



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission

DATE: January 17, 2018

FR: Executive Director

RE: MTC Resolution Nos. 4317 and 4318 – SB 1 Competitive Programs

At the Programming and Allocations Committee meeting on January 10, 2018, MTC staff presented the proposed regional program of applications for three Senate Bill 1 (SB 1) Competitive Programs: Solutions for Congested Corridors (SCC), Trade Corridor Enhancement Program (TCEP), and Transit and Intercity Rail Program (TIRCP). This memo presents a few updates since the Committee meeting.

TCEP Updates

At the meeting, the Committee directed staff to continue efforts to finalize the regional nominations for TCEP funding requests, including additional coordination with the Bay Area Air Quality Management District (Air District), Port of Oakland, and Caltrans.

- 1) **Port of Oakland Emissions Reduction** – At the Committee meeting, Air District staff requested further consideration of a Port of Oakland Emission Reduction TCEP funding request. In discussions following the meeting, the Air District and the Port have not yet identified a fully scoped project for this funding cycle. Therefore, a new project will not be added to the TCEP list. MTC will continue working with the Air District and Port to advance a project, which may include seeking funding through future TCEP cycles or through other sources.
- 2) **Caltrans Nominations** – The Committee directed staff to work with Caltrans to secure a joint list of nominated TCEP applications. As of the date of this memo, Caltrans staff continues to inform us that they will only be supporting the 7th Street Grade Crossing project.
- 3) **Solano I-80/I-680/SR12 Improvements** – Staff is recommending a reduced scope and TCEP funding request for the Solano I-80/I-680/SR12 project, in order to focus the regional funding request on projects with early deliverability and bring the total regional request (\$327 million) closer to the Northern California regional share (\$217 million). Solano Transportation Authority staff support nominating only Phase 2A of the interchange project, with a TCEP request of \$54 million.

MTC Resolution No. 4318 Attachment B has been updated to reflect these changes to the TCEP regional nominations.

Changes to SB 1 Illustrative Map

At the meeting, the Committee also requested a revision to the illustrative map of regional nominations and endorsements for the SB 1 competitive programs to better represent the broader scope and impact of BART and AC Transit's project applications. In addition to this change, the map has also been revised to reflect the reduced scope and TCEP request for the Solano I-80/I-680/SR12 Interchange Improvements project.

Staff recommends approval of MTC Resolution Nos. 4317 and 4318 as revised, and direction for staff to forward the SCC, TCEP, and TIRCP project nominations and endorsements to the CTC or CalSTA, as appropriate.



Steve Heminger

SH:ma

Attachment:
MTC Resolution No 4318, Attachment B (as revised)

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

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)

SB1 Trade Corridor Enhancement Program Fund Estimate	FY 2017-18	FY 2018-19	FY 2019-20	Total Statewide*
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
Total	\$505	\$413	\$423	\$1,341

* Figures may not add to total due to rounding

Corridor Programming Targets (\$millions)

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

* 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

SB1 Trade Corridor Enhancement Program (TCEP)			TCEP
Program of Bay Area Nominations	County	Sponsor	Amount
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 (phase 2a)	Solano	Caltrans/ STA	\$54
US 101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
Total			\$327

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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
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 Improvements	\$100	✓		✓	
Total Request		\$541				



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
Port of Oakland	Port of Oakland 7th St (East)	\$175	✓	✓	✓
Port of Oakland	ITS Improvements (Go Port)	\$11	✓	✓	✓
ACTC/Berkeley/ Emeryville	At-grade rail crossing improvements	\$12	✓	✓	✓
ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
STA/Caltrans	Solano I-80/I-680/SR12 (Phase 2a)	\$54	✓		✓
VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
Total Request		\$327			

Proposed Endorsements Transit and Intercity Rail Capital Program

MTC Proposed Endorsements (\$2.4 billion statewide)

\$, in millions

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

* 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, \$327 million

Transit and Intercity Rail Capital Program (TIRCP)

10 projects, \$1.9 billion



**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)

Program	No. of Projects Recommended	Amount Recommended	Amount Available Statewide	% Proposed
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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COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
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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.

