

Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 5a - 21-0255

California Transportation Commission (CTC) and State Funding Programs Update

Subject: Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.

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.

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: Vice-Chair Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

The agenda for the March 24-25, 2021 meeting has not yet been released. Staff will report on pertinent items from the March meeting at the April Programming and Allocations Committee meeting. Below is an update on state funding programs.

Active Transportation Program. In February 2021, the CTC released its staff recommendations for the 2021 Active Transportation Program (ATP Cycle 5) Statewide Component. The statewide component had \$241 million available for distribution, and CTC staff recommends five projects for funding in the Bay Area for a total of \$51 million in ATP funds, or 21% of the available funds. The recommended projects in the Bay Area are listed in county order below.

County	Project	ATP State Rec. Amount (\$M)
Alameda	Oakland 7 th Street Connection Project	\$14.2
Alameda	East Oakland Neighborhood Bike Routes	\$17.3
Contra Costa	Contra Costa County North Bailey Rd. Active Transportation Corridor	\$6.2
Santa Clara	Santa Clara County Active and Safe Routes to a Healthier City	\$2.5
Solano	Fairfield West Texas Street Complete Streets Project	\$10.9
Total		\$51.1

CTC will consider adopting staff recommendations at the March CTC meeting. MTC staff will also release its staff recommendations for the regional ATP component in March, for consideration at the April Programming and Allocations Committee and MTC Commission.

Senate Bill 1 Competitive Programs – Next Steps. In December 2020, the CTC adopted the Program of Projects for three Senate Bill 1 competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C). The Bay

Area received \$407 million in new SB1 money for 11 projects from the over \$2 billion available statewide in this SB1 programming round. The successful projects 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	

* Projects have Regional Measure 3 funds in funding plan; see below.

Baseline Agreements. The CTC requires projects receiving SB1 competitive program funding sign baseline agreements to establish initial cost, scope, and schedule expectations for project delivery. Baseline agreements must be adopted by June 2021. Staff will track the baseline agreement status to ensure all Bay Area projects meet the deadline.

Project Funding Plans. Among the 11 projects listed above, five projects include Regional Measure 3 (RM3) in the project funding plan, totaling \$278 million. These projects are identified with an asterisk in the above table. Since RM3 is still under litigation, RM3 funds are not available to match the SB1 funds. While some sponsors can advance local funds under an RM3 Letter of No Prejudice (LONP), which allows for sponsors to use alternate funds and be repaid when RM3 is available, this option is not available to all sponsors.

MTC staff is actively examining alternate funding in place of RM3 to maintain the region's commitment to prioritize SB1 projects, to deliver the SB1 projects on schedule, and to reduce the potential for cost increases due to escalation. The objective is for any alternate funding to support projects going to construction in 2021 and to be repaid to the originating funding program via LONP arrangement once RM3 is affirmed by the courts.

Possible alternate funding programs that could loan funds to RM3 to advance the selected SB1 projects include:

- Federal discretionary programs such as BUILD and INFRA grants;


- Federal funds apportioned to MTC such as Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program funds;
- Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) administered by the Federal Highway Administration; and
- Local funds.

Staff is planning to return to this Committee in April with a proposal for the Committee's consideration.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.



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