



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission

DATE: July 20, 2016

FR: Executive Director

RE: Federal Earmark Repurposing

The Programming and Allocations Committee referred to the Commission for approval a recommended list of projects to receive repurposed earmark funds.

After the Committee meeting, Solano Transportation Authority (STA) contacted MTC staff with updated information on the amount available for repurposing from two Dixon Rio Vista Bypass Study earmarks. Although STA had previously requested to repurpose the full unobligated amount for both earmarks (\$197,505), STA staff recently informed us that most of that balance (\$180,017) remains active and eligible for obligation on another Dixon project. Because they remain in an active project, these funds cannot be repurposed. Accordingly, STA requests that these funds be removed from MTC's recommendation of earmarks to repurpose and MTC staff concurs with this request. The request from STA is provided as **Attachment A**.

The small balance of unobligated funds remains available for repurposing (\$17,489). Consistent with the recommendation referred by the Committee, staff is recommending that this balance be directed to the Solano County Redwood Parkway project.

An updated list of projects that are recommended to receive repurposed earmark funds is provided as **Attachment B**.


Steve Heminger

Attachments:

Attachment A – Correspondence from Solano Transportation Authority Regarding Dixon Earmark

Attachment B – Earmarks Proposed to be Repurposed, Updated 7/20/16

Attachment A

From: Anthony Adams [<mailto:aadams@sta.ca.gov>]
Sent: Monday, July 18, 2016 11:09 AM
To: Anne Richman <ARichman@mtc.ca.gov>; Mallory Atkinson <matkinson@mtc.ca.gov>; Ross McKeown <RMcKeown@mtc.ca.gov>
Cc: JRiley@ci.dixon.ca.us; Joe Leach (jleach@ci.dixon.ca.us) <jleach@ci.dixon.ca.us>; Janet Adams <jadams@sta.ca.gov>; Daryl Halls <dkhalls@sta.ca.gov>
Subject: Dixon Earmark Repurposing

Dear MTC Programming and Allocations Staff,

I am writing in reference to Dixon's two earmarks, one available for repurposing (\$17,489) and one that is active and not available for repurposing (\$180,017). STA has expressed its desire to move the smaller earmark (\$17,489) to the Redwood Pkwy Project, sponsored by Solano County. The STA had originally expressed a desire close the active earmark (\$180,017) and move it to Redwood Pkwy as well, but the City of Dixon recently informed STA that this active earmark was available to be spent on its originally intended purpose, grade separation at Parkway Blvd. Upon being informed that the active earmark was eligible to be spent in Dixon, STA informed Dixon to not close-out the earmark and to plan on programming the available amount to Parkway Blvd Overcrossing when the 2017 TIP opens up in September.

MTC released its P-TAC packet on Thursday July 14th, which included a staff report on earmark repurposing. This staff report stated that MTC staff was recommending that both Dixon earmarks be repurposed to the Redwood Pkwy project. STA staff contacted MTC to inform them of the developments with Dixon and to request that the active earmark (\$180,017) would not be repurposed, and instead stay with Dixon for use on Parkway Blvd Overcrossing. MTC staff requested that STA staff compile an email stating the recent history of this issue and our current recommendation. STA is requesting that the active Dixon earmark in the amount of (\$180,017) is not repurposed and instead stays with its original purpose. The smaller earmark (\$17,489) is requested to be repurposed to the Redwood Pkwy project, with Solano County as the sponsor.

Thank you for your consideration.

Anthony Adams ME/MCRP
Assistant Project Manager
Solano Transportation Authority
(707) 399-3215
aadams@sta.ca.gov

Bay Area Earmarks - Recommended for Repurposing

Earmarks must be over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered.

FROM			TO
Sponsor	Earmark Description	Repurpose Amount	Project & Amount
Alameda County		\$1,398,455	
ACTC	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland	\$12,800	
ACTC	Upgrade I-680 Corridor, Alameda Co.	\$145,779	
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	\$5,003	
Livermore	Construct I-580 Interchange, Livermore	\$39,309	
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	\$539,940	
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	\$647,928	
San Leandro	Undertake median improvements along E. 14th St., San Leandro	\$7,696	
Contra Costa County **		\$4,719,489	
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	\$4,455	
CCTA	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	\$33,685	
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	\$431,070	
Concord	Upgrade and extend Commerce Avenue, City of Concord	\$1,439,840	
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	\$2,751	
Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Ave, City of Richmond	\$2,807,689	
Napa County		\$156,181	
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	\$156,181	
San Mateo County		\$1,394,228	
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	\$121,582	
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	\$359,960	
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	\$899,899	
Peninsula Joint Powers Board/ Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	\$12,786	
Santa Clara County		\$1,246,267	
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	\$359,960	
San Jose	Install SiliconValley Smart Corridor project along the I-880 corridor	\$198,488	
San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	\$68,773	
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	\$248,677	
VTA	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	\$359,960	
VTA	Route 152 Safety Improvements, Santa Clara County, California	\$10,408	
SUBTOTAL		\$8,914,620	\$8,914,620
PROJECTS MORE THAN 50 MILES FROM SAN MATEO US 101			
Solano County		\$17,489	
Dixon	Dixon: Xing, Rio Vista Bypass Studies (CA) - PE Demo	\$17,489	
SUBTOTAL		\$17,489	\$17,489
Other Earmarks		\$18,205,079	
North Bay Ferry Service	Ferry Service to Port Sonoma	\$18,205,079	
SUBTOTAL		\$18,205,079	\$18,205,079
BAY AREA TOTAL		\$27,137,188	\$27,137,188
			San Mateo C/CAG: US 101 Express Lanes, Santa Clara County Line to I-380
			Solano County: Redwood Expressway
			SMART (\$3.2M): San Rafael Transit Center
			SCTA (\$15M): Marin/Sonoma Narrows

*Pending project closure in FMIS.

** Oakley earmark no longer recommended for repurposing.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 13, 2016

Item Number 6c

Federal Earmark Repurposing

Subject: Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.

Background: Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or are otherwise completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 50 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the “*from*” list)

As a first step in the repurposing process, Caltrans requested that RTPAs and MPOs work with project sponsors to develop a recommendation on which earmarks to repurpose onto other eligible projects (or remove *from* the original earmark). MTC staff worked closely with project sponsors and CMAs to compile project status information for all earmarks subject to the repurposing provision. Based on this information, staff submitted its recommended list of projects to repurpose to Caltrans on May 12, 2016. Staff’s recommendation encompassed the repurposing of \$27.9 million in Bay Area earmarks (see **Attachment A**).

After the recommendation had been submitted to Caltrans, a few project sponsors provided revised project status information. Based on this information, staff recommends repurposing one additional earmark, Dixon’s Rio Vista Bypass Study for \$200,000 recommended to be repurposed. Additionally, since May, staff has learned that Oakley has received confirmation from Caltrans that their project is eligible to move ahead and so is considered “active;” staff therefore recommends not repurposing the funds from the Oakley project. Staff also received notice from Caltrans that the remaining amounts for some projects was slightly different. With these changes, the new total amount available for repurposing is \$27.3 million region-wide.

