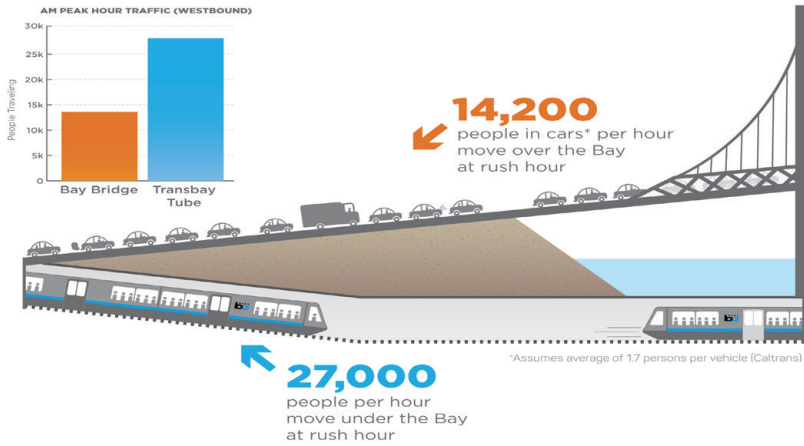
The project schedule is as follows:

Environmental	Complete 2015
RTL	March 2018
Right of Way Acquisitions	N/A
Construction Advertisement	May 2018
Construction Completion	Summer 2021



# TRANSBAY CORRIDOR CORE CAPACITY PROJECT

BART currently carries 27,000 transbay trips between Oakland and San Francisco in the peak hour – nearly twice as many trips as the Bay Bridge. Ridership has been increasing, and exceeds capacity today.



## PROJECT BENEFITS:



**Relieve Crowding** – Based on federal standards, BART’s transbay trains are overcrowded in peak hour. Implementation of this program will increase capacity 45%.



**Reduce GHG Emissions** – Fewer VMT means fewer GHG and other emissions, better air quality.



**Increase Reliability** – 15-25% of BART delays are due to the aging train control system. The program will replace the existing system with a state-of-the-art system that will reduce those delays.



**Help the Bay Area realize its Sustainable Communities Strategy** – Priority development areas (PDAs), many of which are located around BART stations, are a key part of the region’s strategy to reduce greenhouse gas emissions. Additional transit capacity will support growth in these areas.



**Increase Ridership and Reduce VMT** – With greater capacity and higher reliability, more commuters will choose to take BART.

### BART system funnels four lines through transbay tube

BART will increase transit capacity by over 45% in most congested corridor in the Bay Area. The project will increase the numbers of trains from 23 trains per hour (213 cars) in each direction through the tube between San Francisco and Oakland to 30 trains per hour (300 cars) in each direction.

## IMPROVEMENTS:

- Expand the rail car fleet by 306 more cars
- Install communication-based train control system
- Build additional rail vehicle storage at the Hayward Maintenance Complex (HMC)
- Install five new traction power substations



Vehicles



Train Control System



HMC Phase 2



Traction Power

*TIRCP funds are being sought for the additional rail cars and for the new train control system.*

## PROJECT SCHEDULE:

Environmental Process	<b>Complete</b>
30% Design	<b>Complete</b>
Train Control Procurement	<b>Underway, with contract signing and deployment to start February 2019</b>
Vehicle Procurement	<b>Begins Summer 2018</b>
Start of 30 train per hour service	<b>2028</b>

## COST ESTIMATE:

Program Scope	Total Cost (\$ millions)	TIRCP Requested Amount (\$ millions)	SB1 Requested Amount (\$ millions)
Vehicles	\$1,618.4	\$135.4	
Communication Based Train Control	\$1,150.5	\$318.6	\$150.0
<b>TIRCP AND SB-1 TOTALS</b>	<b>\$2,768.9</b>	<b>\$454.0</b>	<b>\$150.0</b>
Hayward Maintenance Center Phase II	\$228		
Traction Power	\$94		
Program Management	\$6.6		
Program Contingency	\$309.7		
Financing Costs	\$103.5		
<b>PROJECT TOTAL</b>	<b>\$3,510.7</b>	<b>\$454.0</b>	<b>\$150.0</b>

*Nearly \$700 million is already committed to the program, including \$448 million from BART's Measure RR passed in 2016. Additional funding is being sought from the federal Capital Investment Grant (CIG) program and Regional Measure 3 which will go to the voters in 2018.*

For More Information Contact:

**Duncan Watry**  
(510) 287-4840

San Francisco Bay Area Rapid Transit District



**Attachment 5: SB 1 LPP Program Nominations**

January 10, 2018 Programming and Allocations Committee Item 4a

**Bay Area List of 2018 LPP Formulaic Proposals**

(\$millions)

Applicant Agency	Project Title	Implementing Agency	Amount Proposed
AC Transit	Customer Service Center Rehab	AC Transit	\$0.5
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$0.5
ACTC	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$8.0
City of Orinda	Miner Road Rehab	Orinda	\$0.2
CCTA	I-680 NB Express Lane	CCTA	\$4.8
CCTA	El Cerrito Pavement Project	El Cerrito	\$0.2
CCTA	Martinez Pavement Project	Martinez	\$0.2
TAM	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	\$0.5
TAM	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	\$0.5
BATA	Dumbarton Bridge Operational Improvements	BATA	\$8.2
BATA	SFOBB/West Oakland Regional Bicycle/Ped Link Connection	MTC/BATA/CT	\$2.0
BART	BART Escalator Replacement (Downtown SF Stations)	BART	\$1.9
SMART	SMART Rail Maintenance Equipment Expansion	SMART	\$1.6
SFCTA	Park Merced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2.1
SFCTA	Alemaney Boulevard Pavement Renovation	SFPW	\$2.1
VTA	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9.4
SCTA	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans	\$0.6
SCTA	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	\$0.6
<b>Total Proposed for Formula Program</b>			<b>\$43.9</b>

**Proposed Draft List of Bay Area 2018 LPP Competitive Applications**

(\$millions)

Applicant Agency	Project Title	Implementing Agency	Amount Proposed
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$10.4
CCTA	I-680/SR4 Interchange Improvements – Phase 4	CCTA	\$19.0
City of Orinda	TBD	Orinda	\$0.0
TAM	Bellam Blvd Offramp Access Imps to Richmond San Rafael Bridge	TAM	\$2.0
TAM	Sir Francis Drake Blvd Rehabilitation Project	Marin County	\$5.0
TAM	Northern Segment of the North-South Greenway Project	TAM	\$2.0
NVTA	Devlin Road Extension Phase E	Napa County	\$ TBD
BART	Train Control Modernization Project	BART	\$50.0
SMART	TBD	SMART	\$TBD
SFCTA	Mission Bay Ferry Landing	SF Port	\$11.0
SFCTA	Jefferson Street Improvements Phase II	SF PW	\$6.5
SFCTA	Better Market Street Segment 1	SF PW	\$40.2
<b>Co-Applicants:</b> San Mateo CCA Samtrans San Mateo TA	US 101 Managed Lanes - CMGC	Samtrans	\$10.0
VTA	Mathilda Avenue Improvements at SR 237 and US 101	SCCVTA	\$16.0
<b>Total Proposed for Competitive Program</b>			<b>\$172.1</b>

Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4317

This resolution adopts the program of MTC's nominations for the Solutions for Congested Corridors (SCC) program 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 2018 Solutions for Congested Corridors Program
- Attachment B – Program of MTC Nominations for 2018 Solutions for Congested Corridors Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4317

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 December 6, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Solutions for Congested Corridors Program, which includes four years of funding totaling \$1 billion (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 Guidelines for the Solutions for Congested Corridors Program; and



WHEREAS, MTC is the nominating agency for SCC projects, and is not a sponsoring or implementing agency on any MTC-nominated SCC project; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations 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 responsible to fund any cost increases unless explicitly agreed, 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

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Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on January 24, 2018.

**Attachment A**  
**MTC Resolution No. 4317**  
**SB1 Solutions for Congested Corridors (SCC)**  
**Program of MTC Nominations**  
**FY 2017-18 through FY 2020-21**  
**January 2018**

MTC Resolution No. 4317  
Attachment A  
Adopted: 1/24/18-C

**Statewide Funding Distribution (Based on Section 4 of SCC Guidelines adopted by CTC on Dec. 6, 2017)**

<b>SB1 Solutions for Congested Corridors (SCC) Program</b>	<b>Estimated Appropriations (\$millions)</b>
SCC - FY 2017-18 Appropriation	\$250
SCC - FY 2018-19 Appropriation	\$250
SCC - FY 2019-20 Appropriation	\$250
SCC - FY 2020-21 Appropriation	\$250
<b>Total</b>	<b>\$1,000</b>

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**Attachment B**  
**MTC Resolution No. 4317**  
**SB1 Solutions for Congested Corridors (SCC)**  
**Program of MTC Nominations**  
**FY 2017-18 through FY 2020-21**  
**January 2018**

MTC Resolution No. 4317  
 Attachment B  
 Adopted: 01/24/18-C

**Project List**

<b>SB1 Solutions for Congested Corridors</b>			
<b>Program of MTC Nominations</b>			
	<b>County</b>	<b>Sponsor</b>	<b>SCC Amount</b>
San Mateo US-101 Express Lanes /	San Mateo	Caltrans	
Santa Clara US-101 Express Lanes Phase 3	Santa Clara	VTA	\$233
Solano I-80 Express Lanes	Solano	Caltrans	\$123
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
BART Train Control System	Regional	BART	\$100
<b>Total</b>			<b>\$541</b>

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Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4318

This resolution adopts the program of the Bay Area's nominations for the Trade Corridors Enhancement Program (TCEP) 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 2018 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2018 Trade Corridors Enhancement Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4318

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 October 18, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Trade Corridors Enhancement Program, which includes three years of funding totaling \$1.341 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 17 of the Guidelines for the Trade Corridor Enhancement Program, and

WHEREAS, MTC is not a sponsoring or implementing agency on any Bay Area TCEP project; 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 responsible to fund any cost increases unless explicitly agreed, 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 Program of Bay Area 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

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Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on January 24, 2018.

**Attachment A**  
**MTC Resolution No. 4318**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Fund Estimate and Corridor Targets**  
**FY 2017-18, FY 2018-19, and FY 2019-20**  
**January 2018**

MTC Resolution No. 4318  
Attachment A  
Adopted: 01/24/18-C

**Statewide Fund Estimate (\$millions)**

<b>SB1 Trade Corridor Enhancement Program Fund Estimate</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>	<b>Total Statewide*</b>
State: Trade Corridor Enhancement Account	\$200	\$298	\$296	\$794
Federal: National Highway Freight Program	\$293	\$115	\$127	\$535
State: AB 133 Loan Repayment	\$11			\$11
<b>Total</b>	<b>\$505</b>	<b>\$413</b>	<b>\$423</b>	<b>\$1,341</b>

\* Figures may not add to total due to rounding

**Corridor Programming Targets (\$millions)**

<b>SB1 Trade Corridor Enhancement Program Targets</b>	<b>Target*</b>
Statewide Target: Caltrans	\$536
Regional Target: Bay Area and Central Valley	\$217
Regional Target: Other Corridors	\$588
<b>Total</b>	<b>\$1,342</b>

\* Target may not match Fund Estimate due to rounding

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**Attachment B**  
**MTC Resolution No. 4318**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Program of Bay Area Nominations**  
**FY 2017-18, FY 2018-19, and FY 2019-20**  
**January 2018**

MTC Resolution No. 4318  
Attachment B  
Adopted: 01/24/18-C

**Project List**

<b>SB1 Trade Corridor Enhancement Program (TCEP) Program of Bay Area Nominations</b>			<b>TCEP Amount</b>
	<b>County</b>	<b>Sponsor</b>	
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	\$11
At-Grade Rail Crossing Improvements (Berkeley, Emeryville)	Alameda	ACTC, Berkeley, Emeryville	\$12
I-680/SR-84 Interchange	Alameda	ACTC	\$71
Solano I-80/I-680/SR-12 Interchange (various phases)	Solano	Caltrans/ STA	\$216
Santa Clara US 101/SR25 Interchange (Design)	Santa Clara	VTA	\$4
<b>Total</b>			<b>\$489</b>

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Proposed Regional Nominations

