

Metropolitan Transportation Commission Programming and Allocations Committee

December 11, 2019

Agenda Item 4a

MTC Resolution No. 4398, Revised

Subject: Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP), totaling approximately \$122 million in new programming for the Bay Area.

Background: MTC is responsible for developing the region's funding priorities for the RTIP and submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP). MTC approved Resolution No. 4398 in September, which established policies, procedures, project criteria, schedule, and funding targets for the 2020 RTIP. This revision to the resolution adopts MTC's program of projects due to the CTC by December 15, 2019; CTC will adopt the 2020 STIP in March 2020.

The 2020 STIP covers the fiscal years 2020-21 through 2024-25 and provides about \$116 million in new programming capacity to the nine-county MTC region. Senate Bill (SB) 1, signed by the governor in 2017, stabilized the revenues for the State Highway Account that funds the STIP. The Bay Area County Transportation Agencies (CTAs) submitted their final project nominations to MTC in November, which included updates to existing project funding plans and schedules.

Program Highlights

The table below summarizes MTC's proposed RTIP programming by county. The table identifies MTC's regional set aside* of \$46 million, which the Commission reserved for regional priorities. Since MTC is not ready to program the \$46 million regional set aside this cycle, this programming capacity is available to advance other projects. Attachments 1-3 include additional discussion and analysis of MTC's proposed 2020 RTIP.

County <u>All figures in</u> <u>\$1,000s</u>	New Prog. Capacity (a)	Regional Set Aside* (b)	New Proposed Prog. (c)	Balance w/Set Aside (a+b-c)	Balance w/o Set Aside (a-c)
Alameda	34,669	-5,063	29,395	211	5,274
Contra Costa	36,253	-31,090	5,163	-	31,090
Marin	-	-571	155	-726	-155
Napa	2,460	-376	22,747	-20,663	-20,287
San Francisco	9,918	-1,548	8,370	-	1,548
San Mateo	9,201	-1,598	7,603	-	1,598
Santa Clara	12,569	-3,632	8,937	-	3,632
Solano	10,261	-945	39,256	-29,940	-28,995
Sonoma	545	-1,177	314	-946	231
Total	115,876	-46,000	121,940	-52,064	-6,064

* \$46M Regional set-aside: \$31 million from Caldecott Tunnel/ARRA Exchange and \$15 million from funds redirected from SFOBB Gateway Park project. Commission committed these funds for Caltrain Electrification contingency (first priority) and the OBAG2 Housing Incentive Program (second priority).

Senate Bill 1 Competitive Program and Share Advancements

Three CTAs propose RTIP funds to match their proposed SB1 projects:

- Napa: \$20.6 million for the Soscol Junction project
- Santa Clara: \$8 million for the US-101 Express Lanes Phase 5 project
- Solano: \$34 million for the I-80 HOV Lanes project
- The programming of RTIP funds does not commit the Commission to nominate these projects for SB1 funding, which will be the subject of future commission action.

Santa Clara's RTIP request is within its available county share. Napa and Solano propose county share advancements to leverage funding for SB1 competitive program nominations, consistent with MTC policy. Attachment 4 includes request letters from NVTa and STA.

Issues:

1. Regional Set-Aside. Napa's Soscol Junction and Solano's I-80 Managed Lanes projects can advance funding because MTC is not programming \$46 million of RTIP funds reserved for Caltrain Electrification contingency and the Housing Incentive Program (HIP). Since neither program is ready to program the \$46 million at this time, staff recommends allowing Napa and Solano to use this capacity to advance their RTIP shares; however, even with the \$46 million available, the region must advance an additional \$6 million. Programming the \$46 million will be a top priority of the 2022 RTIP.
2. Contingency Projects. If a SB1 nomination is not awarded funding, MTC may propose substitute STIP projects to replace STIP funds matching unsuccessful nominated projects. MTC staff will work with the unsuccessful county(ies) to identify replacement STIP projects and may return to this committee to approve the change(s) via STIP amendment. Staff also recommends including a contingency project listing, shown in a separate table in MTC Resolution No. 4398, Revised – Attachment B.
3. AC Transit. ACTC notified MTC of its intent to program AC Transit's Bus Procurement project for \$13 million in RTIP funds. MTC recommends including this programming in the 2020 RTIP, contingent upon ACTC commission action in January 2020. ACTC's letter of intent is included as Attachment 5.

Recommendation: Refer MTC Resolution No. 4398, Revised to the Commission for approval, and direct staff to transmit the draft RTIP list to the California Transportation Commission after Committee referral.

Attachments:

Attachment 1 – MTC 2020 RTIP Summary
Attachment 2 – Proposed 2020 RTIP Summary Charts
Attachment 3 – Summary of 2020 RTIP Changes to Existing Projects
Attachment 4 – County Share Advance Request Letters
Attachment 5 – ACTC Letter of Intent to Program an AC Transit Project
MTC Resolution No. 4398, Revised – Attachment B


Therese W. McMillan

Attachment 1: MTC's 2020 Regional Transportation Improvement Program Summary

Funding and Significant Projects

The 2020 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly \$116 million in new programming capacity for the Bay Area. Five of the nine Bay Area counties propose new projects for RTIP funding. Alameda and Santa Clara Counties added new capacity to existing projects, and Marin and Sonoma Counties do not have new programming capacity since those counties are still paying back prior STIP advances.

Each County Transportation Agency (CTA) provided MTC with its final project listing by November 1. ACTC is proposing a change to its submittal. ACTC board action for this change is scheduled for January. The full listing of projects is included in Attachment B to MTC Resolution No. 4398, Revised. Table 1, below, shows proposed 2020 RTIP projects requesting over \$5 million in RTIP funds.