Bay Area Projects to Receive Repurposed Funds (the “*to*” list)

For the next step in the process, Caltrans requested regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed) – see **Attachment B** for a summary. In addition to the federal requirement that repurposed funds stay within 50 miles of the originally designated earmark, staff worked in coordination with Caltrans to develop a recommendation based on the following principles:

1. **Focused distribution:** Focus the repurposed funds onto a limited number of regionally-significant projects, to streamline the implementation of the provision and to see the most benefit from this rare opportunity.
2. **Close funding gaps:** Close funding gaps on regional priority projects, including projects impacted by the significant revenue losses in the STIP, rather than directing the funds to other emerging projects.

The resulting list of projects recommended to receive \$27.3 million in repurposed earmark funds is provided below.

Table 1. MTC Recommendation for Projects to Receive Repurposed Funds

Sponsor	Project Name	Repurposed Earmark Funds (Recommended Amount - \$millions)
SCTA	US 101 – Marin/Sonoma Narrows B2, Phase 2	\$15.0
SMART	San Rafael Bettini Transit Center	\$3.2
San Mateo C/CAG	US 101 Express Lanes, Santa Clara County Line to I-380	\$8.9
Solano County	Redwood Expressway	\$0.2
Recommendation Total		\$27.3

The recommendations for the Marin/Sonoma Narrows and the San Rafael Bettini Transit Center project are based on a consensus achieved by several north bay agencies that would split the \$18.2 million earmark from the Port Sonoma Ferry project between those two other north bay priorities (see **Attachment C** for letters regarding the consensus).

The recommendation to consolidate the other available earmark funds onto the US 101 Express Lanes project in San Mateo County is based on the project’s need for additional funding in order to accelerate the environmental and design phases, and its pivotal location in the heart of the corridor connecting Silicon Valley with San Francisco, San Jose, and the bridges to the East Bay. In 2015, the San Mateo 101 segment entered the region’s “Top 10” list of congested freeways – moving up the ranks as congestion has noticeably worsened in the last few years. The region has a strong interest in unclogging a corridor serving one of the primary engines for the state and national economies.

The City of Dixon’s earmark for the Rio Vista Bypass Study (\$200,000) is located at a distance greater than 50 miles from the San Mateo US 101 Express Lanes project, and thus cannot be repurposed to that project. In its place, staff recommends these funds be redirected to Solano County’s Redwood Expressway project as requested by the Solano Transportation Authority.

Comment letters received to date on the earmark repurposing process are provided in **Attachment C**.

Issues:

(1) Regional Role: Although the regions have been working closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

(2) Implementation Issues: Project sponsors must submit required forms to Caltrans by the end of the month in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2019. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

(3) Earmark Balances: Earmark available balances are based on the latest information from Caltrans. The final amounts available for repurposing may change on projects that de-obligate funding during close-out. Staff will work with project sponsors and Caltrans staff to ensure that all available balances on repurposed earmarks are directed onto other eligible projects consistent with this action.

Recommendation: Refer for approval to the Commission the recommended list of projects to receive repurposed earmark funds as presented (Table 1) and direct staff to submit the recommendation to Caltrans.

Attachments:

Attachment A: May 12, 2016 Letter to Caltrans – Earmarks to Repurpose

Attachment B: Earmarks Proposed to be Repurposed

Attachment C: Comment Letters

Attachment D: Map illustrating the 50 mile radius from the San Mateo US 101 project



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Attachment A

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
EMAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

May 12, 2016

Mr. Ray Zhang, Chief
Division of Local Assistance
California Department of Transportation
P.O. Box 942874, MS-1
Sacramento, CA 94274

RE: Earmark Repurposing - RTPA Information Request

Dear Chief Zhang,

The Metropolitan Transportation Commission (MTC) is writing in response to your recent request to review and coordinate our region's earmark funds subject to the earmark repurposing provisions contained in the Consolidated Appropriations Act, 2016. We appreciate the efforts you have taken to guide California's implementation of this opportunity, and are supportive of the overall goal to take full advantage to maximize the use of unused federal funds.

Attached, please find our preliminary recommendation for which Bay Area's earmarks should be repurposed, and which funds should remain on the original earmark. As we continue to work with project sponsors and other stakeholders throughout this process, we may provide your staff with revisions or updates to this recommendation.

As you are already aware, this opportunity to redirect unused funding comes at a time of unprecedented needs. We look forward to working with you and our transportation partners to identify candidate projects within the Bay Area that can put these repurposed funds to immediate use.

If you have any questions on this matter, please contact Anne Richman, Director of Programming and Allocations at 510-817-5722.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

- Dave Cortese, Chair*
Santa Clara County
- Jake Mackenzie, Vice Chair*
Sonoma County and Cities
- Alicia C. Aguirre*
Cities of San Mateo County
- Tom Azunbrado*
U.S. Department of Housing and Urban Development
- Jason Baker*
Cities of Santa Clara County
- Tom Bates*
Cities of Alameda County
- David Campos*
City and County of San Francisco
- Dorene M. Giacomini*
U.S. Department of Transportation
- Federal D. Glover*
Contra Costa County
- Scott Haggerty*
Alameda County
- Anne W. Halsted*
San Francisco Bay Conservation and Development Commission
- Steve Kinsey*
Marin County and Cities
- Sam Liccardo*
San Jose Mayor's Appointee
- Mark Luce*
Napa County and Cities
- Julie Pierce*
Association of Bay Area Governments
- Bijan Sartipi*
California State Transportation Agency
- Libby Schaaf*
Oakland Mayor's Appointee
- James P. Spering*
Solano County and Cities
- Adrienne J. Tussler*
San Mateo County
- Scott Wiener*
San Francisco Mayor's Appointee
- Amy Rein Worth*
Cities of Contra Costa County
- Steve Heninger*
Executive Director
- Alix Bockelman*
Deputy Executive Director, Policy
- Andrew B. Fremier*
Deputy Executive Director, Operations

AB:ma

J:\PROJECT\Funding\T5-FAST\Earmarks\Outreach\MTC Exec\5-6-16\Final\MTC ltr to Caltrans.docx

Caltrans' RTPA/MPD Information Request

EARMARK PROJECTS - LESS THAN 10% OBLIGATED, As of December 18, 2015

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	MTC Recommendation		
				Keep on original earmark	Repurpose	MTC Recommendation Notes
EAST BAY						
City of Concord	CA355	Upgrade and extend Commerce Avenue, City of Concord	\$1,439,840	\$0	\$1,439,840	Repurpose
City of Newark	CA414	Construct overpass on Central Ave. at the railroad crossing in Newark	\$539,940	\$0	\$539,940	Repurpose
City of Oakley	CA620	Realign SR 4 within the City of Oakley	\$1,439,840	\$0	\$1,439,840	Repurpose
City of San Leandro	CA394	Replace I880 overpass at Davis St. in San Leandro	\$539,940	\$539,940	\$0	Do not repurpose - sponsor will obligate remaining OA balance
Port of Oakland	CA360	Construct Air Cargo Access Road to Oakland International Airport	\$647,928	\$0	\$647,928	Repurpose
East Bay Subtotal				\$539,940	\$4,067,548	
NORTH BAY						
	NA	Multimodal facility improvements, construction, and ferry acquisition by North Bay Ferry service, inc., located at Port Sonoma in Petaluma, Ca	\$18,205,079	\$0	\$18,205,079	Repurpose
North Bay Subtotal				\$0	\$18,205,079	
PENINSULA						
City of East Palo Alto	CA691	Improvements to Bay Road and Northern Access (City of East Palo Alto)	\$4,941,136	\$4,941,136	\$0	Do not repurpose - sponsor will obligate remaining OA balance
City of Millbrae	CA601	Construct Route 101 bicycle/ pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail.	\$899,899	\$0	\$899,899	Repurpose
City/County Association of Governments - San Mateo County	CA633	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Highway 101.	\$359,960	\$0	\$359,960	Repurpose
Peninsula Subtotal				\$4,941,136	\$1,259,860	