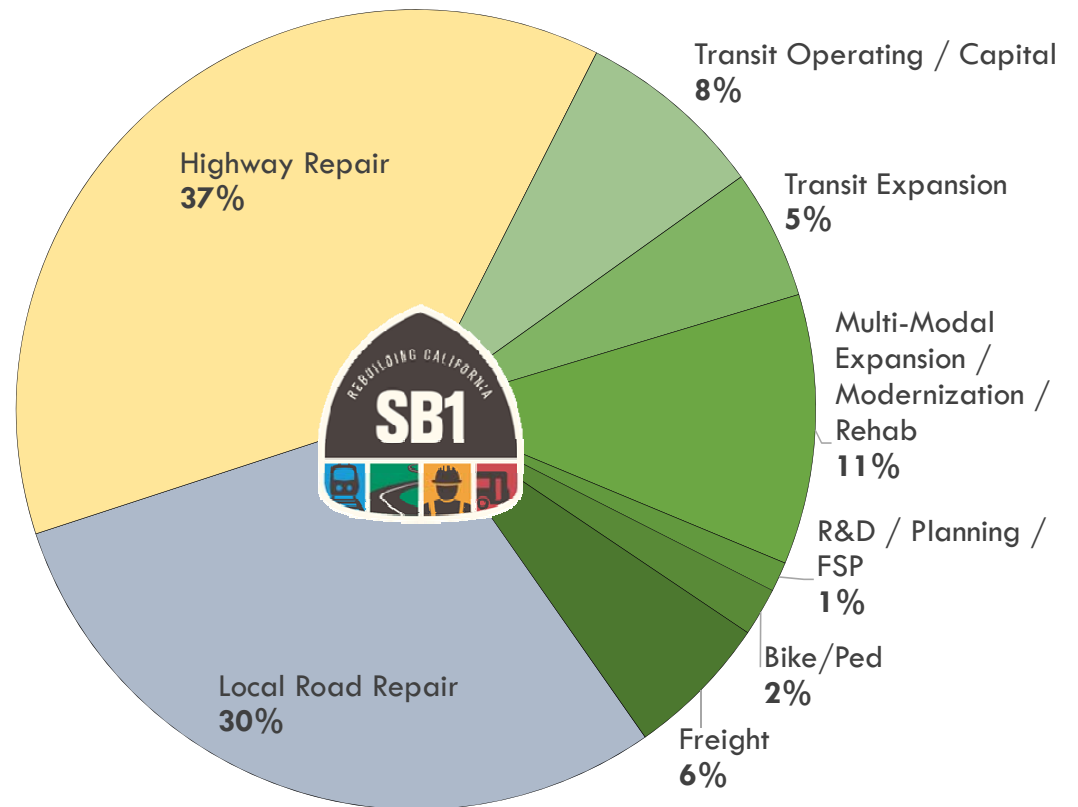
# SB 1 Competitive Programs

Programming and Allocations Committee  
January 10, 2018

# Senate Bill 1 (SB 1) Overview

## Road Repair and Accountability Act of 2017

- Signed into law  
April 28, 2017
- **\$54 billion**  
over 10 years
- Formula and competitive programs



# SB 1 Major Programs

	Program	Competitive or Formula	Average Annual Statewide Amount (\$, in millions)	MTC Commission Action / Consideration
Existing	State Highway Operations and Protection Program	Caltrans only	\$1,900	N/A
	Local Streets and Roads	Formula	\$1,500	N/A
	Active Transportation Program	Competitive	\$100	September 2017
	State Transportation Improvement Program	Formula	\$100	October-December 2017
	Transit State of Good Repair	Formula	\$105	December 2017
	Transit and Intercity Rail Capital Program	Competitive	\$245	January 2018
	State Transit Assistance Augmentation	Formula	\$250	January-February 2018
New	Local Partnership Program	50%/50%	\$200	December 2017
	Solutions for Congested Corridors Program	Competitive	\$250	January 2018
	Trade Corridors Enhancement Program	Competitive	\$300	January 2018

# SB 1 Competitive Programs

## Solutions for Congested Corridors (SCC)



- ❖ \$1 billion in first cycle (4 yrs)
- ❖ Reduce congestion in key corridors
- ❖ Focus: projects in statute, congestion focus, early deliverability

## Trade Corridor Enhancement Program (TCEP)



- ❖ \$1.3 billion in first cycle (5 yrs)
- ❖ Combines SB 1, federal funds
- ❖ Divided into Caltrans and regional pots
- ❖ Focus: Regional Goods Movement Plan, early delivery

## Transit and Intercity Rail Capital Program (TIRCP)



- ❖ \$2.4 billion in current cycle (5 yrs)
- ❖ Combines SB 1, Cap and Trade funds
- ❖ Focus: projects consistent with MTC adopted TIRCP framework

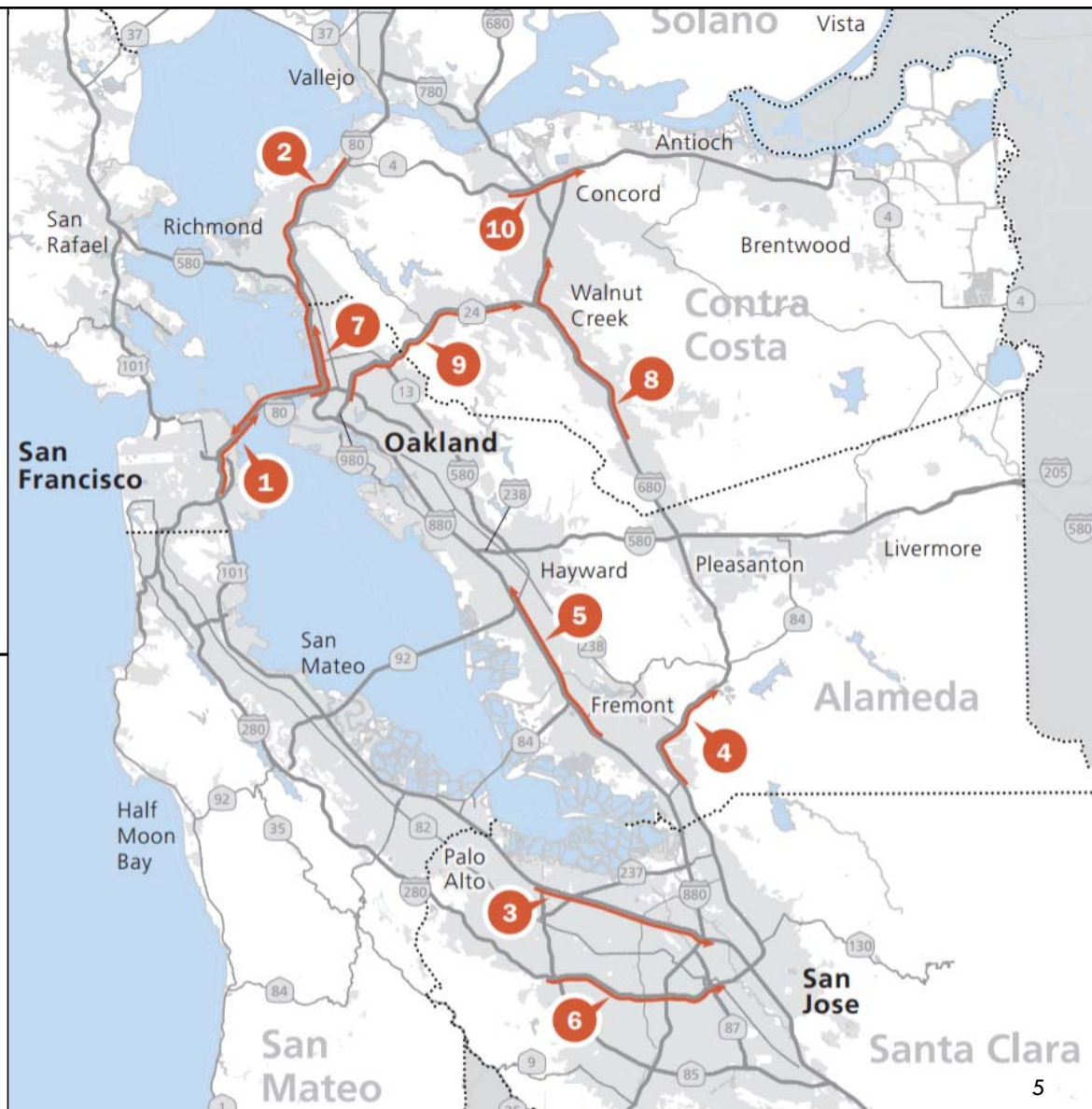
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## Top Congested Corridors