Table 1: New 2020 RTIP Programming Over \$5 million (\$1,000s)

County	Project Description	2018 RTIP Prog. Amount	2020 RTIP Prog. Amount	Total Amount
Alameda	I-80 Gilman Interchange Reconstruction and Access Improvements	\$25.8	\$15.4	\$41.2
Alameda	Replacement of Transbay Buses	\$ -	\$13.1	\$13.1
Napa	Soscol Junction (SR 29/221/Soscol Ferry Road)	\$12.2	\$20.6	\$32.8
San Francisco	New Flyer Midlife Overhaul - Phase III	\$ -	\$7.9	\$7.9
San Mateo	US 101 Managed Lane Project North of I-380	\$ -	\$7.2	\$7.2
Santa Clara	Silicon Valley Express Lanes Program - Phase 5	\$10.6	\$7.9	\$18.5
Solano	SR-37 Project/Fairgrounds Interchange Project	\$ -	\$5.0	\$5.0
Solano	Solano I-80 Managed Lanes Project	\$ -	\$34.0	\$34.0

Attachment 2 to this memo includes two charts that summarize the proposed 2020 RTIP based on mode for each county and the overall project type summary.

2020 STIP Fund Estimate

The 2020 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2023-24 and FY 2024-25. No new capacity is identified for the first three years. Due to the lack of new capacity in the early years of the STIP, projects with cost increases that are

currently programmed in the first three years of the STIP may be delayed by the CTC to the last two years of the STIP.

Remaining Commitments

Through previous RTIPs, MTC has committed funding to various projects and programs. MTC memorialized these priorities in the RTIP Policies and Procedures. Transit projects have been a significant beneficiary of these commitments. Both Alameda and San Francisco continue to prioritize transit projects in their programs, continuing to spend down the regional transit commitments. These commitments are addressed or retired as part of the new funding in the 2020 RTIP. Table 3 below summarizes the remaining commitments and their status.

Table 3: Remaining RTIP Commitments (\$millions)

County	Original Project	Current Commitment	Current Amount	2020 RTIP	Remaining Balance
Alameda	AC Transit Bus Rapid Transit (BRT)	Replacement of Transbay Buses	\$13.1	\$13.1	\$0
Alameda	Caldecott Tunnel (ARRA Exchange)	Housing Incentive Program*	\$2.0	\$0**	\$2.0
Contra Costa	Caldecott Tunnel (ARRA Exchange)	Housing Incentive Program*	\$29.0	\$0**	\$29.0
San Francisco	Central Subway	MTA Light Rail Restoration Program**	\$40.7	\$7.9	\$32.8
San Francisco	Presidio Parkway (Doyle Drive)	MTC Regional Operations (FPI, CDI, Express Lanes)	\$34.0	\$0	\$34.0
San Francisco	Caltrain Downtown Extension	TBD	\$17.8	\$0	\$17.8
Sonoma	US-101 Marin-Sonoma Narrows	OBAG 2 Exchange	\$3.4	\$0	\$3.4
Region-wide	Improved Bike/Ped Access to Bay Bridge	Housing Incentive Program*	\$15.0	\$0**	\$15.0
Total			\$ 155.0	\$21.0	\$134.0

Notes on Table 3:

- * Per MTC Resolution No. 4267, these funds totaling \$46 million are first committed as an additional contingency for the Caltrain Electrification project. MTC Resolution No. 4398 directs these funds to the Housing Production and Preservation Incentive Program (HIP) if not needed for Caltrain Electrification.
- ** Since Central Subway is already under construction, San Francisco CTA will program its RTIP commitment to other SFMTA projects to free up locally-controlled funds as payback to Central Subway.

Senate Bill 1 Competitive Programs

Three projects are being proposed in the 2020 RTIP to match SB1 competitive program nominations. The Napa Valley Transportation Authority (NVTA) proposes \$20.6 million for the Soscol Junction project; Santa Clara Valley Transportation Authority (VTA) proposes \$8 million

for the US-101 Express Lanes Phase 5 project; and Solano Transportation Authority (STA) proposes \$34 million for the I-80 HOV Lanes project.

Contingency Projects for RTIP Match on SB1 Competitive Program Nominations

If a SB1 nomination is not awarded funding, MTC may propose substitute STIP projects to replace STIP funds matching unsuccessful nominated projects. This is consistent with CTC's STIP Guidelines. MTC staff will work with the unsuccessful county(ies) to identify replacement STIP projects within their county share and may return to the Programming and Allocations Committee to approve the change(s) via STIP amendment. Staff may also consider exchange opportunities with Bay Area CTAs, where MTC programs RTIP funds in exchange for local funds. The local funds would then be reserved for Caltrain Electrification contingency and the OBAG2 Housing Incentive Program, as approved by the Commission. The Contra Costa Transportation Authority (CCTA) expressed interest in an exchange arrangement if its sales tax measure passes in March 2020. A project listing for known contingency projects is shown in a separate table in MTC Resolution No. 4398, Revised – Attachment B.

Bicycle and Pedestrian Investments

The 2020 RTIP includes important investments in bicycle and pedestrian infrastructure. The Alameda County Transportation Commission (ACTC) proposes an additional \$15.4 million to the I-80 Gilman Interchange project, which includes a new bike and pedestrian overcrossing and upgrades adjacent bikeway infrastructure. The additional programming also leverages a \$4.1 million competitive ATP grant. In Napa County, NVTA's RTIP share includes funds committed to various projects benefitting the Napa Valley Vine Trail project.