Attachment A

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	MTC Recommendation		
				Keep on original earmark	Repurpose	MTC Recommendation Notes
SOUTH BAY						
City of Palo Alto	CA649	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	\$359,960	\$0	\$359,960	Repurpose
City of San Jose	CA449	Coyote Creek Trail Project- Story Road to Montague Expressway	\$1,799,800	\$1,799,800	\$0	Do not repurpose - sponsor will obligate remaning OA
Santa Clara Valley Transportation Authority	CA568	Acquire lands for mitigation adjacent to U.S. 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	\$359,960	\$0	\$359,960	Repurpose
South Bay Subtotal				\$1,799,800	\$719,921	
BAY AREA TOTAL				\$7,280,876	\$24,252,407	

EARMARK PROJECTS - MORE THAN 10% OBLIGATED, As of December 18, 2015

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	MTC Staff Recommendation		
					Keep on Original Earmark	Repurpose	MTC Recommendation Notes
EAST BAY							
Alameda CMA	CA087	Upgrade I-680 Corridor, Alameda Co.	\$145,779	Active projects in Final Voucher.	\$0	\$145,779	Repurpose (pending project closure in FMIS)
Alameda County CMA	CA532	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland.	\$12,800	Closed	\$0	\$12,800	Repurpose
Alameda County CMA	CA480	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	\$1,804,261	Active	\$1,804,261	\$0	Active - can not repurpose
Alameda County Transportation Improvement Authority	CA452	Construct I-580 Interchange Improvements in Castro Valley	\$411,517	Active	\$411,517	\$0	Active - can not repurpose
City of Brentwood	CA303	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	\$431,070	Closed	\$0	\$431,070	Repurpose
City of Danville	CA521	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	\$2,751	Closed	\$0	\$2,751	Repurpose
City of Danville	CA741	Design and construction of Camino Tassajara Crown Canyon to East Town Project	\$1,157,100	Active	\$1,157,100	\$0	Active - can not repurpose
City of Hayward	CA157	Upgrade D Street between Grand and Second Streets, Hayward	\$5,003	Closed	\$0	\$5,003	Repurpose
City of Livermore	CA160	Construct I-580 interchange, Livermore	\$39,309	Active projects in Final Voucher.	\$0	\$39,309	Repurpose (pending project closure in FMIS)
City of Richmond	CA377	Reconstruct interchange for south-bound traffic entering I-80 from Central Avenue, City of Richmond	\$2,145,723	Active	\$0	\$2,145,723	Repurpose (pending project closure in FMIS)
City of San Leandro	CA139	Undertake median improvements along E. 14th St., San Leandro	\$7,696	Closed	\$0	\$7,696	Repurpose
Contra Costa County Public Works	CA740	Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I-205 in the area of Tracy	\$7,809,330	Active	\$7,809,330	\$0	Active - can not repurpose
Contra Costa Transportation Authority	CA392	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	\$33,685	Active projects in Final Voucher.	\$0	\$33,685	Repurpose (pending project closure in FMIS)
Contra Costa Transportation Authority	CA015	CONTRA COSTA CO - SR-4 BETWEEN CONCORD & W PITTSBURG; PL 100-202SEC 348(C)(1) DESC CHG	\$4,455	Closed	\$0	\$4,455	Repurpose
Port of Oakland	CA283	Port of Oakland, California Inter-Regional Intermodal System	\$880,340	Active	\$880,340	\$0	Active - can not repurpose
East Bay Subtotal					\$12,062,548	\$2,828,271	

Attachment A

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	MTC Staff Recommendation			
					Keep on Original Earmark	Repurpose	MTC Recommendation Notes	
NORTH BAY								
American Canyon	CA351	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	\$156,181	Closed	\$0	\$156,181	Repurpose	
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (California feasibility study: Dixon grade separation)	\$17,489	Closed	\$0	\$17,489	Repurpose	
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (To Improve 3 grade crossings in Dixon)	\$180,017	Active	\$180,017	\$0	Active - can not repurpose	
Golden Gate Highway Bridge District	CA354	Seismic retrofit of the Golden Gate Bridge	\$1,937,433	Active	\$1,937,433	\$0	Active - can not repurpose	
Solano County	CA547	Construct I-80 HOV lanes and interchange in Vallejo	\$24,168	Closed	\$24,168	\$0	Do not repurpose	
Solano County	CA720	Construct I-80 HOV lanes and interchange in Vallejo	\$397,639	Closed	\$397,639	\$0	Do not repurpose	
Solano Transportation Authority	CA460	Rio Vista Bridge Realignment Study and Street Sign Safety Program	\$81,047	Active	\$81,047	\$0	Active - can not repurpose	
Sonoma County Transportation Authority	CA267	Highway 101 Corridor Widening Project	\$32,686	Active	\$32,686	\$0	Active - can not repurpose	
Sonoma County Transportation Authority	CA686	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	\$827,905	Active	\$827,905	\$0	Active - can not repurpose	
					North Bay Subtotal	\$3,480,895	\$173,670	
PENINSULA								
City of Belmont	CA309	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	\$121,582	Closed	\$0	\$121,582	Repurpose	
City of East Palo Alto	CA385	Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	\$3,498,267	Active	\$3,498,267	\$0	Active - can not repurpose	
City of East Palo Alto	CA693	University Avenue Overpass: Construction of bicycle and pedestrian lanes--East Palo Alto.	\$1,559,612	Active	\$1,559,612	\$0	Active - can not repurpose	
City of Menlo Park	CA628	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$13,577	Active	\$13,577	\$0	Active - can not repurpose	

Attachment A

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	MTC Staff Recommendation		
					Keep on Original Earmark	Repurpose	MTC Recommendation Notes
City of San Mateo	CA100	Upgrade SR 92/El Camino interchange, San Mateo	\$623,426	Active	\$623,426	\$0	Active - can not repurpose
Peninsula Joint Powers Board/Samtrans	CA514	El Camino Real Grand Blvd. Initiative in San Mateo County	\$12,786	Active projects in Final Voucher.	\$0	\$12,786	Repurpose (pending project closure in FMIS)
San Francisco City/County Department of Public Works	CA570	Implement San Francisco Street Improvements Program.	\$31,138	Active	\$31,138	\$0	Active - can not repurpose
Peninsula Subtotal					\$5,726,019	\$134,368	