Top 20 Congested Locations

Rank	COUNTY	ROUTE	DIR.	DAILY DELAY (vehicle hours)
1	SF	US-101/I-80	NB/EB	14,120
2	CC/ALA/SF	I-80	WB	13,600
3	SCL	US-101	SB	8,290
4	ALA	I-680	NB	7,310
5	ALA	I-880	NB	7,170
6	SCL	I-280	SB	6,360
7	ALA	I-80	EB	6,050
8	CC	I-680	NB	5,950
9	ALA/CC	SR-24	EB	5,550
10	CC	SR-4	EB	4,920
11	SCL	US-101	NB	4,630
12	SM	US-101	NB	4,400
13	CC	SR-4	WB	4,060
14	ALA	I-880	SB	3,990
15	MRN	US-101	SB	3,860
16	ALA/CC	I-80	EB	3,460
17	ALA	I-880	NB	3,450
18	SM	SR-92	EB	2,760
19	ALA	I-880	SB	2,660
20	SCL	I-680/I-280	SB/NB	2,560

Top 10



MT: 2016

# Background

## Regional Express Lanes System

- ❖ Make best use of HOV lane capacity
- ❖ Encourage carpools & express bus
- ❖ Offer a new, reliable travel choice

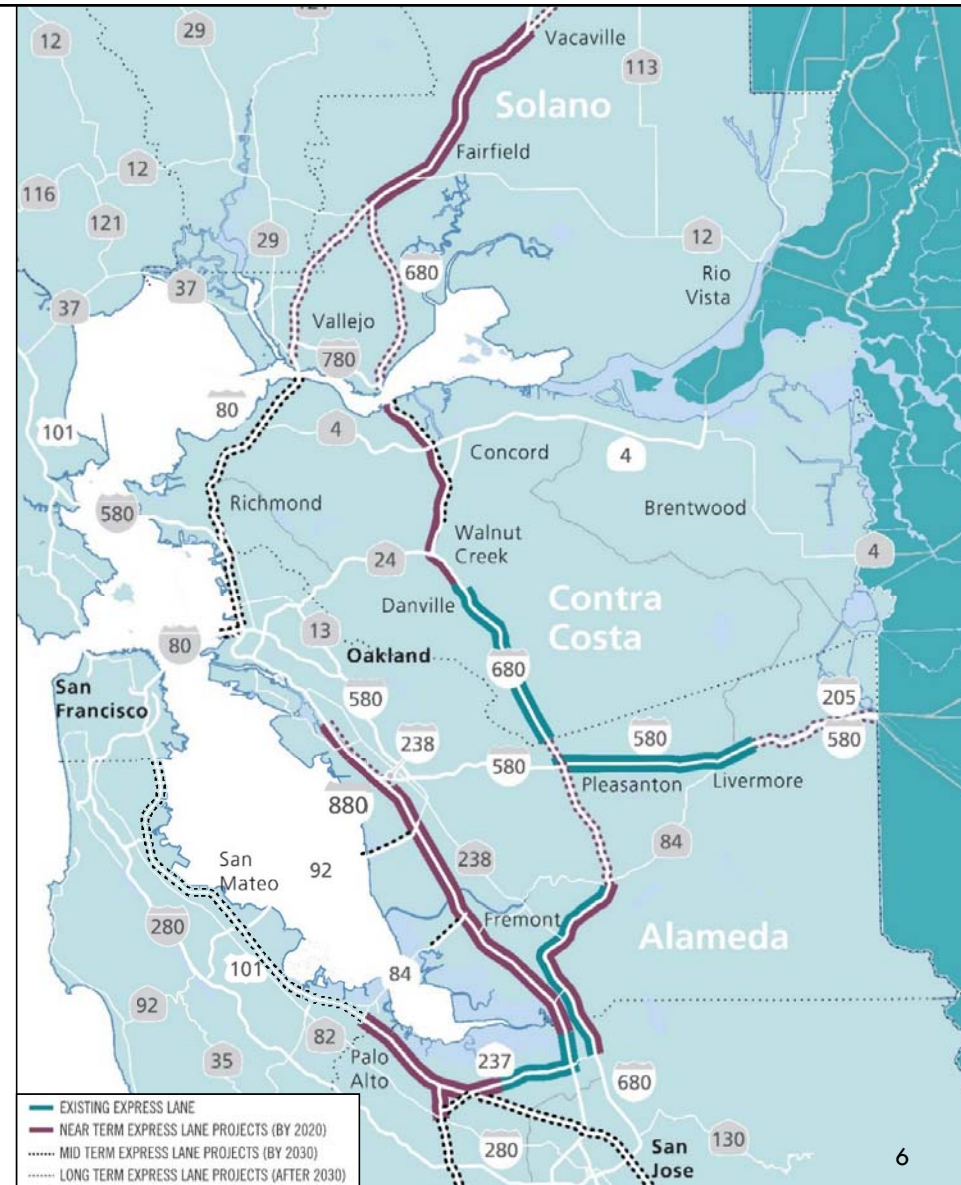
### Constructed to date:

