

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**September 13, 2017**

**Agenda Item 6a**

**California Transportation Commission Update**

---

**Subject:** Update on the August 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.

**August CTC Meeting (August 16-17, Oakland, California)**

The CTC met and took the following actions:

**2018 STIP Fund Estimate and Guidelines Adoption**

CTC adopted the final 2018 State Transportation Improvement Program (STIP) Fund Estimate and STIP Guidelines. The STIP fund estimate provides over \$290 million for programming in the Bay Area, subject to CTC approval. This is a dramatic increase from the 2016 STIP, thanks to SB 1. MTC's Regional Transportation Improvement Program (RTIP) Policies and Procedures are expected to be presented next month for consideration. The Bay Area's RTIP will be considered by the Commission in December.

**Senate Bill 1 Implementation Update**

CTC staff presented updates on various programs created by SB 1. MTC staff continues to participate in the meetings and workshops related to the implementation of SB 1. Below is a list of SB 1-related items on the CTC's agenda.

- Adoption of the Local Streets and Roads Reporting Guidelines. MTC provided a comment letter (attached).
- Draft Local Partnership Program Guidelines. CTC released draft guidelines in mid-August, and MTC staff will likely prepare a comment letter.
- Overview of SB 1 Planning Grant Program. MTC provided comments (attached) on the discussion draft guidelines for both the transportation planning and adaptation planning grant programs. Applications are due in October.
- Discussion Draft 2018 Transit and Intercity Rail Capital Program Guidelines. MTC provided comments on the discussion draft guidelines (attached). Another round of draft guidelines with opportunity to comment is expected in September. The California Transportation Agency will release a call for projects in October.

In addition, MTC, along with California's other Large Metropolitan Planning Organizations, provided an overall comment letter on SB 1 Program Guidelines. This comment letter is also attached.

**Other CTC Actions / Items**

- **TCIF Baseline Amendment.** CTC approved a baseline amendment for the US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2, in Sonoma County. Caltrans and SCTA requested updating the project funding plan and schedule.
- **Airspace Lease Agreement.** CTC approved an airspace lease agreement with the Transbay Joint Powers Authority to create park space in Caltrans-owned right-of-way in downtown San Francisco.
- **Other Actions.** CTC approved various allocations for STIP and ATP projects.

The next CTC meeting is scheduled for October 18-19, 2017 in Modesto.

**Issues:** None.

**Recommendation:** Information. No action required.

**Attachments:** Senate Bill 1 Comment Letters

- Local Streets and Roads Reporting Guidelines – July 14, 2017
- SB 1 Planning Grants Program (Transportation and Adaptation Planning) – July 25, 2017
- TIRCP Discussion Draft Guidelines – August 18, 2017
- Large MPO SB1 Implementation – August 16, 2017



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

July 14, 2017

*Jake Mackenzie, Chair*  
Sonoma County and Cities

*Scott Haggerty, Vice Chair*  
Alameda County

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*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. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Nick Josefowitz*  
San Francisco Mayor's Appointee

*Jane Kim*  
City and County of San Francisco

*Sam Liccardo*  
San Jose Mayor's Appointee

*Alfredo Pedroza*  
Napa County and Cities

*Julie Pierce*  
Association of Bay Area Governments

*Bijan Sartipi*  
California State  
Transportation Agency

*Libby Schaaf*  
Oakland Mayor's Appointee

*Warren Slocum*  
San Mateo County

*James P. Spering*  
Solano County and Cities

*Amy R. Worth*  
Cities of Contra Costa County

*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Ms. Laura Pennebaker, Associate Deputy Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

RE: Comments on Draft Reporting Guidelines for Road Repair and Accountability Act  
of 2017 Local Streets and Roads Funding

Dear Ms. Pennebaker,

The Metropolitan Transportation Commission (MTC) appreciates the opportunity to comment on the Draft Reporting Guidelines for the Road Repair and Accountability Act of 2017 Local Streets and Roads Funding program. MTC has been a long-time champion and facilitator of asset management for local streets and roads in the Bay Area and statewide.

MTC concurs with the need for transparency and accountability in the expenditure of public funds and in general, supports the overall structure of the draft guidelines. That said, MTC believes the guidelines would benefit from some further definition of key terms as well as strengthening and clarification of certain requirements.