Transit Program Investments

The 2020 RTIP includes one new major transit project focused on maintaining aging transit assets in a state of good repair. The San Francisco County Transportation Authority (SFCTA) proposes \$8 million for the midlife overhauls on fourteen 40-foot and 60-foot electric trolley or motor coaches operated by the San Francisco Municipal Transportation Agency (SFMTA). The project achieves the region's goal of "fix it first" – maintaining the region's existing transportation assets in a state of good repair. Further, ACTC notified MTC of its intent to program \$13 million in RTIP funds to Replacement of Transbay Buses project. MTC recommends including this programming in the 2020 RTIP, contingent on ACTC's programming approval in January 2020.

Interregional Transportation Improvement Program

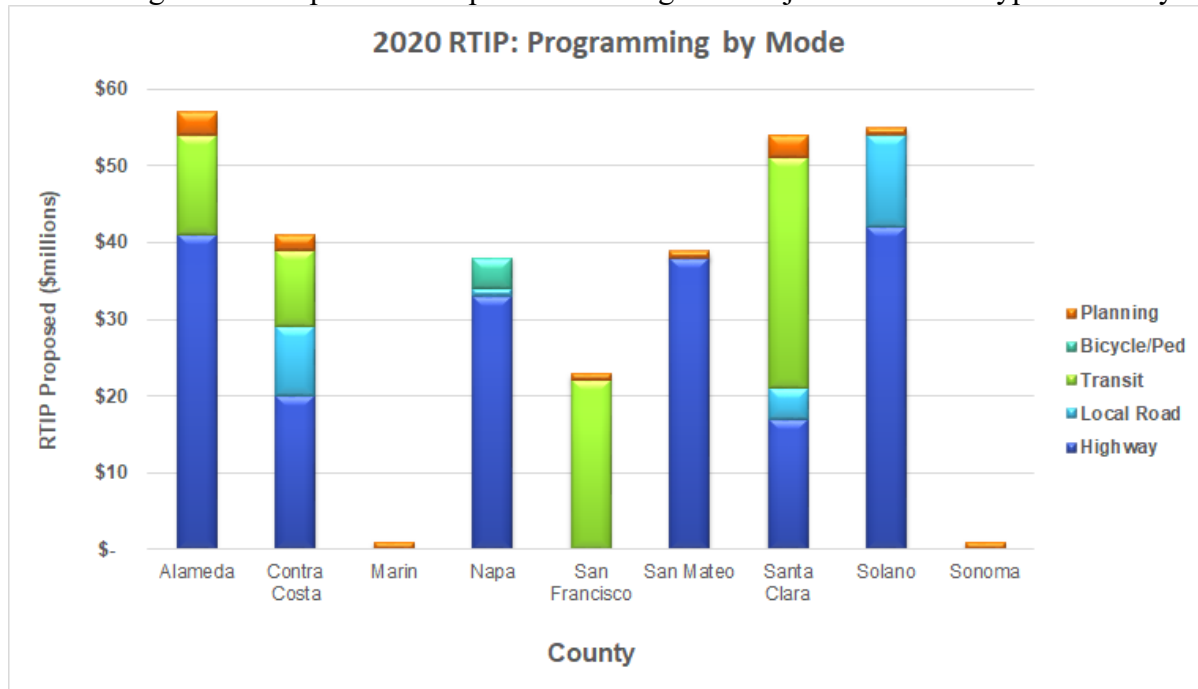
The 2020 STIP Fund Estimate identifies \$52 million in new programming capacity for Caltrans's Interregional Transportation Improvement Program (ITIP) – which represents a portion of the total STIP. Caltrans does not propose programming any new ITIP projects in the Bay Area.

Upcoming Actions

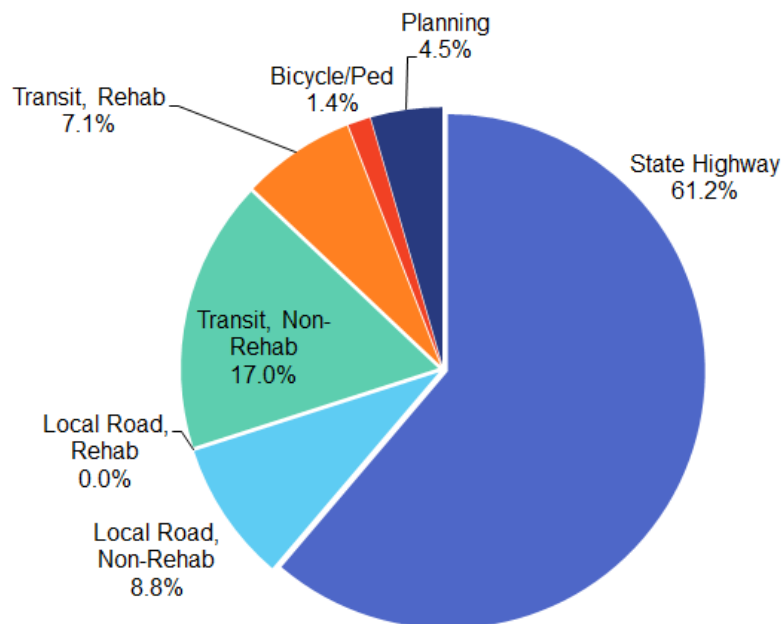
MTC will submit the 2020 RTIP to the California Transportation Commission in December 2019. CTC will hold two hearings on the STIP in early 2020 and will release staff recommendations in late February 2020. CTC is scheduled to adopt the 2020 STIP, of which MTC's RTIP is a part, on March 25, 2020.

