

From: [MTC-ABAG Info](#)
To: [Martha Silver](#)
Subject: Fwd: Joint MTC-ABAG Legislative Committee Meeting - Friday, March 11, 2022 - Agenda item 4a - Bipartisan Infrastructure Law Regional Grant Strategy
Date: Thursday, March 10, 2022 4:42:47 PM

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From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, March 10, 2022 3:48:32 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Joint MTC-ABAG Legislative Committee Meeting - Friday, March 11, 2022 - Agenda item 4a - Bipartisan Infrastructure Law Regional Grant Strategy

External Email

Hello-

Please be sure that this public comment is sent to the Commissioners in advance of tomorrow's meeting. Thank you.

Tim Sbranti

Dear Chair Arreguin and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I wanted to provide some thoughts related to the proposed Bay Area project priorities for select federal grant programs.

In regards to the process, we believe it is impossible to take action on a list of project priorities for select federal grant programs if this is the first time that list of projects has been made available to the committee as well as partner agencies and the public that the committee represents. Specifically, we have the following questions regarding the process:

- How was project information solicited from partner agencies to support MTC's assessment?

What specific evaluation criteria stemming from the guiding principles to the individual federal programs was used to assess priorities?

- How was this evaluation criteria and draft list of project priorities provided to partner agencies for review and comment?

In regards to the principles, we believe the focus on an approach that minimizes intra-regional competition negates the mega-regional realities of our needs and work with other regions to advance the projects that best address those needs:

- MTC is currently the staff lead for the three-Metropolitan Planning Organization (MTC, SJCOG, SACOG) Megaregion Working Group that has recently identified a set of twelve projects of critical significance to the Bay Area with regard to equitable access for tens of thousands of employees commuting to Bay Area jobs as well as impacting the movement of freight critical to the Port of Oakland and Bay Area industries.
- MTC's principles need to recognize those Megaregion project priorities as developed with the Megaregion Working Group and support the gateway communities within the Bay Area that are most impacted by these mobility needs that are the result of collective challenges in job growth and housing affordability.

We also had questions relative to the staff report excerpt "MTC - in partnership with our Bay Area transportation agency partners - have been working to develop a short list of regionally significant priority projects or program areas that target a limited set of eleven large-scale USDOT-administered grants for funding. A draft list and supporting materials will be provided at a later date as a handout."

Our questions are: 1.) Who is MTC working with and what is the short list?; 2.) When will it be shared with policymakers for purposes of transparency and public participation in the process?

We hope and expect that the draft list will include several programmatic categories. These are areas where more work may be needed either to identify specific projects and/or to determine whether the category should be prioritized regionally or locally.

Thank you in advance for your consideration of these questions and concerns. We look forward to partnering with you on a strategy that is inclusive of the entire Megaregion's needs.

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership
Group
925.858.5303
tsbranti@innovationtrivalley.org

www.innovationtrivalley.org



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From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: TIME SENSITIVE MTC Leg. Comm. Item 4a
Date: Thursday, March 10, 2022 11:23:07 PM

Begin forwarded message:

From: Gina Papan <ginapapan@gmail.com>
Date: March 10, 2022 at 10:58:41 AM PST
To: "Therese W. McMillan" <tmcmillan@bayareametro.gov>, Alfredo Pedroza <alfredo@apedroza.com>
Cc: David Canepa <dcanepa@smcgov.org>, Jim Spering <jimzspering@cs.com>, Rebecca Long <rlong@bayareametro.gov>
Subject: TIME SENSITIVE MTC Leg. Comm. Item 4a

External Email

Therese McMillan
Executive Director at MTC
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

We appreciate the MTC's effort to move quickly to take advantage of the federal funds and the effort that went into creating this draft list of projects. We also thank your staff for their outreach efforts in coordinating with our County staff.

This list includes many of the regionally significant projects like the electrification of Caltrain and other critical projects to meet our next generation transportation needs. In particular, thank you for supporting the inclusion of Caltrain electrification in the list. While we support in general the projects currently named on the list, we also believe other San Mateo County projects should be considered for inclusion.

CRISI and Railroad Crossing Elimination Program

a) The Burlingame Grade Separation project is the highest ranked CPUC safety project and is finalizing its design and seeking construction funding. This critical safety project will also support Caltrain and HSR service. This project will be able to significantly leverage federal grant funds with the county's Measure A funds.

b) The South San Francisco/San Bruno Grade Separation is another pipeline grade separation project that will improve mobility, safety, and reduce environmental impacts like noise. This project will be listed in the upcoming CPUC Section 190 list. This project will also be able to leverage federal grant funds with the County's local Measure A sales tax funds.

MEGA (National Infrastructure Project Assistance)

a) Completing the express lane and express bus network is a key component of the Plan Bay Area 2050. The Managed Lanes Project North of I-380 will close a critical gap, create continuous express lanes along Highway 101 in San Mateo County, and complete an express lane network from the San Francisco County line to Oakland. Equity and express lanes go hand in hand in San Mateo County, and we are currently implementing our equity program, which consists of discounted Clipper Cards and/or Fastrak transponders for eligible people. The closure of this gap could expand the equity program and will facilitate mode shift. Completion of the express lanes in San Mateo County will provide a better travel experience for SamTrans' current and planned express bus service in this congested corridor. The PAED, PSE, and ROW phases are funded, and construction is scheduled to begin in early 2026.

b) The 92/101 Managed Lanes Director Connector Project will provide a direct connection from Hwy 92 to the Highway 101 express lanes. This connection will improve traffic flow and safety at this congested interchange and encourage mode shift by enabling transit, shuttles, and HOVs to quickly connect with the Highway 101 express lanes. This project is included in RM3, and is currently in the PAED phase. Construction is scheduled to start in 2026.

INFRA (nationally significant freight)

a) Highway 101/84(Woodside) Interchange in Redwood City is a critical connection to the Port of Redwood City. The Port is the only deep-water port in the south bay and serves businesses from San Francisco to Silicon Valley. The project will improve trade and freight activity by removing a traffic bottleneck that routinely delays goods movement. The project also included significant bicycle and pedestrian access improvements connecting adjacent Communities of Concern with open space along the Bay. The project is fully designed, has \$117 million in committed funds and is seeking the remainder of construction funding of \$184 million.

We appreciate your efforts and look forward to approving a regionally balanced list that both reflects the needs of the region as well as our San Mateo County constituents.

Gina Papan
MTC Commissioner
Cities of San Mateo County

David Canepa
MTC Commissioner

County of San Mateo County

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