*I-580 (Livermore – Dublin)*

*I-680 (Pleasanton – Milpitas, SB)*

*SR-237 (Milpitas – San Jose)*

*I-680 (Walnut Creek – San Ramon)*



# Background

## Regional Goods Movement Plan

February  
2016

### **MTC adopts Regional Goods Movement Plan**

Evaluates needs, prioritizes opportunities for Bay Area

April  
2017

### **SB 1 signed into law**

\$300 million/year for goods movement improvements

July  
2017

### **MTC adopts Plan Bay Area 2040**

\$5 billion in priorities for goods movement

January  
2018

### **MTC to consider Goods Movement Investment Strategy**

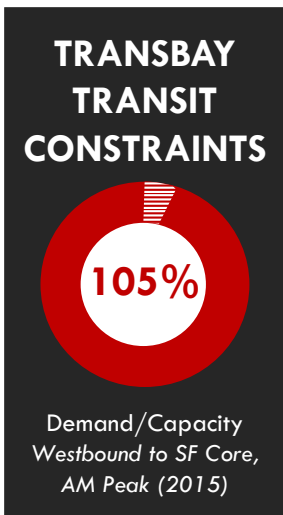
Near-term improvements in 3 focus areas:

- Roadway, \$2.2 billion
- Rail, \$1.2 billion
- Community Protection, \$350 million



# Background

## Transit Core Capacity Challenge



- Launched in 2013
- \$7.5 billion challenge grant
- Support region's most ***critical transit asset needs*** while also:

Reducing GHGs, benefiting disadvantaged communities, supporting PDAs

### **SFMTA**

*Fleet expansion, modernize mission-critical equipment and facilities*

### **BART**

*Railcar expansion, new train control system*

### **VTA**

*Rail cars for San Jose extension*

### **AC Transit**

*Fleet expansion & core facilities improvements*



# Background

## Transit and Intercity Rail Capital Program (TIRCP) Framework

- MTC provides confirmation of consistency with Sustainable Communities Strategy
- MTC may also provide endorsement of projects
- Region's adopted Cap and Trade Framework (Res. 4130) includes \$3 billion for TIRCP
- Recommend endorsements based on region's Framework



# Proposed Nominations Solutions for Congested Corridors

MTC & Caltrans District 4 Proposed Nominations (\$1 billion statewide)

\$, in millions

#	Sponsor	Project	SCC Request	Caltrans Nomination	Included in SB 1	Top 20 Congested Corridors	Delivery in 2018
1	Caltrans/VTA	San Mateo US 101 Express Lanes / Santa Clara US 101 Express Lanes Ph. #3	\$233	✓	✓	✓	✓
2	Caltrans	Solano I-80 Express Lanes	\$123	✓			✓
3	Caltrans	Sonoma US 101 MSN Segment C2	\$85	✓	✓	✓	✓
4	BART	BART Train Control System Improvements	\$100	✓		✓	
<b>Total Request</b>			<b>\$541</b>				



# Proposed Nominations Trade Corridor Enhancement Program

## MTC Proposed Nominations (\$1.3 billion statewide)

\$, in millions

#	Sponsor	Project	TCEP Request	Primary Freight System	Multimodal or Port	Near-term Delivery
1	Port of Oakland	Port of Oakland 7th St (East)	\$175	✓	✓	✓
2	Port of Oakland	ITS Improvements (Go Port)	\$11	✓	✓	✓
3	ACTC/Berkeley/ Emeryville	At-grade rail crossing improvements	\$12	✓	✓	✓
4	ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
5	STA/Caltrans	Solano I-80/I-680/SR12 (various phases)	\$216	✓		✓
6	VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
<b>Total Request</b>			<b>\$489</b>			

# Proposed Endorsement Transit and Intercity Rail Capital Program

## MTC Proposed Endorsements (\$2.4 billion statewide)

\$, in millions

#	Sponsor	Project	TIRCP Request	Total Project Cost	MTC Endorsement
1	BART	Transbay Core Capacity Project	454	3,511	454
2	SFMTA	SFTMA's Transit Capacity Expansion Program	600	925	579
3	AC Transit	Purchase Zero Emission Buses to Support Transbay Tomorrow, Clean Corridors Plan	14	22	14
4	VTA	BART Silicon Valley Extension Phase 2	730	4,900	730
5	Caltrain	Caltrain Electrification – Full Fleet Conversion and Expansion	631	631	125
6	GGBHTD	San Rafael Transportation Center Relocation	15	45	10
7	SamTrans	SamTrans US 101 Express Bus Pilot Project	25	42	10
8	Capitol Corridor	Northern California Corridor Enhancement Program	15	223	10
9	SMART*	SMART Larkspur to Windsor Corridor Project	75	75	20
10	STA, et al.	Solano Regional Transit Improvements	33	112	10
<b>Total Request</b>			<b>\$2,867</b>	<b>\$14,426</b>	<b>\$1,962</b>

\* Propose endorsing for up to \$20 million for Larkspur Extension, as backfill to FTA Small Starts funds should those not be approved.