Attachment 2: MTC 2020 RTIP New Programming Summary

2020 Regional Transportation Improvement Program: Project Mode and Type Summary



2020 RTIP: Project Category Summary



Please see MTC Resolution No. 4308, Revised – Attachment B for complete project detail

Attachment 3: Summary of Proposed 2020 RTIP Changes to Existing Projects

Below is a summary of the proposed changes to currently-programmed RTIP projects by county.

Alameda County

- Program an additional \$15.4 million to the I-80 Gilman Interchange Reconstruction and Access Improvements project for construction in FY 20-21.

Contra Costa County

- No programming changes requested other than PPM.

Marin County

- No programming changes requested other than PPM.

Napa County

- Program an additional \$20.6 million to the Soscol Junction project, \$.3 million for Caltrans right-of-way support in FY 20-21 and \$20.3 million for construction in FY 21-22; and
- Delay the Silverado Five-Way Intersection Improvements project programming two years from FY 21-22 to FY 23-24, as allowed under the 2020 STIP Guidelines; and
- Redirect \$98 thousand from the Silverado Trail Repaving Phase L project programmed in FY 20-21, to the Napa Valley Vine Trail St. Helena to Calistoga project in FY 20-21, as allowed under the 2020 STIP Guidelines.

San Francisco County

- Update the project description and title of the Restoration of SFMTA Light Rail Lines: Axle Counters to Communications-Based Train Control - Phases 1 & 2.

San Mateo County

- Delay the SR 92/US 101 Interchange Improvements project programming one year from FY 20-21 to FY 21-22, as allowed under the 2020 STIP Guidelines.

Santa Clara County

- Program an additional \$7.9 million to the US 101 Express Lanes – Phase 5-ETS project, \$4.7 million for right-of-way in FY 20-21 and \$3.2 million for construction in FY 21-23.

Solano County

- Redirect \$98 thousand from the Silverado Trail Repaving Phase L project programmed in FY 20-21, to the Napa Valley Vine Trail St. Helena to Calistoga project in FY 20-21, as allowed under the 2020 STIP Guidelines; and
- Delay the SR 12/Church Rd project programming one year from FY 20-21 to FY 21-22, as allowed under the 2020 STIP Guidelines.

Sonoma County

- No programming changes requested other than PPM.



September 26, 2019

Ms. Therese McMillan
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Attn: Alix Bockelman

RE: Soscol Junction Interchange
2020 State Transportation Improvement Project Funds
Regional Transportation Improvement Program

Dear Ms. McMillan:

Napa Valley Transportation Authority (NVRTA) and Caltrans are advancing one preferred alternative through the environmental process for the intersection at State Route (SR) 29 and SR 221 known as "Soscol Junction". This letter is to request your support to advance \$20 million in Napa's future Regional Transportation Improvement Program (RTIP) funds to construct the Soscol Junction Interchange Project at SR 29/221/Soscol Ferry Road. The construction cost for the project is estimated at \$50 million and it is NVRTA's top priority. The project would significantly reduce congestion on SR 29 while accommodating bicycle and pedestrian improvements. The project is located on the Rural Highway Freight Network and is one of Caltrans District 4's Congested Corridor/Freight Network priorities.

NVRTA has never advanced RTIP funds but with Regional Measure 3 funds hindered by litigation and the need to match SB 1 Solutions for Congested Corridor funds, the RTIP advance is imperative to complete the project-funding plan.

Napa County attracts 4 million visitors annually. SR 29 provides a critical north-south connection to all six jurisdictions of Napa County. It is the most traveled and congested corridor in the County. The congestion has reached a pinnacle along this stretch of SR 29 with the existing at-grade intersection causing significant bottleneck and substantial delays. There is also no dedicated bicycle or pedestrian facilities at this intersection – the proposed project would remedy that.

Once completed, the Soscol Junction project will alleviate congestion and improve operations on SR 29 in south Napa County. The proposed project will replace the at-grade intersection with a grade-separated interchange. Improvements will consist of an elevated overpass that will allow for a free-flowing north-south SR 29. It will also include two roundabouts – one on SR 221 north of SR 29 and the other on Soscol Ferry Road

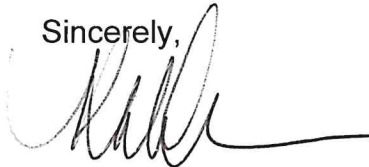
September 26, 2019
NVTA RTIP Advance
Page 2 of 2

south of SR 29. The intersection has been at or near capacity since 1998 when the Metropolitan Transportation Commission's Regional Transportation Plan recognized it as a candidate for improvements.

The Draft Environmental Document has been released for public comment and NVTA and Caltrans are holding a joint public meeting on Tuesday, October 8, 2019. All comments on the environmental document are due October 20, 2019. The project's risks will be greatly reduced once environmental is complete because the project footprint lies within Caltrans' right-of-way. The project is on schedule to go out for construction bid in summer 2021.

For more information on the project, please find a Soscol Junction fact sheet attached to this letter. Please do not hesitate to contact me should you have any questions or require additional information on the project or this request.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kate Miller', with a long horizontal flourish extending to the right.

Kate Miller
Executive Director

cc: MTC Commissioner Alfredo Pedroza
Tony Tavares, Caltrans District 4
Bay Area CMA Executive Directors



SOSCOL JUNCTION

Napa County attracts 4-million visitors annually. Coupled with population growth in Solano and Sonoma counties, SR 29 and 221 have become major interregional highways serving residents, visitors, workers and freight.