SOUTH BAY							
City of San Jose	CA187	Install SiliconValley Smart Corridor project along the I-880 corridor	\$198,488	Closed	\$0	\$198,488	Repurpose
City of San Jose	CA331	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose	\$481,801	Active	\$481,801	\$0	Active - can not repurpose
City of San Jose	CA515	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	\$2,926,275	Active	\$2,926,275	\$0	Active - can not repurpose
City of San Jose	CA520	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	\$88,760	Active	\$88,760	\$0	Active - can not repurpose
City of San Jose	CA528	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	\$297,765	Active	\$297,765	\$0	Active - can not repurpose
City of San Jose	CA254	Almaden Express Pedestrian Overcrossing, San Jose, California	\$68,773	Active	\$0	\$68,773	Repurpose (pending project closure in FMIS)
Santa Clara County	CA470	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	\$248,677	Closed	\$0	\$248,677	Repurpose
Santa Clara Valley Transportation Authority	CA288	Route 152 Safety Improvements, Santa Clara County, California	\$10,408	Closed	\$0	\$10,408	Repurpose
Santa Clara Valley Transportation Authority	CA493	Highways 152-156 Intersection improvements, CA	\$191,817	Active	\$191,817	\$0	Active - can not repurpose
South Bay Subtotal					\$3,986,417	\$526,346	

BAY AREA TOTAL	\$25,255,879	\$3,662,655
-----------------------	---------------------	--------------------

Bay Area Earmarks - Recommended for Repurposing

Earmarks must be over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered.

Jul-16

FROM			TO
Sponsor	Earmark Description	Repurpose Amount	Project & Amount
Alameda County		\$1,398,455	
ACTC	Construct operational and safety improvements to I - 880 N at 29th Ave. in Oakland	\$12,800	
ACTC	Upgrade I-680 Corridor, Alameda Co.	\$145,779	
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	\$5,003	
Livermore	Construct I-580 Interchange, Livermore	\$39,309	
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	\$539,940	
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	\$647,928	
San Leandro	Undertake median improvements along E. 14th St., San Leandro	\$7,696	
Contra Costa County **		\$4,719,489	
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	\$4,455	
CCTA	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	\$33,685	
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	\$431,070	
Concord	Upgrade and extend Commerce Avenue, City of Concord	\$1,439,840	
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	\$2,751	
Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Ave, City of Richmond	\$2,807,689	
Napa County		\$156,181	
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	\$156,181	
San Mateo County		\$1,394,228	
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	\$121,582	
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	\$359,960	
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	\$899,899	
Peninsula Joint Powers Board/ Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	\$12,786	
Santa Clara County		\$1,246,267	
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	\$359,960	
San Jose	Install SiliconValley Smart Corridor project along the I -880 corridor	\$198,488	
San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	\$68,773	
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	\$248,677	
VTA	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	\$359,960	
VTA	Route 152 Safety Improvements, Santa Clara County, California	\$10,408	
SUBTOTAL		\$8,914,620	\$8,914,620
PROJECTS MORE THAN 50 MILES FROM SAN MATEO US 101			
Solano County		\$197,505	
Dixon	Dixon: Xing, Rio Vista Bypass Studies (CA) - PE Demo	\$197,505	
SUBTOTAL		\$197,505	\$197,505
Other Earmarks		\$18,205,079	
North Bay Ferry Service	Ferry Service to Port Sonoma	\$18,205,079	
SUBTOTAL		\$18,205,079	\$18,205,079
BAY AREA TOTAL		\$27,317,205	\$27,317,205

San Mateo C/CAG:
US 101 Express Lanes, Santa Clara County Line to I-380

Solano County:
Redwood Expressway
\$197,505

SMART (\$3.2M):
San Rafael Transit Center

SCTA (\$15M):
Marin/Sonoma Narrows
\$18,205,079

*Pending project closure in FMIS.

** Oakley Earmark no longer recommended for repurposing and has been removed

Congress of the United States
Washington, DC 20515

RECEIVED

JUN 10 2016

MTC

May 19, 2016

Mr. Steve Heminger
 Executive Director
 Metropolitan Transportation Commission
 Joseph P. Bort Metro Center
 101 Eighth Street
 Oakland, CA 94607-4700

RECEIVED

JUN 13 2016

MTC

The Honorable Brian Kelly
 Secretary of Transportation
 California State Transportation Agency
 915 Capitol Mall, Suite 315 B
 Sacramento, CA 95814

Dear Mr. Heminger and Secretary Kelly:

We write to respectfully and strongly object to any proposal that would reprogram vital funding for the City of East Palo Alto relative to Bay Road and a bicycle overpass of Highway 101.

The Bay Road project is moving forward thanks to federal funding obtained through the hard work of Congresswoman Eshoo and Senator Feinstein. The combined federal funding of nearly \$11 million (\$6,008,850 CA Demo ID 691 and \$4,807,080 CA Demo ID 385) was secured for the specific purpose of improving Bay Road in East Palo Alto and should not be used elsewhere. The Bay Road project has been delayed due to environmental concerns but is ready to move forward and should receive the full funding that it has been awarded.

First, the two earmarks should actually be considered as one because one originated in the Senate and the other in the House, yet both are for the purpose of creating significant improvements on Bay Road. Once consolidated, it becomes evident that the city has exceeded the 10% obligation threshold generally used to identify funds that are not being timely utilized.

Second, the unimproved portion of the road is in terrible shape and definitely needs improvement. Both of us recently drove down Bay Road on our way to the newly-created Cooley Landing Education Center. This new facility will serve visitors from the Bay Area as the park offers amazing views and is adjacent to the Bay Area's largest nesting area for endangered Ridgeway Rails. Millions in public funds have been spent to rehabilitate Cooley Landing, a former EPA Superfund site. However, the road to this regional treasure poses a threat to motorcyclists and bicyclists and a danger of severe damage to most motor vehicles. Its drainage during recent storms was very poor.

There is a sparkling new public health center along this road. The elderly and others who wish to walk to the center put their safety at risk in doing so. The surface of the street is in such poor shape that tripping hazards abound. The street is so wide that it is difficult for pedestrians to get across before construction vehicles and other heavy equipment threaten their safety. These grossly substandard portions of Bay Road are within Phases 2 and 3 of the overall Bay Road project. One high quality and safe portion of Bay Road already exists: the portion completed under Phase 1 of the project. Therefore, quite clearly, East Palo Alto is in the process of completing a major and lengthy project and it has every incentive to finish what it has started. It is our understanding that construction will likely begin this summer.

Bay Road was heavily industrialized for decades and it runs next to an EPA Superfund site. The site has been one major reason that the second and third phases of roadway improvements have yet to be completed. Toxic soils need to be removed from both the road and the contaminated site. Proper

drainage, to avoid spreading the pollution to other parts of the city, needs to be designed. It would be an affront to the objectives of public policy to condemn this city, with its thousands of hardworking, working class residents, to years of additional substandard infrastructure, and potentially escalating threats of environmental contamination, by further delays should MTC or Caltrans reprogram vital funds.

With respect to the bicycle pedestrian bridge over Highway 101 (\$2,002,950 CA Demo ID 693), the City of East Palo Alto and Palo Alto are in urgent need of this improvement. The University Avenue interchange is one of the most congested in the Bay Area. As the entranceway to both Palo Alto and East Palo Alto, and as a route to the Dumbarton Bridge, vehicular traffic is a serious threat to pedestrians and bicyclists.

It is anticipated that employees going to Facebook and to other expanding work sites located nearby will increasingly use this interchange to bicycle to work. The children of the divided city of East Palo Alto need a safe way to get to their schools and playgrounds. Public hearings have been held, expectations set, and plans created. It would be wrong to pull back on this funding when the city is fully committed to creating this overpass.