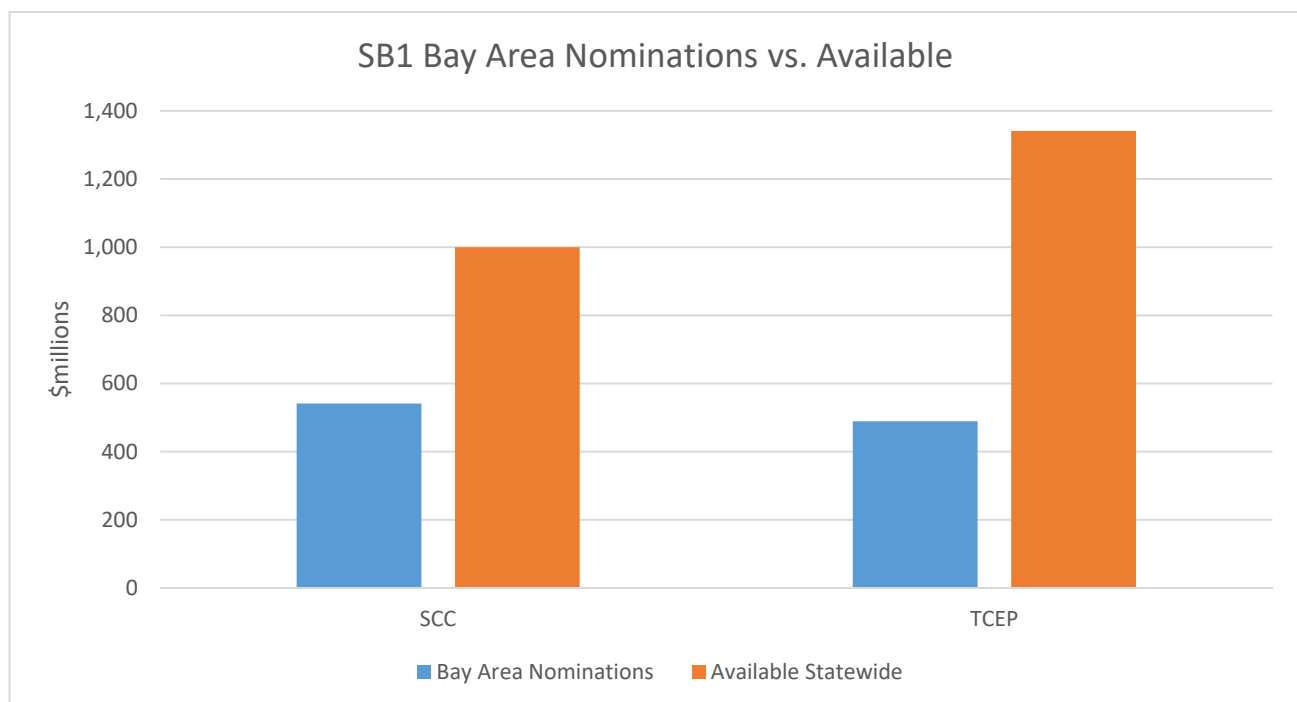
Trade Corridor Enhancement Program (TCEP): MTC Resolution No. 4318

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
AB:kk

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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		✓		✓
Total:		\$541				