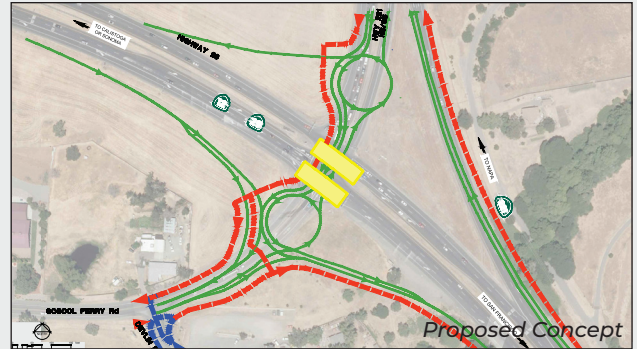
Annually commuters endure up to 225* hours of delay in the morning and 630* hours of delay in the evening at Soscol Junction due to congestion. The Soscol Junction project is a crucial step in relieving future traffic congestion.

The existing highway configuration cannot accommodate the current traffic volumes – volumes that are projected to grow by 50% in the peak commute hours.

ONE SOLUTION

Soscol Junction will alleviate congestion and improve operations at the SR 29/221/Soscol Ferry Road intersection in south Napa County, as well as accommodate bicyclists and pedestrians along the corridor. The proposed alternative incorporates roundabouts

underneath SR 29 to allow for continuous north-south movement of vehicles. The two roundabouts are located on SR 221 north of SR 29 and on Soscol Ferry Road south of SR 29. The roundabouts will accommodate turning movements on and off the highways.



PROJECT COST

PHASE	YEAR	COST
Environmental	18/19	\$6,100
PS&E Design	19/20	5,000
Right-of-Way	19/20	300
Construction	21/21	50,000
Contingency		3,000
TOTAL		\$64,400

FUNDING PLAN

Programmed STIP	\$12,819
Local Developer	848
Advanced STIP	20,000
SB 1 SCCP	30,000
Excess Parcel Sales	733
TOTAL	\$64,400

SCHEDULE

Begin design	March 2019
End design	Spring 2021
Start construction	Summer 2021
End construction	Fall 2022



Questions? Contact Rebecca Schenck **E:** Rschenck@nvta.ca.gov

November 15, 2019

Page 1 of 3

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Via Electronic Mail

**RE: Request to Advance Regional Transportation Improvement Program (RTIP)
Funds for I-80 Managed Lanes Project – Phase 1**

Dear Ms. McMillan:

On November 6, 2019, the Solano Transportation Authority (STA) Board of Directors unanimously voted to amend Solano County's 2020 Regional Transportation Improvement Program (RTIP) to reprogram \$4 million in new programming capacity and to request an advance of \$30 million of Solano County's future RTIP shares to provide the local match funds for the Solano I-80 Managed Lanes project. This action was taken to convey STA's support for a grant submittal for the Senate Bill (SB) 1 funded competitive Congested Corridors and the Trade Corridors Enhancement programs managed by the California Transportation Commission.

In recent years, STA has been working to advance mobility in the region along the I-80 corridor in partnership with the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC). A significant element of this effort has been focused on providing managed lanes in the westbound and eastbound directions of I-80 from west of Red Top Road in the City of Fairfield to east of I-505 in the City of Vacaville. The Solano County I-80 Managed Lanes Project (Project) will construct approximately 18 miles of managed lanes in the I-80 corridor through conversion of nine miles of existing High Occupancy Vehicle (HOV) lanes and adding nine miles of new managed lanes. The conversion from HOV to managed lanes is the western segment and the new lanes from Air Base Pkwy to I-505 is the eastern segment.

This letter is to request concurrence from MTC for the advancement of Solano County's Regional Transportation Improvement Program (RTIP) funds to provide local match funds in support of SB1 Congested Corridor Program application to be submitted for the Project. The managed lanes capital improvements are part of a comprehensive effort to improve the access, reliability, frequency, integration, and safety of regional transit services and ridesharing throughout and outside of Solano County. The proposed improvements will extend through the cities of Fairfield and Vacaville from post mile (PM) 10.4 to PM 30.2. The Project is included in MTC's Regional Express Lane Network authorized by the California Transportation Commission in 2011. The Project supports current and planned improvements to Solano Express regional bus service, which now provides connections to two Bay Area Rapid Transit (BART) District stations, the San Francisco (SF) Bay Ferry at the Vallejo Station, the Capitol Corridor Amtrak station in Suisun City-Fairfield. The Project will also allow for better transit and HOV utilization by providing reliable travel times for three Solano Express bus lines, carpool, and vanpool users.

STA Ltr. to MTC's TMcMillan dated November 15, 2019 re. Request to Advance Regional
Transportation Improvement Program (RTIP) Funds for I-80 Managed Lanes Project – Phase 1

Work on managing I-80 in Solano County has been an on-going effort. Beginning with the 2004 I-80/I-680/I-780 Corridor Plan, 2014 I-80/I-680/I-780 Transit Corridor Study and the 2009 Solano Highways Operation Study, these efforts have led to investment in the corridor that focus on the implementation of management of congestion and throughput. A good example is the implementation of ramp metering and Traffic Operations System (TOS) improvements along the 80 corridor in Solano County through a partnership of STA, MTC and Caltrans starting in early 2014.