We have long supported the objectives of MTC and Caltrans. We deem ourselves partners in our shared objective of keeping Californians moving through quality infrastructure. We respectfully and strongly suggest that you turn aside all efforts to reprogram funds for East Palo Alto. Earmarks cannot be obtained again, and this community hasn't the resources to invest millions of its own funds in improvements that will serve the entire region.

Please do not blame East Palo Alto for the legacy costs, and consequent delays, of decades of land use that have made its problems so much greater than those of surrounding cities. We urge you to invest in the outstanding people of this community. They have waited decades for modern streets and improvements. It is important to accommodate them through the completion of these projects, just as they have accommodated the Bay Area streaming through their community each day for many decades. Fair is fair and we respectfully suggest that reprogramming funds away from East Palo Alto would be unjust in the extreme.

All the best,



Jackie Speier
Member of Congress



Anna G. Eshoo
Member of Congress

cc: City of East Palo Alto
San Mateo County Supervisor and MTC Commissioner Adrienne Tissier
Redwood City Councilwoman and MTC Commissioner Alicia Aguirre
Caltrans District 4 Director and MTC Commissioner Bijan Sartipi



City of East Palo Alto

Office of the Mayor

May 17, 2016

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

RECEIVED

JUN 13 2016

MTC

Re: Request to Retain Earmark Funds for the Bay Road Project in East Palo Alto

Dear Secretary Kelly,

I understand that the California Transportation Agency (Caltrans) and the Metropolitan Transportation Commission (MTC) are in the process of determining whether to repurpose federal funds for certain earmark projects, including the Bay Road Improvement Project and the University Avenue Overpass in the City of East Palo Alto. I am writing on behalf of the City to urge Caltrans and MTC to allow the City to retain its earmarks for completion of these projects, which are critical to the revitalization of our community and just months away from starting construction.

As you probably know, East Palo Alto is a vibrant, diverse community of about 30,000 people in the San Francisco Bay Area, which has worked hard to overcome substantial barriers to revitalization. East Palo Alto is one of the most economically distressed communities in the bay area, with a predominately minority population; the City faces the highest levels of unemployment and poverty and the lowest median income in Silicon Valley. The City also provides an affordable place to live for many people priced out of other expensive Silicon Valley cities. Approximately 39% of the entire housing units in the City are affordable because of the City's support for its rent stabilization program and the development of affordable housing.

Thanks to Senator Feinstein, Senator Boxer and Congresswoman Eshoo, East Palo Alto received two earmarks totaling about \$10.8 million in the SAFETEA-LU federal transportation bill for the Bay Road project. This vital project is transforming a deteriorated single-lane road, portions of which are still a dirt track, into a Complete Streets corridor with bicycle, pedestrian and vehicle access. The City also received a \$2 million earmark in SAFETEA-LU to construct bicycle and pedestrian lanes as part of the University Avenue Overpass project.

Bay Road Improvement Project Earmarks

Bay Road is the linchpin infrastructure and streetscape project of the MTC/ABAG approved Ravenswood Priority Development Area (PDA) that is based on the MTC-funded Ravenswood / 4 Corners TOD Specific Plan/EIR, which the City adopted in September 2012. . The improved road will provide essential access to the Ravenswood Business District, which includes a 130 acre brownfield site that is being revitalized into a mixed-use development and employment center. The redevelopment will bring hundreds of new jobs and a significant increase in local tax revenues to our community. In addition to linking our downtown to the redevelopment area, Bay Road will provide safe pedestrian, bicycle, and vehicle access to the regional San Francisco Bay Trail and the brand new Cooley Landing Public Park and Education Center located on the Bay.

Phase I of the Bay Road project, from University Avenue to Clarke Avenue, was completed with local, state, and federal funds in 2008. We are now focused on completing the improvements out to the Cooley Landing public park and San Francisco Bay shoreline. We plan to start construction of the next phase this summer, when we work with PG&E to underground overhead utilities under Rule 20A. Meanwhile, the City plans to have the bid-ready project design for the project completed this summer and we expect construction to begin by early 2017. We are working closely with Caltrans Local Assistance to complete the environmental document and anticipate receiving NEPA clearance for the project this fall. This will allow us to request obligation of our federal earmarks for construction before the end of this calendar year.

The design of the Bay Road project has proven to be more complicated than we originally anticipated due to its location in a brownfield that is along the bay front. As a result, we have had to address significant soil contamination, as well as sensitive environmental habitats and archaeological concerns. In addition, siting wet and dry underground utilities has been challenging due to the high water table, very flat grade and limited right-of-way. However, at this point, we have worked through all of these issues and do not anticipate any further delays.

The City is depending on our two federal earmarks to complete the Bay Road project:

- SAFETEA-LU for \$6,008,850 (CA Demo ID 691)
- SAFETEA-LU for \$4,807,080 (CA Demo ID 385)

We understand that the MTC Programming and Allocations Committee has identified our earmark #691 as “Readily Available for Repurposing” because it is over 10 years old and is less than 10% obligated. (Its current obligation is \$457,700 or 7.6%.) In addition, the Committee has identified earmark #385 as “Potentially Available for Repurposing” because it is over 10 years old with more than 10% obligated (Its current obligation is 17%.)

We would like to point out that the City has actually exceeded the 10% obligation threshold when you consider that these two earmarks in SAFETEA-LU are both for the same Bay Road project. They are listed separately because one was included in the House version of the legislation and one was included in the Senate version. Moreover, we have consistently managed the improvements as a single project with multiple funding sources. When you aggregate the two earmarks, the City has obligated \$1,278,954, or 11.8% of the total \$10,815,930 funding provided by Congress. The City continues to obligate funds and is currently in the process of submitting a Request for Authorization for design funds from the SAFETEA-LU earmark grant.

Repurposing any portion of the East Palo Alto’s earmarks would prevent completion of the Bay Road improvements and undermine the progress we are making to revitalize our community. In addition, it would significantly minimize the value of all the local, state, and federal investments that are contributing to our progress.

With the support of state and federal grants, the City has already invested \$3 million to complete Phase I of Bay Road. The U.S. Environmental Protection Agency has contributed substantial funding to the testing and clean-up of the Ravenswood area we seek to redevelop. Last year, the state invested \$5 million to help build the Cooley Landing Education Center located at the end of Bay Road. PG&E and the communications utilities are investing \$1.5 million of ratepayer funds to complete the undergrounding of utilities this summer. And the City has expended \$1.3 million on the design and environmental work to ready the project for construction. The public will not derive the full benefit of these investments until the Bay Road improvements are completed.

University Avenue Overpass Project Earmarks

The MTC document also identifies the University Avenue Overpass Earmark as “Potentially Available for Repurposing.” The City has been working closely in partnership with Caltrans on this project for many years. This City is depending on the following earmark to complete the design, environmental and supplement construction:

- SAFETEA-LU for \$2,002,950 (CA Demo ID 693)

The University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange. The City of East Palo Alto was artificially divided in half by the construction of Highway 101. The existing University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment. Reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass with pedestrian and bicycle access would create significant social justice and environmental benefits.

