

Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2020

Agenda Item 4a - 20-1608

California Transportation Commission (CTC) Update

Subject: Update on the December 2-3, 2020 California Transportation Commission meeting

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors (SCC); Trade Corridor Enhancement Program (TCEP) and the competitive element of the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

December CTC Meeting (December 2-3, Held Online)

The CTC is scheduled to discuss the following issues of regional significance.

Senate Bill 1 Competitive Programs Adoption. The CTC will consider adopting CTC staff recommendations for programming over \$2 billion in three Senate Bill 1 (SB1) competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C). Based on CTC staff's recommendations, the Bay Area is slated to receive \$407 million in new SB1 money for 11 projects. The amount of money going to Bay Area projects represents 20% of the entire amount available statewide. The recommendations recognize the Bay Area's nominations are critical to implementing state and regional goals, including reducing greenhouse gas emissions and providing an alternative to single-occupant vehicles. MTC will work closely with our county and state counterparts to ensure successful delivery of these projects, which are listed in county order in the table below.

| County | Project | Award (\$M) | SB1 Program |
|---------------|----------------------------------------------------|-------------|-------------|
| Alameda | I-680 Southbound Express Lanes | \$25 | LPP-C |
| BART | Train Control Modernization | \$60 | SCC |
| Contra Costa | I-680/SR-4 Interchange (Design) | \$18 | TCEP |
| Marin | US-101 Marin-Sonoma Narrows, B7 | \$40 | SCC |
| Napa | SR-29/221 Soscol Junction | \$25 | SCC |
| San Francisco | Mission/Geneva Safety Improvements | \$9 | LPP-C |
| Santa Clara | US-101/De La Cruz/Trimble Interchange Improvements | \$25 | LPP-C |

| | | | |
|--------------|-----------------------------------------------------------------------|--------------|-------|
| Santa Clara | US-101/SR-25 Interchange | \$55 | TCEP |
| Solano | I-80 Express Lanes | \$123 | TCEP |
| Solano | I-80 Westbound Truck Scales (Design) | \$24 | TCEP |
| Sonoma | Windsor River/Windsor Rd. Intersection Improvements and Pathway | \$3 | LPP-C |
| Total | | \$407 | |

Nearly every county in the region was awarded funding. Only San Mateo did not receive an award this round, however, San Mateo received \$220 million in the previous SB1 competitive program cycle.

MTC submitted a letter to CTC Chair Hilary Norton supporting CTC’s staff recommendations on November 24th. The letter is attached to this memo as information.

CTC Equity Advisory Roundtable Membership Update. CTC will convene a Roundtable representing state equity experts to help guide future CTC policy and programs. This month, the CTC will consider adopting the membership list of 18 subject matter experts and practitioners. The membership expertise areas proposed include Racial/Social Equity (3 members); Environmental Justice (1); Rural Community Issues (1); Housing, Affordable Housing, and Homelessness (2); Native American Tribal Government (1); Disability Rights/Social Services (2); Environment (1); Business, Economic Development, and Workforce Development (2); Youth (1); Academia (1); and Other (3).

MTC staff will continue engagement on statewide equity efforts, provide input as appropriate, and report on these efforts through future CTC update memos to the Programming and Allocations Committee.

Allocations, Extensions, and Amendments. The CTC will consider approving the following:

Allocations. For the following allocations, CTC provides a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic.

- Funding allocation for one Active Transportation Program (ATP) project in Contra Costa County;
- Funding allocation for one Local Partnership Program (LPP) project in San Mateo County; and
- Funding allocation for one State Transportation Improvement Program (STIP) AB 3090 project in San Mateo County

Extensions.

- Allocation extensions for five Active Transportation Program (ATP) projects for Albany (Alameda Co.), two in Napa (Napa Co.), and two in Sunnyvale (Santa Clara Co.).

Amendments.

- Scope change for one ATP project in Sunnyvale (Santa Clara Co.);
- Program amendment to add one new LPP project for BART; and

- Program amendment to augment Proposition 1B Traffic Light Synchronization Program (TLSP) funds to one project in San Mateo County.


MTC staff will continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is scheduled for January 27-28, 2021, to be held online.

Issues: None.

Recommendation: Information. No action required.

Attachments: Letter to CTC Chair Norton Supporting CTC Staff Recommendations for Senate Bill 1 Programming, dated November 24, 2020.