The Solano I-80 Managed Lanes Project is currently planned to be built in 2 phases. The first phase will build the HOV lanes expansion from Air Base Parkway to I-505 in Vacaville and include the sign structure foundations and concrete barrier transitions needed for managed lanes signage. The second phase will add the managed lanes components (toll signing, cameras, toll equipment, etc.). The Project is proposed to be built in two phases in order to provide initial congestion relief, minimize construction impacts, and lay the foundation for express lanes tolling implementation when additional funds, potentially Regional Measure 3 Express Lane Program funds currently subject to litigation, are available.

The project will increase vehicle and passenger throughput and decrease congestion by better utilizing existing HOV lane capacity in the West Segment and increasing capacity in the East Segment to meet existing and future travel demand. Congestion currently exists in the general-purpose lanes of I-80 during peak periods and will continue to worsen as traffic demand increases. On Mondays through Thursdays, portions of eastbound and westbound I-80 operate at or approaching capacity during both the morning and afternoon/evening peak periods, and traffic slows to 24 to 40 mph on eastbound I-80 from approximately 4 PM to 6 PM. On Fridays, traffic on eastbound I-80 slows to less than 30 mph from 2 PM until after 6 PM, and until approximately 7 PM on Fridays preceding longer holiday weekends. In addition, the project corridor experiences high travel demand and congestion on weekends, particularly in the westbound direction, when I-80 serves return traffic from destinations such as the Sacramento region and Lake Tahoe. Future travel demand on I-80 in the project limits is expected to far exceed the available capacity during peak periods, with the number of vehicles anticipated to increase by up to 20% by 2040.

The phase 1 project is ready to begin construction as it has obtained all the environmental approvals and the design is completed. The estimated total cost for construction is \$155M.

Funding for this proposed as follows:

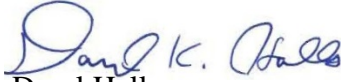
\$4M	2020 RTIP new programming capacity (Solano)
\$30M	Advanced RTIP Funds (Solano)
\$4.3M	Bridge Toll Funds
\$116.7M	SB1 Congested Corridors or Trade Corridors Enhancement Funds

This letter is to seek concurrence from MTC for the advancement of RTIP funds for this Project. It should be noted that the STA has been a strong regional partner by delaying on at least two occasions Solano County's RTIP funded projects for regional STIP projects in other counties to advance. This request represents the first time an advancement or over programming of Solano's RTIP has been made by Solano County. The action by the STA Board at its Special Meeting of November 6, 2019 sends a strong message that this committing of new programming capacity and advancing future RTIP funds to this project shows how important this project is to the vitality of the Solano County and the northern California mega region.

STA Ltr. to MTC's TMcMillan dated November 15, 2019 re. Request to Advance Regional
Transportation Improvement Program (RTIP) Funds for I-80 Managed Lanes Project – Phase 1

STA looks forward to continuing to partner with MTC and Caltrans to deliver improvements to the I-80 Corridor. Please contact me or STA's Director of Projects, Janet Adams at (707) 424-6075 with any questions or requests for additional information.

Sincerely,



Daryl Halls
Executive Director

Cc: STA Board Members
Tony Tavares, Director, Caltrans District 4



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www.AlamedaCTC.org

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Executive Director
Arthur L. Dao

November 22, 2019

Alix Bockelman
Deputy Executive Director, Policy
Bay Area Metro Center
375 Beale Street, San Francisco, CA 94105

Dear Ms. Bockelman:

On October 24, 2019, the Alameda County Transportation Commission (Alameda CTC) approved the Alameda County 2020 State Transportation Improvement Program (STIP) project list for inclusion in the 2020 Regional Transportation Improvement Program (RTIP). The Alameda County program included \$13.125 million of carryover funds from the 2018 STIP for AC Transit's Bus Rapid Transit (BRT) Project. At this time, I am writing to request MTC to include a new project under Alameda County's share of the proposed 2020 RTIP. Specifically, it's requested that the Alameda County 2020 STIP list be revised to replace the aforementioned BRT project with a new AC Transit Transbay Bus Replacements project in the final RTIP scheduled for approval by MTC in December 2019.

The Alameda CTC has committed to provide a total of \$40 million of STIP funding to AC Transit for the BRT project and the final \$13.125 million of the commitment had been programmed in the 2018 STIP. Subsequent to the 2018 STIP approval, it came to light that the funds could not be utilized for the BRT project because the project was to start before the STIP funds could be allocated. Keeping the BRT project on schedule and fully funded required AC Transit to internally find another STIP-eligible project that could provide \$13.125 million of other funds to the BRT project in return for receiving \$13.125 million of STIP.

The project AC Transit has identified to receive STIP funds in lieu of the BRT project is a Transbay Bus Replacements project which will replace up to 19 aging Transbay buses nearing the end of their planned service life. The project will include a mix of 45-foot coach and 42-foot double-decker diesel buses and is estimated to cost a total of \$18.5 million with \$13.125 million coming from the STIP. The funds are requested to be programmed in FY 2020-21, the first year of the 5-year 2020 STIP programming window, in order to allow the bus purchase project to move forward as soon as possible.

The Alameda CTC Commission is scheduled to consider amending its previously-approved Alameda County 2020 STIP project list to include the new AC Transit bus replacement project at its January 23, 2020 meeting. In the meantime, AC Transit is preparing the application material required by MTC for inclusion in the 2020 RTIP, including a Project Programming Request (PPR) Form, a State Uniform Transit Application (UTA) form, and project-specific resolution of local support which is scheduled for approval by AC Transit's Board on December 11, 2019.