Thanks to a grant from the San Mateo County Transportation Agency, East Palo Alto has the funding required to complete this project. The City has retained URS Corporation to complete the design and required environmental clearance. Caltrans has assembled a project team to provide the City with an expedited review and approval process for the project design. The City plans to complete the design in early 2017 with construction scheduled to start in the summer of 2017. The City currently has 2 contracts with design and environmental firms totaling \$1,025,000 for this project.

Again, the City of East Palo Alto urges you to allow the City to retain our SAFETEA-LU earmarks and continue to work in partnership with us to successfully complete the Bay Road and University Avenue projects and maintain momentum in revitalizing our community. On May 17th, the City Council adopted the enclosed resolution opposing the repurposing of these earmarks.

Thank you very much for your consideration. If you have any questions or want more information concerning Bay Road or University Avenue Interchange, please contact me or our City Manager, Carlos Martínez, at (650)853-3100.

Sincerely,



Donna Rutherford

Mayor

Enclosure: Resolution

cc: East Palo Alto City Council
Caltrans District 4
MTC Commissioners
Steve Heminger, Executive Director, MTC
Alix Bockelman, Deputy Executive Director, MTC
Sandy Wong, Executive Director, C/CAG
Jean Higaki, Program Manager, C/CAG
Giles Giovinazzi, Caltrans Federal Liaison
John Hoole, Caltrans Division of Financial Assistance
April Nitsos, Caltrans Division of Financial Assistance

RESOLUTION NO. 4733

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO
OPPOSING THE REPURPOSING OF THE BAY ROAD PHASE II/III
IMPROVEMENT PROJECT AND THE UNIVERSITY AVENUE INTERCHANGE
IMPROVEMENT FEDERAL EARMARKS**

WHEREAS, Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or completed, final vouchered, and closed; and

WHEREAS, the City of East Palo Alto has two Federal Earmarks for the Bay Road Improvement Project, and one earmark was added to the "Readily Available for Repurposing List" and one was added to the "Potentially Available for Repurposing List"; and

WHEREAS, the MTC funded the Ravenswood/4 Corners TOD Specific Plan; and

WHEREAS, the City Council adopted the Specific Plan in September 2012, and the area became the Ravenswood Priority Development Area (PDA); and

WHEREAS, the Bay Road Improvement Project is the central streetscape and infrastructure project to implement the Ravenswood PDA and the Specific Plan; and

WHEREAS, when combined, the two Bay Road Improvement Project Federal Earmarks exceeded the 10% obligation threshold as of December 2015; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling \$1,539,200 for this project; and

WHEREAS, since December 2015, City staff have incurred and paid invoices that further increase the obligated amount; and

WHEREAS, the Bay Road Improvement Project is scheduled to break ground on undergrounding of the overhead utilities this calendar year; and

WHEREAS, Bay Road project is necessary for economic development in the RBD. The existing roads and infrastructure are inadequate to accommodate potential developments in the RBD. Much of the existing infrastructure does not meet the current minimum standards; and

WHEREAS, the City of East Palo Alto was artificially divided by the construction of Highway 101; and

WHEREAS, the University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment; and

WHEREAS, reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass would create social justice and environmental benefits; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling \$1,025,000 for this project; and

WHEREAS, the University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange;

WHEREAS, both of these projects are critical to the social, environmental, and economic well being of the City and its residents; and

WHEREAS, the City would lose major funding for critical projects and see limited benefits to safety and economic development; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY opposes the repurposing of any portion of the two Federal Earmarks for the Bay Road Improvement Project and the Federal Earmark for the University Avenue Interchange and urges Caltrans and MTC to enable East Palo Alto to retain the earmark funding in order to successfully complete these critical projects.

PASSED AND ADOPTED this 17th day of May 2016, by the following vote:

AYES: *Rutherford, Moody, Abrica, Gauthier, Romero*

NAES:

ABSENT:

ABSTAIN:

SIGNED:

Donna Rutherford

Donna Rutherford, Mayor

ATTEST:

Joseph Prado

for Terrie Gillen, Deputy City Clerk

APPROVED AS TO FORM:

Marc G. Pynes

Marc G. Pynes, Interim City Attorney

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 22, 2016

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

Dear Secretary Kelly:

For the last several months, local and state elected and transportation leaders have debated the best use of funds that had been earmarked for the Port of Sonoma development project by the U.S. Department of Transportation. While there are of course many deserving projects in the region, we believe you'll find unanimous support for repurposing these dollars in the following ways:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

The funds provide a one-time opportunity to advance these two critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and SMART passenger rail riders.

Secretary Brian Kelly
June 22, 2016
Page Two

We appreciate your consideration of these projects in substitution of the Port of Sonoma development, and would be very happy to meet with you to discuss details.

Please also know that while this funding is greatly needed and will benefit the entire region, it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

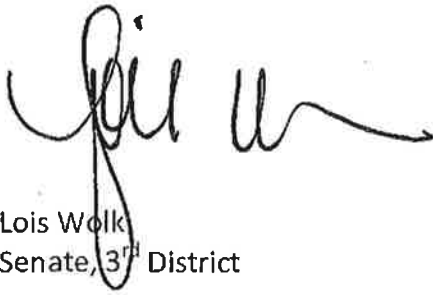
Sincerely,



Mike McGuire
Senate, 2nd District



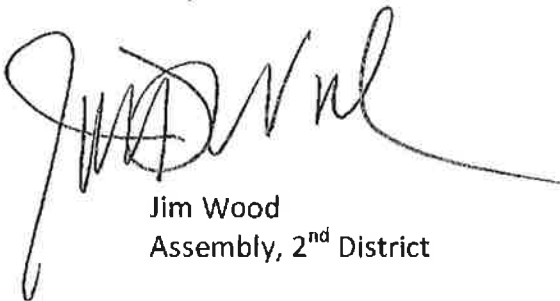
Bill Dodd
Assembly, 3rd District



Lois Wolk
Senate, 3rd District



Marc Levine
Assembly, 10th District



Jim Wood
Assembly, 2nd District

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
WATER, POWER, AND OCEANS - RANKING MEMBER
FEDERAL LANDS
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

June 27, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 93814

Dear Secretary Kelly:

The U.S. Department of Transportation has released \$18 million to the CA Department of Transportation that had been previously earmarked for the Port of Sonoma development project. We are writing to support the unanimous interagency and government partner consensus on the proposed repurposed use of these funds.

We have been directly involved in the effort to secure these funds for our shared constituents for whom they were originally intended and for a purpose aligned with the spirit of the original designated use. As you know, the Port of Sonoma proposal was abandoned for overwhelming lack of support for the project. The need for funds for multi-modal projects, however, remains a high priority for the same constituents in the same area of the North Bay, and repurposing the funds for improvements as detailed below would serve the region exceptionally well:

- \$15M for Sonoma County Transportation Agency (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost \$35M).
- \$3.2M for Sonoma Marin Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost \$5M).

Repurposing the funds in this manner will leverage additional dollars and provide a one-time opportunity to advance critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to assist bus riders and passenger rail riders.

This consensus request has been developed by the agency partners in coordination with local and state elected representatives and will support the entire region and environment with much needed multi-modal transportation improvements. Importantly, it is also in keeping with the original intent for the funding. Thank you for your serious consideration of this well-conceived proposal, and please do not hesitate to contact us should you need further information.