Therese W. McMillan



November 24, 2020

Scott Haggerty, Chair
Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Eddie Abn
San Francisco Bay Conservation
and Development Commission

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

James Stracner
U.S. Department of Housing
and Urban Development

Tony Tavares
California State
Transportation Agency

Amy R. Worth
Cities of Contra Costa County

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Senate Bill 1 Competitive Programs Staff Recommendations – Letter of Support

Dear Chair Norton:

On November 16, the California Transportation Commission (CTC) staff released its recommendations for the proposed programming of three Senate Bill 1 (SB1) competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C). The Metropolitan Transportation Commission (MTC) offers its strong support for the project lists proposed by CTC staff. MTC thanks the CTC staff for their hard work, and believes their recommendations represent a geographically equitable list of projects that balances state goals of greenhouse gas emissions reduction, traveler and goods movement connectivity, and promotion of alternative modes to single-occupant vehicles.

MTC and our Bay Area partners took a comprehensive approach to select the region's nominations for the SCC and TCEP programs. The approach included adoption of prioritization principles that promote early project delivery and advance state and regional goals. MTC used these principles to select and rank, where appropriate, project nominations to forward to the CTC. All nominated projects are consistent with and further the goals of *Plan Bay Area 2040*, the Bay Area's current Regional Transportation Plan/Sustainable Communities Strategy.

The eleven Bay Area projects recommended for SB1 funding will leverage multiple times more federal, regional, and local funds and create much-needed transportation jobs during the current pandemic. The recommended Bay Area projects are:

- Train Control Modernization Project, part of the Bay Area Rapid Transit (BART) District's Transbay Core Capacity Program, will increase the number of trains able to cross the busiest corridor in the region (Transbay between San Francisco and Oakland). The \$60 million in SCC funds will complete the funding plan for the over \$1 billion project. Construction can begin in 2021.
- US-101 Marin-Sonoma Narrows Segment B7 will close the final freeway and high-occupancy vehicle lane gap on US-101 between Novato in Marin County and Petaluma in Sonoma County. The \$40 million in SCC funds will leverage over \$90 million in other funding to resolve the bottleneck linking Northern California coastal communities with the Bay Area. Construction can begin in 2021.
- Soscol Junction Interchange Improvements in Napa County will construct a double roundabout at the junction of SR-29 and SR-221. The improvements will solve the

bottleneck for residents, workers, and tourists to Napa's famous wine region, and will also deliver important safety and active transportation benefits to this rural area. The \$25 million in SCC funds will complete the funding plan for the \$64 million project. Construction can begin in 2021.

- I-80 Express Lanes in Solano County will construct 18 miles of high-occupancy/toll lanes through the heart of Solano County, providing travelers with an alternative to traffic on this vital artery connecting the Bay Area to Sacramento. The express lanes will also promote express buses in the corridor and encourage carpooling as an alternative to single-occupant vehicles. The \$123 million in TCEP funds will complete the funding plan for the \$275 million project. Construction can begin in 2021.
- US-101/SR-25 Interchange Improvements in Santa Clara County will upgrade the existing outdated two-lane connector between US-101 and SR-25 to a new four-lane connector with shoulders and bike lanes. The improvement will improve traffic flow and decrease mainline backups on US-101. The \$55 million in TCEP funds will complete the funding plan for the \$101 million project. Construction can begin in 2022.
- TCEP funds will complete the final design phase for two projects: I-80 Westbound Cordelia Truck Scales in Solano County (\$24 million TCEP) and I-680/SR-4 Interchange Improvements in Contra Costa County (\$18 million TCEP). The funds will prepare these projects to be shelf-ready for construction and are matched with 30% in other funding.
- LPP-C funds will complete four Bay Area projects: I-680 Southbound Express Lanes in Alameda County (\$25 million LPP-C); Mission/Geneva Safety Improvements in San Francisco (\$9 million LPP-C); US-101/De La Cruz/Trimble Interchange Improvements in Santa Clara County (\$25 million LPP-C); and Windsor River Rd/Windsor Rd Intersection Improvements and Pathway in Sonoma County (\$3 million LPP-C).

While not all nominated projects were recommended for funding due to requests far exceeding limited available resources, the staff recommendations strike a good balance among transportation needs, environmental sensitivities, and geographic considerations. MTC appreciates your staff's collaboration and dedication in developing program guidelines through an open and inclusive process, and evaluating all nominations fairly based on criteria established in the guidelines.

MTC looks forward to working with project sponsors, the Commission, and Caltrans to deliver these critical transportation improvement projects across the San Francisco Bay Area region. Please contact Theresa Romell, Director of Funding Policy and Programs, at 415-778-6772 or via email at trumell@bayareametro.gov if you need further information.

Sincerely,



Therese W. McMillan
Executive Director

cc: David Kim, Secretary, California State Transportation Agency
Mitchell Weiss, Executive Director, California Transportation Commission
Toks Omishakin, Director, California Department of Transportation