The following comments were developed in consultation with local jurisdictions in our region:

- 1.) Please provide a definition for "useful life". This term is currently open for interpretation and as such, may not be a meaningful performance measure. Consider defining useful life as an "estimate of the number of years the asset is likely to remain in service and meeting its original objective." Alternatively, or in addition to "useful life", consider requiring a performance measure such as the "reduction of maintenance backlog" that the proposed projects will accomplish, or other meaningful measure.
- 2.) For jurisdictions that claim a Pavement Condition Index (PCI) that meets or exceeds 80, explain how the Commission will verify this, particularly for those jurisdictions that do not have a pavement management system. Also, please clarify whether or not jurisdictions that have a PCI that meets or exceeds 80, are still required to submit a list of projects to the Commission.

- 3.) As a condition for funding, consider requiring that all jurisdictions implement and use a pavement management system that can calculate PCI, maintenance backlog, and the impact of proposed maintenance and rehabilitation projects on the condition and serviceable life of candidate streets and roads.
- 4.) For the Maintenance of Effort (MOE) requirement, please clarify how jurisdictions should identify one-time allocations so that they will be excluded from the MOE calculation. Further guidance in general, as to how the State Controller will calculate the MOE, would be helpful.
- 5.) Please reconsider the schedule for FY 2017-18. We appreciate and support the desire to put SB1 fund to work as soon as possible; however, the requirement to submit project lists by September 15<sup>th</sup> is aggressive given that adoption of guidelines will not occur until mid-August and project lists must be approved by city councils/boards of supervisors. Further, the time-frame for submitting future project lists (March – May), is problematic considering local jurisdictions typically do not approve their city budgets until June.

Thank you for your consideration, we look forward to working with the Commission to implement this important program. Should you have any questions, please contact Theresa Romell at [tromell@mtc.ca.gov](mailto:tromell@mtc.ca.gov) or (415) 778-6772.

Sincerely,



Alix A. Bockelman  
Deputy Executive Director, Policy



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700



Association of  
Bay Area Governments

Bay Area Metro Center  
375 Beale Street, Suite 700  
San Francisco, CA 94105  
415.820.7900

July 25, 2017

Mr. Malcolm Dougherty, Director  
California Department of Transportation  
Attn: Chris Schmidt, Division Chief  
Division of Transportation Planning MS-32  
P.O. Box 942874  
Sacramento, CA 94274-0001

Email: [Regional.Planning.Grants@dot.ca.gov](mailto:Regional.Planning.Grants@dot.ca.gov)

**RE: Caltrans Sustainable Transportation Planning Grant Program Comments**

Dear Mr. Dougherty:

Thank you for the opportunity to comment on the Caltrans Sustainable Transportation Planning Grant Program. The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) view this program as a tremendous opportunity to implement the vision and actions included in Plan Bay Area 2040, the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The Plan is scheduled for adoption this month.

As Caltrans develops the guidelines ("Grant Guides") over the next month, MTC and ABAG offer the following comments for consideration:

**Formula Program**

MTC and ABAG appreciate the 50% formula component to the program— these dollars will help further the implementation of our SCS in local communities and on our congested corridors. We request further expansion and clarification of the formula program as follows:

- Consider an expansion of the formula program to 75% of the total program, to reflect that MPOs contribute a commensurate percentage of the state's population, economic output, and proposed greenhouse gas emission reductions. The MPOs are best positioned to identify the planning needs within their regions that advance the implementation of the RTP/SCS.
- Clarify the process for applying for and using formula funds. We support the OWP amendment process and consultation with Caltrans District and Planning staff. As written, however, it appears that some of the grant application process included in the Grant Guides applies both to the formula and competitive programs. Maximum flexibility should be provided to the formula funds as long as the funds advance SCS implementation.



### **Competitive Program**

We also request modifications and clarifications to the competitive grant program as follows:

- Increase the maximum grant amount to \$2 million to help foster planning efforts supportive of CTP2040 at a larger geographical scale and encourage participation from multiple stakeholders.
- Clarify the role of MPOs and RTPAs in the facilitation of “a fair and open competitive application and outreach process.” If our recommendation to expand the formula program to 75% is accepted, we recommend a very modest role for MPOs/RTPAs in the competitive program. Instead, we favor a strong role by Caltrans to select the most critical projects to advance statewide planning objectives.
- Clarify whether MPOs *require* a subapplicant in order to be eligible as primary applicants for the competitive grants. We recommend maximum flexibility for applicants so the state can choose the projects that best advance statewide objectives. The focus should be on collaboration and coordination to further regional, inter-regional, and megaregional planning efforts and not overly prescriptive on applicant and subapplicant relationships.