Sincerely,


JARED HUFFMAN
Member of Congress, CA 2


MIKE THOMPSON
Member of Congress, CA 5

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
PHONE: (707) 981-8967
FAX: (415) 258-9913

UKIAH
559 LOW GAP ROAD
UKIAH, CA 95482
PHONE & FAX: (707) 671-7449

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. BOX 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559

Attachment OFFICE
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5161
FAX: (202) 225-5163
WEBSITE: huffman.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515-0502



June 21, 2016

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

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of \$18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

The funding provided through the repurposed Port Sonoma earmark offers a one-time opportunity to advance two critical projects serving three modes in Sonoma and Marin: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders and near term improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and passenger rail service.

We urge you to invest the funding as follows:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Farhad Mansourian
Sonoma Marin Area Rail Transit

Denis Mulligan
Golden Gate Bridge, Highway & Transportation District

Suzanne Smith
Sonoma County Transportation Authority

Dianne Steinhauser
Transportation Authority of Marin

Nancy Whelan
Marin Transit District

Douglas H. Bosco
Former Member of Congress



Attachment C



June 21, 2016

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

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of \$18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

The funding provided through the repurposed Port Sonoma earmark offers a one-time opportunity to advance two critical projects serving three modes in Sonoma and Marin: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders and near term improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and passenger rail service.

We urge you to invest the funding as follows:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Kate Collins
Gary Phillips
San Rafael, Mayor

Steve Kinsey
Steve Kinsey
MTC Commissioner, Marin County
President, Marin Board of Supervisors

Jake Mackenzie
Jake Mackenzie
MTC Commissioner, Sonoma County

Efren Carrillo
Efren Carrillo
Chair, Sonoma County Board of Supervisors

David Rabbitt
David Rabbitt
Sonoma County Supervisor
Chair, Sonoma County Transportation Authority

Stephanie Moulton-Peters
Stephanie Moulton-Peters
Chair, Transportation Authority of Marin

MARK DESAULNIER
11TH DISTRICT, CALIFORNIA

Attachment C

COMMITTEE ON EDUCATION AND
THE WORKFORCE
SUBCOMMITTEE ON HIGHER EDUCATION AND
WORKFORCE TRAINING
SUBCOMMITTEE ON WORKFORCE PROTECTIONS

Congress of the United States
House of Representatives
Washington, DC 20515

327 CANNON HOUSE OFFICE BUILDING
PHONE: (202) 225-2095
FAX: (202) 225-5609

101 YGNACIO VALLEY ROAD, SUITE 210
WALNUT CREEK, CA 94596
PHONE: (925) 933-2660
FAX: (925) 933-2677

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM
SUBCOMMITTEE ON TRANSPORTATION AND PUBLIC ASSETS
SUBCOMMITTEE ON HEALTH CARE, BENEFITS, AND
ADMINISTRATIVE RULES

440 CIVIC CENTER PLAZA, 2ND FLOOR
RICHMOND, CA 94804
PHONE: (510) 620-1000
FAX: (510) 620-1005

June 23, 2016

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

The Honorable Malcolm Dougherty
Director
California Department of Transportation
1120 N Street, MS 49
Sacramento, CA 95814

Dear Secretary Kelly and Director Dougherty:

I write in strong support of the City of Concord's request to repurpose \$1.44 million in SAFETEA-LU high priority project funding to make Complete Streets improvements to Commerce Avenue in my congressional district.

As you know, Section 125 of the Consolidated Appropriations Act of 2016 (Pub. L. No. 114-113) allows States to repurpose certain funds originally earmarked for specific projects more than ten years ago. Given this development and in response to state rulings on Complete Streets projects, funding originally intended to "Upgrade and Extend Commerce Avenue, City of Concord" (Demo ID CA355), would enable the City of Concord to prioritize upgrades to Commerce Avenue that incorporate safety improvements and Complete Streets measures.

Commerce Avenue serves a variety of transportation modes including heavy trucks, passenger vehicles, pedestrians, bicyclists, and is a route often used by school children. The City's proposed project will help address vehicle/pedestrian and vehicle/bicycle conflicts, as well as incorporate bikeway and sidewalk improvements, Americans with Disabilities Act (ADA) requirements, improved lighting, and improved transit access.

With your support and guidance, this critical safety and access project can be advanced without further delay. I strongly encourage Caltrans to give the City of Concord's repurposing request every consideration.

Thank you in advance for your attention to this matter. If you have any questions or concerns regarding this request, please feel free to contact Mark Copeland in my Washington, D.C. office at (202) 225-2095 or mark.copeland@mail.house.gov.