# SB1 Competitive Programs

## Solutions for Congested Corridors (SCC)

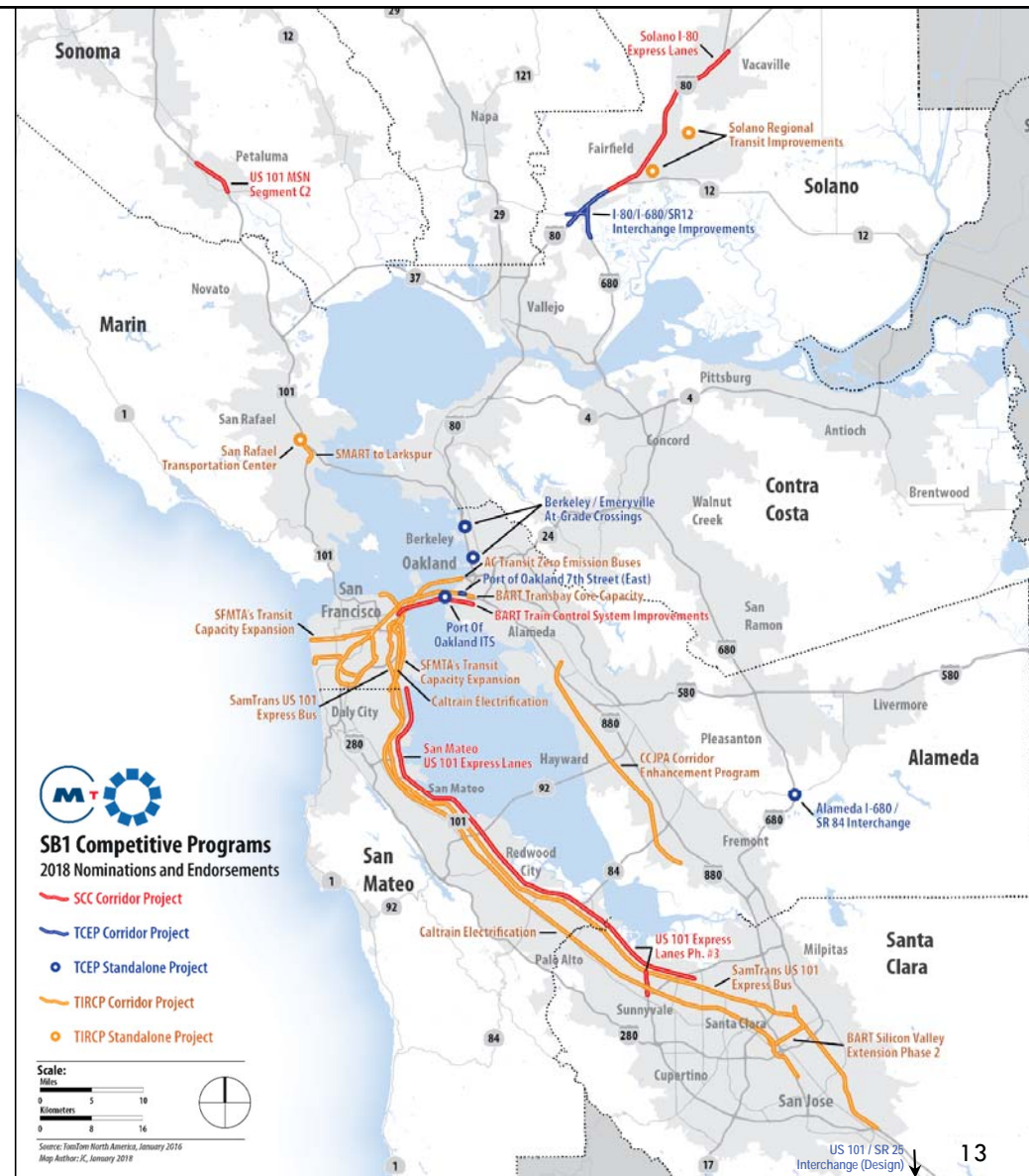
4 projects, \$541 million

## Trade Corridor Enhancement Program (TCEP)

6 projects, \$489 million

## Transit and Intercity Rail Capital Program (TIRCP)

10 projects, \$1.9 billion



# Local Partnership Program (LPP)

**Eligibility:** Local and regional transportation agencies with voter-approved taxes/tolls/fees (or imposed fees) for transportation

## FORMULA PROGRAM

2018 Bay Area Proposals:

- \$44 million total
- 18 applications, 15 agencies

## COMPETITIVE PROGRAM

2018 Bay Area Proposals:

- \$183 million total
- 14 applications, 12 agencies

Sample  
Projects

*Dumbarton Operational Imps (\$8M)*

*Capitol Expressway LRT Ext (\$9M)*

*Port of Oakland 7<sup>th</sup> Street, East (\$8M)*

*BART Train Control Modernization (\$50M)*

*Better Market St, Phase 1 (\$40M)*

*I-680/SR 4 Interchange, Phase 4 (\$30M)*



# Issues for Consideration

## Plan Bay Area 2040 Consistency

- US 101 San Mateo: Scope/cost increase requires Plan amendment

## Scope/Cost Increases

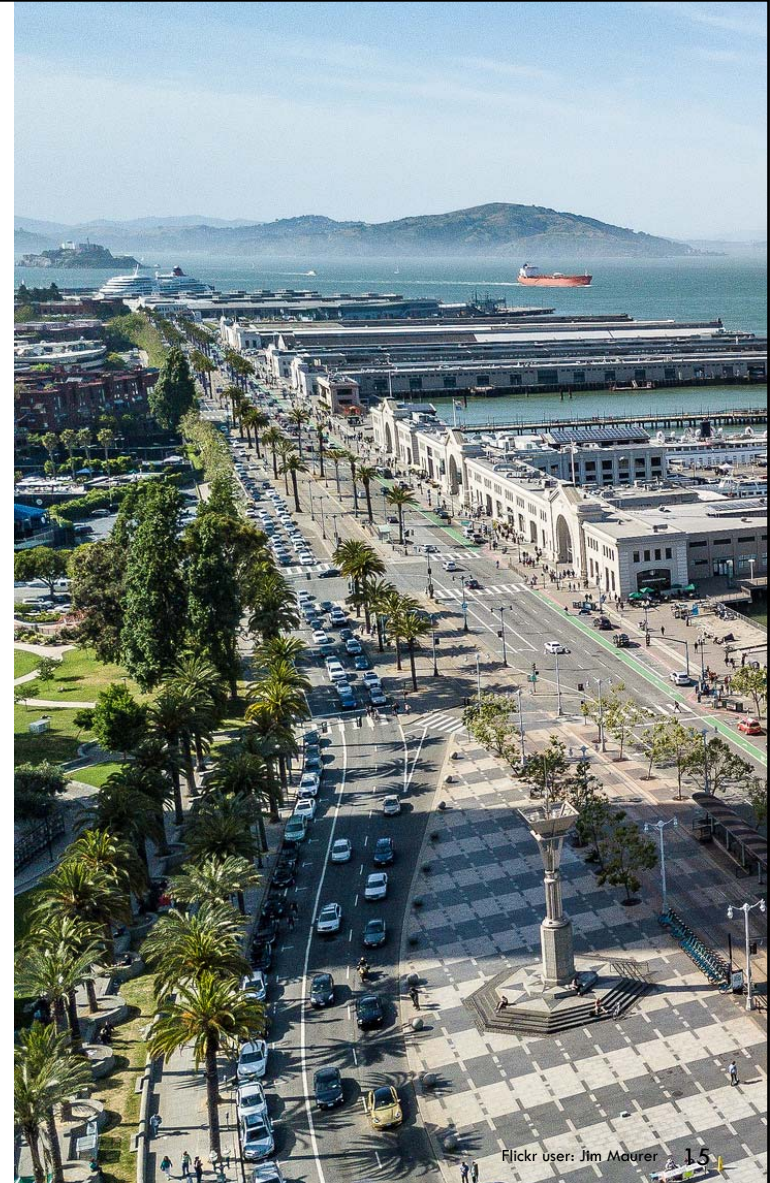
- Responsibility of project sponsors

## TIRCP Endorsements

- Not required, but underscore regional priorities

## Projects

- US 101 Narrows, Marin segment – other funding opportunities
- SMART Extension to Larkspur – FTA Small Starts funds
- I-680/SR-4 Interchange, Phase 3 – other state funding



# Program Timelines

Program Name	Applications Due to CTC / CalSTA	Release of Staff Recommendations	Program Adoption
Solutions for Congested Corridors (SCC)			
2018 SCC	February 16, 2018	April 25, 2018	May 16, 2018
Trade Corridors Enhancement Program (TCEP)			
2018 TCEP	January 30, 2018	April 25, 2018	May 16, 2018
Transit and Intercity Rail Capital Program (TIRCP)			
2018 TIRCP	January 12, 2018	April 30, 2018 (approved list published)	
Local Partnership Program (LPP)			
2018 LPP - Formula	December 15, 2017	January 10, 2018	January 31, 2018
2018 LPP - Competitive	January 30, 2018	April 25, 2018	May 16, 2018