### **Example Project Types and Eligible Activities**

MTC and ABAG also recommend that example project types and the list of eligible and ineligible activities be modified to reflect the following priorities:

- The example project types should include model development, data analysis, and technical activities critical to support RTP/SCS implementation. For example, past state funds have encouraged the improvement of MPO land use and transportation modeling capacity in preparation for the SB 375 era.
- Eligible activities should be expanded to include high-priority statewide and megaregional planning work including an emphasis on better and more consistent models/tools to help with SB743 implementation, identifying the needs of disadvantaged communities, planning and designing megaregional and statewide freight and passenger rail improvements, and economic forecasting and development across MPO boundaries – to name a few areas of strategic focus.
- In the “Grant Program Considerations,” please add a reference to the ARB Sustainable Freight Action Plan to encourage the inclusion of planning efforts focused freight impact reductions and zero or near-zero emissions technologies.

Thank you for your consideration of MTC’s comments on the Caltrans Planning Grant programs. Should you have questions regarding our comments, please contact Matt Maloney, Assistant Planning Director, at 415-778-5220.

Best regards,

  
Steve Heminger  
Executive Director

cc: Bill Higgins, CALCOG



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments



San Francisco Bay  
Conservation and  
Development  
Commission

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700

Bay Area Metro Center  
375 Beale Street, Suite 700  
San Francisco, CA 94105  
415.820.7900

455 Golden Gate Avenue,  
Suite 10600  
San Francisco, CA 94102-7019  
Phone: 415.352.3600

July 25, 2017

Mr. Malcolm Dougherty, Director  
California Department of Transportation  
Attn: Chris Schmidt, Division Chief  
Division of Transportation Planning MS-32  
P.O. Box 942874  
Sacramento, CA 94274-0001

Email: [Regional.Planning.Grants@dot.ca.gov](mailto:Regional.Planning.Grants@dot.ca.gov)

**RE: Caltrans Adaptation Planning Grant Comments**

Dear Mr. Dougherty:

Thank you for the opportunity to comment on the Caltrans Planning Grant programs. Senate Bill 1 authorized additional funding to the existing programs, and funded a new Adaptation Planning Grant program for three years. MTC/ABAG staff, as well as our partners, the Bay Area Regional Collaborative (BARC) and the Bay Conservation and Development Commission (BCDC), attended the workshop in Sacramento on June 27.

As Caltrans finalizes the Grant Application Guides, MTC/ABAG, BARC and BCDC offer the following comments for consideration:

**Increase maximum grant from \$1M to \$2.5M**

Larger grant sizes will allow for more integrative and innovative proposals, and increase the opportunity for multi-jurisdictional applications. Adapting our infrastructure to a changing climate requires a robust and coordinated approach among a wide range of stakeholders including the regional agencies, cities and counties, special districts, property owners, community residents, businesses, the design communities, among others. Because our infrastructure systems are largely interdependent, they require coordinated approaches that recognize the interconnected nature of the Bay Area region. Our past and current resiliency planning initiatives – Adapting to Rising Tides and A Resilient Transportation System for Safe and Sustainable Communities – illustrate the significant resources needed to scale planning efforts to address multi-jurisdictional adaptation challenges and integrate those into a regional adaptation strategy.

**Prioritize Climate Change Adaptation for the San Francisco Bay**

The San Francisco Bay Area is facing severe vulnerabilities both along the coastline, and along the 400-mile-long San Francisco Bay shoreline where the region has concentrated much of its high-density development, transportation facilities and other critical infrastructure. There are many communities and assets at risk from flooding and sea level rise. These include:



- 16 cities with at-risk communities were identified that have areas vulnerable to flooding at only 12 inches of water, which is within the range of a 1-year storm event that has a probability of occurring every year. This will worsen with rising sea levels – a daunting reality for many Bay Area communities that already face flooding year to year. Some examples of neighborhoods that are exposed to flooding at 12 inches include Bayview-Hunter's Point in San Francisco, Canal District in San Rafael, and East Oakland. Additionally, these are communities that have socio-economic characteristics that make them even more vulnerable to climate impacts.
- A significant number of transportation assets are at risk from flooding due to sea level rise, including but not limited to: San Francisco and Oakland International Airports; the San Francisco-Oakland Bay Bridge; the Hayward-San Mateo Bridge; Bay Area Rapid Transit (BART); Interstates 80, 580, 880 and 980; State Routes 37, 92, 61, 185 and 238; passenger and freight rail; the Oakland, Alameda, and Harbor Bay Island Ferry Terminals; AC Transit local and transbay bus routes; arterials, collectors, and local streets; the Webster and Posey Tubes; local bridges to the City of Alameda; the San Francisco Bay Trail; and maintenance yards.
- All five Bay Area oil refineries are located near the shoreline and are either directly at risk from sea level rise or could have critical linkages or services disrupted. The refineries are all located along the shoreline because they rely on marine oil terminals. Temporary or permanent disruption of refinery operations, due to on-site flooding or access to the refinery (roads or rail) being disrupted, would have significant impacts locally, regionally, and statewide.

