

Metropolitan Transportation Commission Programming and Allocations Committee

December 13, 2017

Agenda Item 6a

California Transportation Commission Update

Subject: Update on the December 6-7, 2017 California Transportation Commission meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction 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 three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

December CTC Meeting (December 6-7, Riverside, California)

The CTC is scheduled to discuss the following issues of significance to the region. The meeting is after mail out of the MTC Programming and Allocations Committee meeting packet, therefore any important updates will be presented at the December Committee meeting.

2017 Regional Active Transportation Program (ATP) Augmentation

MTC adopted the regional component of the augmentation in September, which included funding eight new projects totaling \$16 million. CTC will consider approving MTC's program at its December meeting. Together with the statewide component, the MTC region will receive \$26 million in ATP funds from the augmentation thanks to SB 1.

Senate Bill 1 Implementation Update

Below are SB 1-related items expected on the CTC's December agenda.

Solutions for Congested Corridors. CTC held a public hearing and workshop on the SCC Guidelines in October, and submitted the draft guidelines to the Legislature in early November as required by law. CTC is scheduled to adopt the final guidelines in December. Project applications are due February 16, with the Program scheduled to be approved by the CTC in May. Regarding the draft guidelines:

- No match is required, but match or leveraged funds will be an evaluation criteria.
- Program does not contain regional targets.
- Per SB1, only MTC and Caltrans may nominate SCC projects in the Bay Area.

MTC staff is generally supportive of the SCC Guidelines, which emphasize projects that reduce congestion on highly-traveled corridors. Staff's support letter is attached to this summary sheet. MTC will work with CMAs, transit operators and Caltrans to identify priority candidate projects and return to this Committee in January with an update and project recommendations.

Local Partnership Program. CTC approved the LPP Guidelines in October. Applications for the formula program are due by December 15, and the formula program is scheduled to be approved by the CTC in January. Applications for the LPP competitive program are due in January, with CTC adoption scheduled for May. An item earlier on this month's Committee meeting agenda includes the staff proposal for programming MTC/BATA's share of the LPP formula funding.

Trade Corridor Enhancement Program. CTC approved the TCEP Guidelines in October. Project applications are due in January, with the CTC scheduled to approve the program in May. MTC is required to compile the project nominations in the region to ensure consistency with *Plan Bay Area 2040*. Staff will return to this Committee in January with project nominations.

Sustainable Communities and Adaptation Planning Grants Program. CTC presented the list of successful competitive grant award applicants and will approve a lump sum allocation of \$32 million for the Sustainable Communities Grants (SC) and Adaptation Planning Grants (AP) program for fiscal year 2017-18. Caltrans received 127 applications seeking \$34 million out of an available \$12 million for the SC grant program, and 30 applications seeking \$10 million out of an available \$7 million for the AP grant program. MTC submitted three SC grant applications, and two AP grant applications:

- The Future of Mobility: Ride Hailing Data Collection and Analysis, \$1 million (not awarded)
- Integrating Disability Voices in Sustainable Communities and Climate Resiliency Initiatives, \$500,000 (not awarded)
- Coordinating Economic Forecasting and Transportation Investment Analysis in the Megaregion, \$276,000 (not awarded)
- Accelerating Implementation of Local and Regional Resilience to Climate Change, \$1 million (awarded \$307,950)
- East Palo Alto and Dumbarton Bridge Resiliency Study, \$200,000 (awarded \$200,000)

Other successful applicants in the region include the Cities of Alameda, Concord, and Santa Clara, San Francisco MTA, Solano TA, Sonoma Co. Regional Parks, West Contra Costa Transit Authority, BART, and the Counties of Marin and San Mateo.

The subsequent CTC meeting is scheduled for January 31 and February 1, 2018 in Sacramento.

Issues: None.

Recommendation: Information. No action required.

Attachments: Letter to Ms. Bransen, CTC, regarding Solutions for Congested Corridors Guidelines, dated October 31, 2017.



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RE: SB 1 Solutions for Congested Corridors Program Guidelines

Dear Ms. Bransen:

Thank you for the opportunity to comment on the draft guidelines for the Solutions for Congested Corridors (SCC) Program, created by Senate Bill 1 (SB 1). Over the course of the past few months, you and your staff have solicited input from a large group of stakeholders from around the state, and the Bay Area region appreciates that many of our comments have been incorporated in the latest draft guidelines, released on October 23.

Overall, the Metropolitan Transportation Commission (MTC) supports the general framework established for the first round of SCC funding. The guidelines emphasize the main purpose of the program: to reduce congestion in highly traveled and highly congested corridors. MTC believes that the current draft guidelines meet the intent of the Legislature to reduce congestion “through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits” (section 2, Primary Objective). The Bay Area will strive to advance projects that “provide more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects” (section 5, Congested Corridor Plans).

The SB 1 legislation identifies five example corridors for the program, two of which are located in the Bay Area: the US-101 corridor on the San Francisco Peninsula (San Francisco – San Mateo – Santa Clara Counties), and the US-101 corridor in the North Bay (Marin – Sonoma Counties). MTC expects to submit applications to support congestion relief in both corridors. The region is working with our regional partners, including the Bay Area Congestion Management Agencies and Caltrans, to identify other priority candidate projects to submit for the first round. The Bay Area will submit candidate projects that are deliverable within the first cycle, leverage other funding, and are identified as having high congestion (see for instance MTC’s Vital Signs web page at <http://www.vitalsigns.mtc.ca.gov/>).

Thank you for your consideration of MTC's comments throughout the SB 1 guidelines development process. MTC appreciates the hard work you and your staff have dedicated to the transparent implementation of SB 1. The region is committed to working with the State and our regional partners to deliver transportation benefits from SB 1 to the public as expeditiously as possible. We look forward to working with your staff on the development of the Comprehensive Corridor Plan Guidelines in the coming months.

If you have any questions on our comments, please contact Anne Richman, Director of Programming and Allocations, at (415) 778-5722.

Best regards,



Steve Heminger
Executive Director

cc: Bijan Sartipi, Caltrans District 4 Director
Bay Area Congestion Management Agency Directors

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