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			✓
Total:		\$489			

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
Total			2,867	14,426	1,962

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

*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

- 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

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

SM 101 MANAGED LANES PROJECT

HOW AN EXPRESS LANE OPERATES

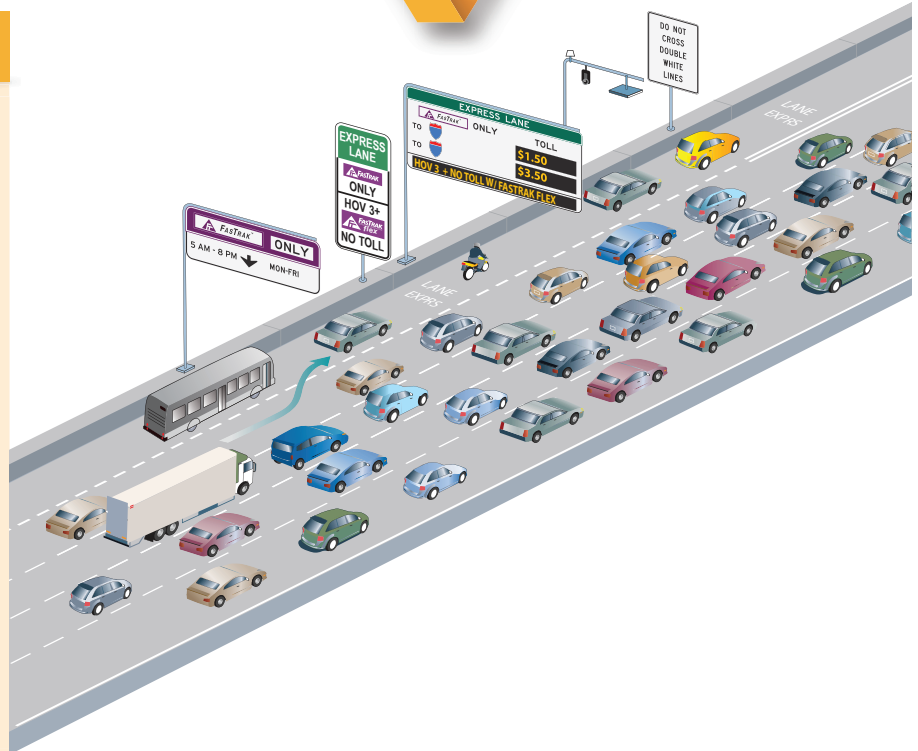


HOW THE PROJECT WILL BE BUILT

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



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
TOTAL	\$8.7	\$0.5	\$47.1	\$0.0	\$56.3	\$8.9	\$0.0	\$0.0	\$0.0	\$14.3	\$23.1	-\$33.2

Dollars shown in millions

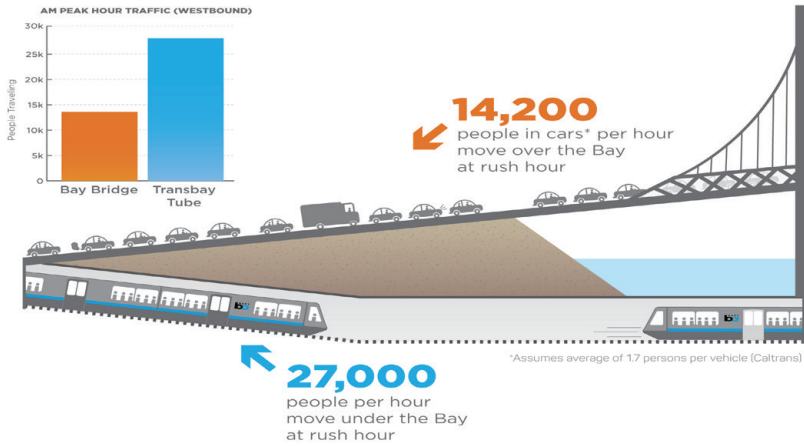
<u>Unfunded Amount Options</u>	
Solutions for Congested Corridors (SCC)	\$33.2
TOTAL	\$33.2

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



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.



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.

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.

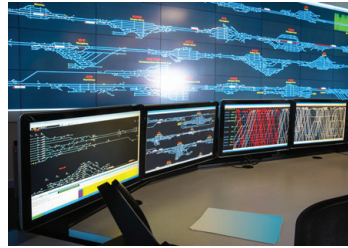


IMPROVEMENTS:

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

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
TIRCP AND SB-1 TOTALS	\$2,768.9	\$454.0	\$150.0
Hayward Maintenance Center Phase II	\$228		
Traction Power	\$94		
Program Management	\$6.6		
Program Contingency	\$309.7		
Financing Costs	\$103.5		
PROJECT TOTAL	\$3,510.7	\$454.0	\$150.0

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



Metropolitan Transportation Commission

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
Total Proposed for Formula Program			\$43.9

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
Co-Applicants: 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
Total Proposed for Competitive Program			\$172.1

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

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)

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

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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

SB1 Solutions for Congested Corridors			
Program of MTC Nominations			
	County	Sponsor	SCC Amount
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
Total			\$541

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MTC Resolution No. 4318 and its Attachments have been updated and are attached to the Commission memo in this packet.