Sincerely,



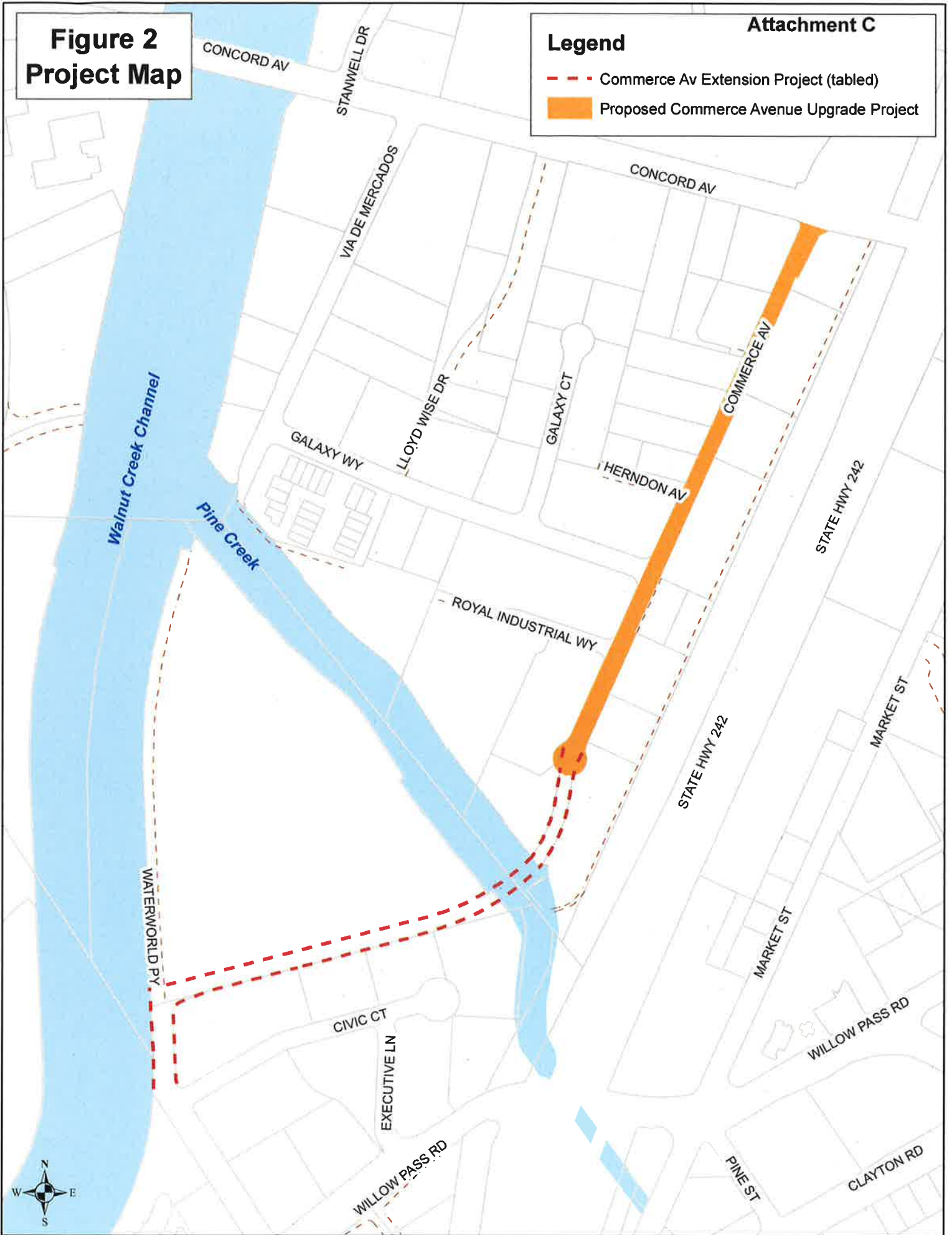
Mark DeSaulnier
Member of Congress

cc: The Honorable Laura Hoffmeister, Mayor, City of Concord
Steve Heminger, Executive Director, Metropolitan Transportation Commission
Valerie Barone, City Manager, City of Concord

**Figure 2
Project Map**

Legend

- - - Commerce Av Extension Project (tabled)
- Proposed Commerce Avenue Upgrade Project



From: SOREN FAJEAU [<mailto:soren.fajeau@newark.org>]
Sent: Wednesday, June 29, 2016 2:21 PM
To: 'john.hoole@dot.ca.gov'
Cc: Mallory Atkinson
Subject: Removal of Demo I.D. CA414 (Newark) from Earmark Repurposing List

Hello Mr. Hoole,

As previously discussed, the City of Newark would like to have its Central Avenue Railroad Overpass project (Demo ID CA414 in the amount of \$539,940.06) removed from the Earmark Repurposing list. Based on our recent correspondence by telephone, you indicated that this should not be a problem with appropriate justification from the City along with concurrence from the Metropolitan Transportation Commission.

Initially, the City had anticipated that the cost and scheduling impacts associated with satisfying additional federal requirements on a project that was otherwise locally funded would be overly burdensome relative to the level of funding available through the earmark. As a result, we had indicated that the funds should be repurposed with the current Earmark Repurpose efforts by Caltrans. However, after discussions with the Alameda County Transportation Commission and a more thorough evaluation by our design consultant, those impacts are far less onerous than originally anticipated. We feel that the funding can contribute very positively to the delivery of the project with a minimal impact to the schedule.

This project had been on hold for more than 10 years with no signs of available construction funding. The City of Newark had been reluctant to begin the project design without a clear indication of construction funding availability and thus the earmark also sat idle. However, local funding through the Alameda County Transportation Commission became available more recently and the City is currently under contract with Quincy Engineering to complete the PE/Environmental and PS&E phases of the project. Construction is tentatively scheduled to begin in early 2018. We feel quite confident that this federal earmark funding can now be utilized for its original purpose and we would expect to pursue the use of the funding immediately.

I have copied Ms. Mallory Atkinson, Funding Policy Analyst with MTC for concurrence.

Thank you very much for your assistance with this adjustment and please do not hesitate to contact me with any additional questions or concerns.

Regards,

Soren Fajeau, P.E.
Public Works Director
City of Newark
37101 Newark Boulevard
Newark, CA 94560
Phone: (510) 578-4286
Fax: (510) 578-4243

CITY COUNCIL
Kevin Romick, Mayor
Sue Higgins, Vice-Mayor
Vanessa Perry
Randy Pope
Doug Hardcastle



CITY HALL
3231 Main Street
Oakley, CA 94561
925.625.7000 tel
925.625.9859 fax
www.ci.oakley.ca.us

June 30, 2016

Hisham,

The Main Street Realignment Project has been planned for years. The City has been working on the design and development of this project over the past years, which involved extensive outreach to the downtown community since the project is an integral part of the downtown area. The City has also provided local funds to match this grant to construct the project. As a result, the City has received overwhelming support for the project. The plans and specifications are finalized and the City will be submitting the E-76 package to Caltrans the week of July 7th.

Sincerely,

Kevin Rohani
Public Works Director



CAROLE GROOM, CHAIR
DON HORSLEY, VICE CHAIR
MAUREEN FRESCHET
KEN IBARRA
CAMERON JOHNSON
KARYL MATSUMOTO
MARY ANN NIHART

JIM HARTNETT
EXECUTIVE DIRECTOR

July 11, 2016

Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Chair Cortese and Commissioners:

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years since the San Mateo County Transportation Authority (TA) first funded a Caltrans Project Study Report to implement a potential high occupancy vehicle facility on US 101 in the County.

Since that time, due to growing traffic congestion, the TA along with the City/County Association of Government of San Mateo County (C/CAG) expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the TA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in securing needed funding so the project can continue to move forward.

Sincerely,



Jim Hartnett
Executive Director

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY**

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

July 11, 2016

Steve Heminger, Executive Director
Metropolitan Transportation Commission

Transmitted via E-Mail

Dear Mr. Heminger:

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years. The City/County Association of Governments of San Mateo County (C/CAG), in partnership with Caltrans and the San Mateo County Transportation Authority (SMCTA), delivered the Project Study Report (PSR) to implement potential high occupancy vehicle facility on US 101 in the County. The PSR was funded by local transportation sales tax.

Due to growing traffic congestion, project partners have since expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the SMCTA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in a securing needed funding so the project can continue to move forward.

Sincerely,


Sandy Wong, Executive Director

City/County Association of Governments of San Mateo County

July 12, 2016

The Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
375 Beale Street
San Francisco, Ca 94105


Dear Chair Cortese and Commissioners,

Facebook is an active participant in advocating for critical infrastructure improvements along the US101 corridor. I'm pleased to express our support for MTC's staff recommendation to repurpose unused earmarks to advance carpool lane projects on US101 that will provide relief for one of the region's most heavily congested corridors.

The Bay Area is one of the nation's top economic engines, yet traffic gridlock on US101 and ridership capacity challenges on Caltrain and other transit services jeopardize our future economic growth. Finding solutions to the region's crippling congestion is also important to the economic vitality of the Bay Area. The US 101 Managed Lanes project is a unique endeavor as private employers and public transportation agencies are working collaboratively to move forward with a solution that can provide long term congestion relief in an expedited manner and serve a model for future public-private partnerships. Unfortunately, in the recent STIP de-programming cycle, San Mateo County returned a disproportionately large \$18 million, leaving transportation projects in the County at a financial disadvantage. Advancing the staff recommendation to repurpose earmarked funds will allow the US101 Managed Lanes project to continue on its expedited timeline.

Transportation improvements along the US101 corridor will help improve the quality of life of residents and insure that businesses such as ours can continue to grow in the region. Urgent action is required to create solutions and address these unprecedented challenges.

Sincerely,



John Tenanes
Vice President, Global Facilities and Real Estate
Facebook, Inc.

50 Mile Radius from San Mateo US 101

Attachment D