# Recommendation

*Refer to the Commission  
MTC Resolution Nos. 4317  
and 4318 + TIRCP list, and  
forward to CTC and  
CalSTA, as appropriate*



# HANDOUT - Programming and Allocations Committee

## Agenda Item 4a

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, California 94103  
415.522.4800 FAX 415.522.4829  
info@sfcta.org www.sfcta.org

January 10, 2018

Chad Edison  
Deputy Secretary, Transportation  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, California 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant  
for the SamTrans US-101 Express Bus Pilot on the San Francisco Peninsula

Dear Deputy Secretary Edison,

The San Francisco County Transportation Authority is pleased to support the San Mateo County Transit District's (SamTrans') application for a 2018 Transit and Intercity Rail Capital Program (TIRCP) grant to help fund the capital cost of initiating the **US-101 Express Bus Pilot** on the San Francisco Peninsula.

The US-101 Express Bus Pilot will introduce a network of four express bus routes on US-101 serving origins and destinations in San Mateo, Santa Clara, and San Francisco counties. Specifically, three of the four proposed routes will extend to the new Salesforce Transit Center in downtown San Francisco where they will link to many other transit systems in addition to providing access to a high density of employment destinations and residential origins in close proximity to the transit center. The express bus routes will offer point-to-point or limited stop service during peak commute periods at 15-minute frequencies.

US-101 is one of the most congested freeways in the Bay Area, with the stretch in San Francisco topping the list. Further, we anticipate over 100,000 new trips between San Francisco and the Peninsula by 2040. This express bus pilot will be an informative and essential step to increase passenger throughput, reduce congestion, reduce greenhouse gases, and strengthen connectivity to jobs and housing.

The initial launch of service is envisioned to occur in conjunction with the implementation of a managed lane on US-101 in San Mateo County, which has recently completed the environmental review process. Our agency is studying the continuation of managed lanes into downtown San Francisco to provide continuous lanes along the corridor from Santa Clara to San Francisco. Express bus routes benefit from reduced travel times and the increased reliability offered by less congested managed lanes, improving transit's reach and competitiveness with driving alone.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide the requested \$15 million for this project to help minimize greenhouse gases and improve mobility for current and future transit riders on the San Francisco Peninsula.

Sincerely,



Tilly Chang  
Executive Director

cc: S. Heminger, A. Richman - MTC  
A.Chan, S. Petty, P. Skinner - Samtrans  
MEL, AC, AL, AS, OQ



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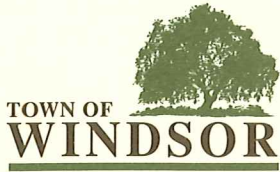
Jeff Sheehy

Norman Yee

Tilly Chang  
EXECUTIVE DIRECTOR

# HANDOUT - Programming and Allocations Committee Agenda Item 4a

January 4, 2018



**Town of Windsor**  
9291 Old Redwood Highway  
P.O. Box 100  
Windsor, CA 95492-0100  
Phone: (707) 838-1000  
Fax: (707) 838-7349

[www.townofwindsor.com](http://www.townofwindsor.com)

**Mayor**  
Bruce Okrepkie

**Vice Mayor**  
Dominic Foppoli

**Councilmembers**  
Debora Fudge  
Mark Millan  
Sam Salmon

**Town Manager**  
John Jansons

Brian Kelly, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

RE: Transit & Intercity Rail Capital Program – SMART Larkspur to Windsor Corridor Project

Dear Secretary Kelly,

On behalf of the Town of Windsor, we are pleased to support SMART's request for \$75 million in Transit & Intercity Rail Capital Program funds to complete the SMART Larkspur to Windsor Corridor Project.

Since 2001 the Town of Windsor has been preparing for the return of passenger rail through the creation of a new downtown adjacent to the future SMART Windsor Station. The award winning Town Green Village Project was spearheaded by Windsor's leaders with the intention of creating a mixture of land uses, including housing and retail, on a small footprint surrounding a new community plaza. The effort was intentionally designed to create a quintessential "transit-oriented development", minimize the use of land and maximizing the mixture of uses, to preserve open space and to create a destination and a stronger sense of community for residents. Windsor continues to promote the development of affordable housing projects within walking distance of the future rail station and, at seven square miles, has the same population density as the more urban stations along the SMART corridor.

The extension of SMART rail services to Windsor is critical to the continued efforts of the Town to grow in a sustainable manner supporting local, regional and state greenhouse gas reduction goals while providing Sonoma County with needed housing stock. Currently over 80% of Windsor's residents are families with children and 40% of Windsor's working residents commute south to cities with SMART stations. The recent nearby wildfires have resulted in displacement of over 5,000 households from nearby Sonoma County and Santa Rosa neighborhoods. Many of those displaced have relocated into Windsor while they rebuild their lives. Introducing commuter rail to Windsor will allow residents a commute choice.

We fully support SMART's efforts to extend rail service to Windsor. Thank you for working towards the completion this project and supporting our collective housing, environmental, public health and economic development goals.

Sincerely,

Bruce Okrepkie  
Mayor

# HANDOUT - Programming and Allocations Committee

## Agenda Item 4a

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, California 94103  
415.522.4800 FAX 415.522.4829  
Info@sfcta.org www.sfcta.org

December 29, 2017

Secretary Brian Kelly  
California State Transportation Agency  
915 Capitol Mall, Suite 350 B  
Sacramento, CA 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant  
for BART's Core Capacity Project

Dear Secretary Kelly,

The San Francisco County Transportation Authority is pleased to support the San Francisco Bay Area Rapid Transit District's (BART's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for the **BART Core Capacity Project**.

This project proposes a comprehensive and coordinated package of investments including new rail cars, maintenance facility expansion, train control, and substations that will increase BART's capacity between San Francisco and Oakland by more than 30 percent. The program will allow BART to operate up to 30 ten-car trains per hour on the main trunk of the existing system between San Francisco and Oakland, maximizing throughput in the most heavily used part of the system. Furthermore, the additional vehicles and train control modernization will increase capacity throughout the BART system and allow for an increase in the number of cars per train. Improvements will decrease current train headways for much of the system from 15 minutes during peak periods to 12 minutes. By making BART a more attractive option, these improvements will encourage more drivers to get out of their cars, decreasing vehicle miles traveled, congestion, and greenhouse gas emissions.