The Climate Change Adaptation Planning Grant program will provide MTC/ABAG, BARC and BCDC, with planning resources to combat the threat of flooding, sea level rise, and additional climate change impacts. Thank you for your consideration of our comments on the Caltrans Planning Grant programs. Should you have questions regarding our comments, please contact Ken Kirkey, Planning Director, at 415-778-6790.

Best regards,



Steve Heminger  
Executive Director  
Metropolitan Transportation Commission



Larry Goldzsband  
Chief Deputy Director  
SF Bay Conservation & Development Commission

SH:AB:MG





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

*Jake Mackenzie, Chair*  
Sonoma County and Cities

*Scott Haggerty, Vice Chair*  
Alameda County

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*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. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Nick Josefowitz*  
San Francisco Mayor's Appointee

*Jane Kim*  
City and County of San Francisco

*Sam Liccardo*  
San Jose Mayor's Appointee

*Alfredo Pedrosa*  
Napa County and Cities

*Julie Pierce*  
Association of Bay Area Governments

*Bijan Sartipi*  
California State  
Transportation Agency

*Libby Schaaf*  
Oakland Mayor's Appointee

*Warren Slocum*  
San Mateo County

*James P. Spering*  
Solano County and Cities

*Amy R. Worth*  
Cities of Contra Costa County

*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

August 18, 2017

Mr. Brian C. Annis  
Undersecretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

RE: Transit and Intercity Rail Capital Program

Dear Undersecretary Annis:

The Metropolitan Transportation Commission — the metropolitan planning organization for the nine-county San Francisco Bay Area — respectfully offers the following comments on the draft 2018 guidelines for the Transit and Intercity Rail Capital Program (TIRCP). We submit these comments based on the discussion draft guidelines.

MTC supports the program objectives, as detailed through the primary evaluation criteria, to fund projects that reduce greenhouse gas emissions, expand and improve transit service, integrate rail service, and improve safety. To that end, MTC has developed a \$3 billion TIRCP framework to strategically invest in key transformative projects in our region such as an updated train control system for BART and fleet expansions for AC Transit, BART and San Francisco Muni. We look forward to your continued support of this framework.

MTC encourages the state to commit to multiyear funding agreements with projects such as BART to San Jose Phase 2. Additionally, MTC encourages the use of Letters of No Prejudice to accelerate project delivery.

Finally, MTC encourages the state to leverage funding across Senate Bill 1 transportation funding programs, including TIRCP, where possible. For example, allowing for the inclusion of uncommitted funds in a TIRCP application from other competitive programs, similar to the recently adopted 2018 STIP Guidelines. With the arrival of major new and ongoing funding sources, we look forward to partnering with you to fund transformative projects across multiple competitive programs.

Thank you for giving these recommendations your thorough consideration.

Sincerely,

Anne Richman  
Director, Programming and Allocations

SH:KF

J:\PROJECT\Funding\Cap and Trade\TIRCP\TIRCP 2018\TIRCP 2018 Guideline Comment Letter\_Final.docx



Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700



818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
213.236.1800



1415 L Street, Suite 300  
Sacramento, CA 95814  
916.321.9000



401 B Street, Suite 800  
San Diego, CA 9210  
619.699.1900

August 16, 2017

Mr. Bob Alvarado  
Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

RE: Item 18: Update on the Implementation of the Road Repair and Accountability Act of 2017 (Senate Bill 1)

Dear Chair Alvarado:

The Metropolitan Transportation Commission (MTC), Southern California Association of Governments (SCAG), Sacramento Area Council of Governments (SACOG), and San Diego Association of Governments (SANDAG) are submitting this joint letter in response to the CTC's preliminary implementation proposals for various Senate Bill 1 (SB 1) funding programs.