To ensure the Alameda CTC's commitment to the BRT project is kept whole, while also ensuring a timely submittal of the 2020 RTIP to the California Transportation Commission, it is requested that MTC reflect the proposed change to AC Transit's projects. That is, include the change from the BRT to the new Transbay Bus Replacements in its final 2020 RTIP approval scheduled for December 2019. It's assumed that MTC's approval will be contingent upon Alameda CTC's approval of an amended 2020 STIP project list.

Thank you for your consideration of this request. I'm available to discuss any questions or concerns you may have.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gary Huisingsh', with a stylized, cursive script.

Gary Huisingsh, Deputy Executive Director of Projects

Cc (via email): Ross McKeown, Acting Director, Programming and Allocations, MTC
Kenneth Kao, Principal Planner, Programming and Allocations, MTC
Tess Lengyel, Deputy Executive Director of Planning and Policy, Alameda CTC
Vivek Bhat, Director of Programming and Project Controls, Alameda CTC
Chris Andrichak, Director of Management and Budget, AC Transit

Date: September 25, 2019
W.I.: 1515
Referred by: PAC
Revised: 12/18/19-C

ABSTRACT

Resolution No. 4398, Revised

This resolution adopts the policies, procedures, and program of projects for the 2020 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Attachment A – Policies and Procedures for the 2020 RTIP (with appendices)
Attachment B – 2020 RTIP Program of Projects
Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was amended by Commission Action on December 18, 2019 to adopt Attachment B – 2020 RTIP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 4, 2019 and December 11, 2019.

Date: September 25, 2019
W.I.: 1515
Referred by: PAC

RE: Adoption of 2020 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4398

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2020 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2020-21 through 2024-25; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2020 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2020 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 14, 2019; and

WHEREAS, the 2020 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2020 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2020 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

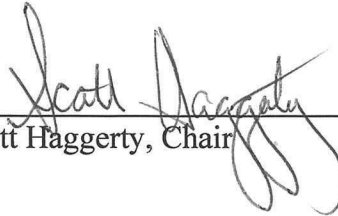
RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, Collectively known as the Bay Area County Transportation Agencies (CTAs), to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2020 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 25, 2019.

MTC 2020 Regional Transportation Improvement Program

December 11, 2019

(all numbers in thousands)

				2020 RTIP	2020 RTIP Funding by Fiscal Year					Outside
County	Agency	PPNO	Project	Total	20-21	21-22	22-23	23-24	24-25	RTIP
Alameda County Shares										
Alameda	MTC	2100	Planning, programming, and monitoring	804	150	155	161	166	172	-
Alameda	ACTC	2179	Planning, programming, and monitoring	2,022	1,628	-	-	-	394	-
Alameda	AC Transit	new	Replacement of Transbay Buses	13,125	13,125	-	-	-	-	-
Alameda	ACTC	2323	I-80 Gilman I/C Reconstruction and Access Imps.	41,229	41,229	-	-	-	-	-
Alameda	MTC		Regional Set Aside	-	-	-	-	-	-	5,063
Alameda County Total				57,180	56,132	155	161	166	566	5,063
Contra Costa County Shares										
Contra Costa	CCCPW	new	Treat Boulevard Corridor Improvements – North Main Street to Jones Road	1,600	-	-	-	1,600	-	-
Contra Costa	CCTA	new	SR4 Operational Improvements - Phase 2	3,000	-	-	-	3,000	-	-
Contra Costa	CCTA	0299A	SR4 Operational Improvements - Phase 1	7,500	-	7,500	-	-	-	-
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	-	9,200	-	-	-	-
Contra Costa	BART	2010C1	Concord BART Station Modernization	9,500	9,500	-	-	-	-	-
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,410	355	356	356	68	275	-
Contra Costa	MTC	2118	Planning, programming, and monitoring	522	97	101	104	108	112	-
Contra Costa	CCTA	2025H	I-80/Central Avenue - Phase 2 (Local Road Realignm	7,773	5,900	1,873	-	-	-	-
Contra Costa	MTC		Regional Set Aside	-	-	-	-	-	-	31,090
Contra Costa Total				40,505	15,852	19,030	460	4,776	387	31,090
Marin County Shares										
Marin	MTC	2127	Planning, programming, and monitoring	150	28	29	30	31	32	-
Marin	TAM	2127C	Planning, programming, and monitoring	379	305	-	-	-	74	-
Marin	MTC		Regional Set Aside	-	-	-	-	-	-	571
Marin County Total				529	333	29	30	31	106	571
Napa County Shares										
Napa	Caltrans	0376	Soscol Junction	29,819	300	23,419	-	-	-	-
Napa	City of Napa	0380N	Silverado Five- Way Intersection Improvements	1,153	-	-	-	1,153	-	-
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension	4,151	4,151	-	-	-	-	-
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga	98	98	-	-	-	-	-
Napa	MTC	2130	Planning, programming, and monitoring	92	17	18	18	19	20	-
Napa	NVTA	1003E	Planning, programming, and monitoring	256	52	52	51	51	50	-
Napa	MTC		Regional Set Aside	-	-	-	-	-	-	376
Napa County Total				35,569	4,618	23,489	69	1,223	70	376