Low income residents, many of them transit-dependent, will benefit from this project as the BART system passes through numerous disadvantaged communities. A significant portion of the Bay Area's priority development areas are centered around BART stations, and the additional transit capacity provided by this project will catalyze sustainable housing and job growth and help the region meet the ambitious climate protection, equitable access, economic vitality, and affordability goals laid out in the Bay Area's Sustainable Communities Strategy. This project is also a key recommendation of the Metropolitan Transportation Commission's Core Capacity Transit Study, underscoring its importance to communities across the entire Bay Area.

On behalf of the Transportation Authority, I respectfully urge funding support for this project to help minimize greenhouse gases and improve health and mobility for current and future transit riders.

Sincerely,



Tilly Chang  
Executive Director

cc: S. Heminger, A. Richman - MTC  
D. Heitman - BART  
MEL, AC, AL, AS, OQ



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San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
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info@sfcta.org www.sfcta.org

December 29, 2017

Secretary Brian Kelly  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant  
for Caltrain's Purchase of 96 additional Electric Multiple Unit Trains

Dear Secretary Kelly,

The San Francisco County Transportation Authority is pleased to support the Peninsula Corridor Joint Powers Board's (Caltrain's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for the purchase of **96 additional Electric Multiple Unit Trains (EMUs)** and a series of associated projects. The project will expand Caltrain's electrified fleet while allowing for blended operations with the California High-Speed Rail Authority's future high-speed rail service along the San Jose to San Francisco corridor. The project is featured in the 2018 California State Rail Plan. It will also provide for the possibility of re-deploying Caltrain's diesel fleet on a new inter-regional San Jose to Salinas service.

Once fully deployed, these EMUs will allow Caltrain to operate a completely electrified fleet on its mainline with 8-car trains. The comprehensive project takes advantage of the near-term opportunity to purchase additional EMUs while also providing strong linkages to ongoing planning work along the corridor. In addition to expanding the EMU fleet, the project consists of platform modifications, installation of a Broadband Communications System, improved wayside bicycle facilities, and planning funds. The proposed investment will build on the infrastructure and equipment currently being constructed and procured through Caltrain's electrification project.

A completely electrified Caltrain fleet is projected to reduce greenhouse gas emissions by 189,000 metric tons annually and significantly reduce the criteria pollutant emissions and toxic air contaminant health risks along the corridor. Procurement of the 96 additional EMUs is a key step towards full electrification and would allow Caltrain to provide the additional capacity needed to attract and serve riders, further reducing congestion and vehicle miles traveled.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide funding support for this project to help minimize greenhouse gases and improve mobility for current and future transit riders across California.

Sincerely,



Tilly Chang  
Executive Director

cc: S. Heminger, A. Richman - MTC  
A.Chan, S. Petty, P. Skinner - Caltrain  
MEL, AC, AL, AS, OQ



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San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, California 94103  
415.522.4800 FAX 415.522.4829  
info@sfcta.org www.sfcta.org

December 28, 2017

Brian Kelly, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant  
for TJPA's Phase 2 of the Transbay Program/Downtown Rail Extension

Dear Mr. Kelly,

The San Francisco County Transportation Authority is pleased to support the Transbay Joint Powers Authority's (TJPA's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for **Phase 2 of the Transbay Program/Downtown Rail Extension**. The project will extend Caltrain commuter rail from its current terminus at Fourth and King Streets to the new Salesforce Transit Center in downtown San Francisco. It will also deliver the California High-Speed Rail Authority's future high-speed rail service from Los Angeles/Anaheim to the transit center and is a major component of the 2018 California State Rail Plan.

Once the Downtown Rail Extension is completed, the transit center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with at least nine others that serve eight Bay Area counties and the State of California: AC Transit, BART, Golden Gate Transit, Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. This will close a major gap in the region's transportation system with benefits extending across the Bay Area and the State of California. It will also create a pedestrian and bike friendly community where residents and workers have convenient access to rapid and safe public transit, shopping, open space, and other neighborhood amenities.

According to the Metropolitan Transportation Commission, the amount of time Bay Area motorists spend in freeway congestion has increased by 80 percent since 2010. By making transit a more attractive option, the Downtown Rail Extension will allow more drivers to get out of their cars, resulting in decreases in congestion, greenhouse gases, and vehicle miles traveled. Based on the magnitude of its forecasted impact, it was identified as a top performer in Plan Bay Area, the region's Sustainable Communities Strategy.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide funding support for this project to help minimize greenhouse gases and improve mobility for current and future transit riders across California.

Sincerely,



Tilly Chang  
Executive Director

cc: S. Heminger, A. Richman - MTC  
M. Zabaneh - TJPA  
MEL, AC, AL, AS, OQ



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San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, California 94103  
415.522.4800 FAX 415.522.4829  
info@sfcta.org www.sfcta.org

December 27, 2017

Mr. Ezequiel Castro, Acting Chief  
Division of Rail and Mass Transportation  
Office of State Transit Programs and Plans (MS 39)  
PO Box 942874  
Oakland, CA 94274-0001

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant  
for SFMTA's Transit Capacity Expansion Program

Dear Mr. Castro,

The San Francisco County Transportation Authority is pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for the **Transit Capacity Expansion Program**.

The SFMTA is the eighth largest transit provider in the nation, with more than 230 million boardings annually. Because of a growing population and increasing development demands, it is imperative that San Francisco continue to have a safe, efficient and environmentally-friendly transit system. The SFMTA's Transit Capacity Expansion Program will increase access, reliability, and connectivity for all users traveling to jobs and services, including the 51 percent of riders who are low-income, compared to 31 percent citywide. This project is a key recommendation of the Metropolitan Transportation Commission's Core Capacity Transit Study, recognizing that its benefits extend across entire Bay Area, not just within San Francisco.

The proposed investment will build on vehicle replacement and state of good repair projects that are currently underway. TIRCP funding will allow the SFMTA to expand its fleet of light rail vehicles to provide a zero-emission transit connection to and from the City's downtown core, and expand its 40' and 60' diesel-hybrid motor coaches, which carry over 40 percent of the system's riders. Additionally, the SFMTA will be able to procure and test all-electric buses, enabling them to accelerate their plan to replace diesel-hybrid coaches with all-electric coaches and achieve a wholly zero-emission fleet. The request also includes the associated facility and infrastructure improvements necessary to support the new fleet, including upgrades to the traction power and train control systems.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide funding support for this project to help minimize greenhouse gases and improve mobility for current and future low-income transit riders.

Sincerely,



Tilly Chang  
Executive Director

cc: S. Heminger, A. Richman - MTC  
J. Goldberg, J. Wasilco, M. Webster - SFMTA  
MEL, AC, AL, AS, OQ



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Tilly Chang  
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