### **Collaborative Process**

The passage of SB 1 presents the CTC and its transportation partners statewide with a significant opportunity to begin to address the \$139 billion backlog in deferred maintenance on the state highway system and local streets and roads. We appreciate the CTC's commitment to implement the various new and expanded funding programs through a collaborative process, including the series of workshops with regional partners, local agencies and other interested stakeholders. These workshops have been invaluable for regions to provide comments and feedback on SB 1 program development.

We urge the CTC to consider adopting the following improvements to ensure that SB 1's increased revenues are directed to the state's highest transportation needs.

### **No Large MPO Limitations for Congested Corridors**

We recommend the CTC add a "geographic consideration" to the Solutions for Congested Corridors program evaluation criteria, similar to the Proposition 1B Corridor Mobility Improvement Account (CMIA) program. The CMIA program considered geographic and congestion metrics for project recommendations, allowing for flexibility to strategically invest throughout the state.

The straw man proposal discussed at the Friday, July 21 workshop currently proposes a 50% target for MPOs over 1 million. The Large MPOs represent over 80% of the state's population,

and account for over 90% of the state's congestion. As reflected in its name, the major goal of the program is to reduce congestion. Limiting these major metropolitan areas to only 50% of the program's funding will hamper the state's ability to bring relief to the corridors that are affected by the highest levels of congestion.

### **Flexibility in Project Evaluation**

In developing guidelines for many of the programs, much of the conversation has centered around specific metrics and assigning points to evaluation criteria. We recommend the CTC instead consider adopting a flexible project evaluation system based on important indicators such as project deliverability, leveraging of other funds, and performance in achieving federal, state, and regional goals (such as greenhouse gas emission and vehicle miles traveled reduction) through implementation of the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In addition, the CTC should consider a voluntary role for MPOs in the evaluation processes.

### **Support Operational Improvements in SHOPP**

SB 1 provides a substantial funding increase to the State Highway Operations and Protection Program (SHOPP), administered by Caltrans. Caltrans uses SHOPP funds to ensure a state of good repair on state highway assets, including pavement, bridges, and other infrastructure. Importantly, SHOPP funds may also be used for operational improvements on the state highway system where there is no increase in capacity. Operational projects are cost-effective ways to improve the congestion and safety of the state highway system. With the significant SHOPP funding increase from SB1, we continue to press the state to put the 'O' back in SHOPP.

We encourage the state to prioritize collaborative operational projects in the SHOPP, especially in partnership with regional agencies, to deliver greater benefits to the traveling public. This is consistent with Caltrans's Transportation Asset Management Plan, which focuses on pavement, bridges, and Intelligent Transportation System elements. Operational projects should also be eligible for funding under the Solutions for Congested Corridors program as these low-cost investments often provide the best solution to congestion relief for a corridor.

### **Leveraging Other Funding**

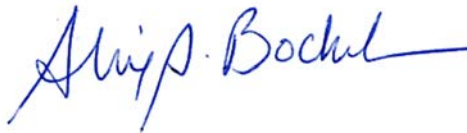
Transportation projects competing for SB 1 funds may be eligible for funding from multiple programs, including formula and discretionary programs such as the State Transportation Improvement Program (STIP) and the Local Partnership Program (LPP). The CTC should consider adopting a policy to allow projects to compete for multiple funding sources, and allow additional consideration for projects that leverage other funding (such as local, federal, STIP, or LPP formula) on a project.

Additionally, the CTC should allow funding that is reasonably anticipated, but uncommitted, to be used in a project's funding plan. Given the potential uncertainty, reasonably anticipated funding could be weighted less than committed funding. As suggested by CTC staff in earlier guideline workshops, CTC could overprogram funds in a given program, with contingency projects clearly identified, and should anticipated funding not materialize, allow the sponsor of contingency projects to find other funding or de-program the project. We support CTC staff's

August 7 proposal to allow nomination of projects with uncommitted funding, with appropriate risk controls in place.

Thank you for the opportunity to provide feedback on the implementation of various SB 1 funding programs currently underway. We are eager to partner with the CTC, Caltrans, and other regions and local agencies across California to begin putting SB 1's new investments to work.

Sincerely,



Alix Bockelman  
Deputy Executive Director, Policy  
Metropolitan Transportation Commission



Hasan Ikhrata  
Executive Director  
Southern California Association of Governments



James Corless  
Chief Executive Officer  
Sacramento Area Council of Governments



Kim Kawada  
Chief Deputy Executive Director  
San Diego Association of Governments