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year					Outside RTIP
					20-21	21-22	22-23	23-24	24-25	
San Francisco County Shares										
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,023	260	259	259	46	199	-
San Francisco	MTC	2131	Planning, programming, and monitoring	410	76	79	82	85	88	-
San Francisco	SFMTA	2137	Communications-Based Train Control - Phases 1 & 2	13,752	13,752	-	-	-	-	
San Francisco	SFMTA	new	New Flyer Midlife Overhaul - Phase III	7,952	-	-	-	-	7,952	-
San Francisco	MTC		Regional Set Aside	-	-	-	-	-	-	1,548
San Francisco County Total				23,137	14,088	338	341	131	8,239	1,548
San Mateo County Shares										
San Mateo	Menlo Park	690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimburse	4,000	4,000	-	-	-	-	-
San Mateo	Caltrans	668D	SR 92/US 101 Interchange Imps. - Phase 2	3,217	-	3,217	-	-	-	-
San Mateo	MTC	2140	Planning, programming, and monitoring	425	79	82	85	88	91	-
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,034	263	262	262	46	201	-
San Mateo	Redwood City	0692K	US 101/Woodside Road Interchange Imp. Project	8,000	-	8,000	-	-	-	-
San Mateo	SM C/CAG	new	US 101 Managed Lane Project North of I-380	7,177	-	-	-	7,177	-	-
San Mateo	S. San Francisco	0702D	US 101 Produce Avenue Interchange - Imps.	5,000	5,000	-	-	-	-	-
San Mateo	SM C/CAG	0658J	US 101 Managed Lanes Project - Highway Planting Replacement	3,000	-	3,000	-	-	-	-
San Mateo	SM C/CAG	0658G	ITS Imps. in Daly City, Brisbane, and Colma	1,000	-	1,000	-	-	-	-
San Mateo	Daly/Brisbane/C	0658G	ITS Imps. in Daly City, Brisbane, and Colma	6,900	-	-	6,900	-	-	-
San Mateo	MTC		Regional Set Aside	-	-	-	-	-	-	1,598
San Mateo County Total				39,753	9,342	15,561	7,247	7,311	292	1,598
Santa Clara County Shares										
Santa Clara	VTA	503J	I-280 Soundwalls at Bird Ave. in San Jose	6,167	929	456	4,782	-	-	-
Santa Clara	VTA	0521C	I-680 Soundwall from Capitol to Mueller	3,275	3,275	-	-	-	-	-
Santa Clara	MTC	2144	Planning, programming, and monitoring	939	175	181	188	194	201	-
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/S&	29,702	-	29,702	-	-	-	-
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,405	912	912	112	-	469	-
Santa Clara	San Jose	9035N	San Jose West San Carlos Urban Village Streetscap	4,350	-	4,350	-	-	-	-
Santa Clara	VTA	2015H	Silicon Valley Express Lanes Program - Phase 5 Civ	7,961	4,754	-	3,207	-	-	-
Santa Clara	MTC		Regional Set Aside	-	-	-	-	-	-	3,632
Santa Clara County Total				54,799	10,045	35,601	8,289	194	670	3,632

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year					Outside RTIP
					20-21	21-22	22-23	23-24	24-25	
Solano County Shares										
Solano	MTC	2152	Planning, programming, and monitoring	247	46	48	49	51	53	-
Solano	STA	2263	Planning, programming, and monitoring	629	159	159	159	29	123	-
Solano	Caltrans	new	Solano I-80 Managed Lanes Project	34,000	-	34,000	-	-	-	-
Solano	STA	new	SR 37 Fairgrounds Dr. Interchange Project	5,000	-	5,000	-	-	-	-
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Orar	9,296	9,296	-	-	-	-	-
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga	98	98	-	-	-	-	-
Solano	Solano TA	2251A	SR 12/Church Rd	1,939	-	1,939	-	-	-	-
Solano	MTC		Regional Set Aside	-	-	-	-	-	-	945
Solano County Total				51,209	9,599	41,146	208	80	176	945
Sonoma County Shares										
Sonoma	SCTA	770E	Planning, programming, and monitoring	781	350	-	278	-	153	-
Sonoma	MTC	2156	Planning, programming, and monitoring	295	55	57	59	61	63	-
Sonoma	MTC		Regional Set Aside	-	-	-	-	-	-	1,177
Sonoma County Total				1,076	405	57	337	61	216	1,177
2020 RTIP Total - Bay Area				303,757	120,414	135,406	17,142	13,973	10,722	46,000

Note: Detail on project programming by year and phase will be submitted to CTC

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MTC 2020 Regional Transportation Improvement Program

2020 RTIP Contingency Projects

December 11, 2019

(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year					Outside RTIP
					20-21	21-22	22-23	23-24	24-25	
Alameda County Shares										
Alameda County Total				-	-	-	-	-	-	-
Contra Costa County Shares										
Contra Costa Total				-	-	-	-	-	-	-
Marin County Shares										
Marin County Total				-	-	-	-	-	-	-
Napa County Shares										
Napa County Total				-	-	-	-	-	-	-
San Francisco County Shares										
San Francisco County Total				-	-	-	-	-	-	-
San Mateo County Shares										
San Mateo County Total				-	-	-	-	-	-	-
Santa Clara County Shares										
Santa Clara County Total				-	-	-	-	-	-	-
Solano County Shares										
Solano	Caltrans	new	SR 12 Rio Vista Downtown Complete Street	1,000	-	-	-	1,000	-	-
Solano	Fairfield	new	Jepson Parkway Ph 3: Widen Vanden Rd from Cannon to south of Leisure Town Rd	3,000	-	-	-	-	3,000	-
Solano County Total				4,000	-	-	-	1,000	3,000	-
Sonoma County Shares										
Sonoma County Total				-	-	-	-	-	-	-
2020 RTIP Total - Bay Area				4,000	-	-	-	1,000	3,000	-

Note: Detail on project programming by year and phase will be submitted to CTC

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