

# Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 4a – 20-0458

## MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

**Subject:** Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

**Background:** Senate Bill 1 (SB 1) created new competitive programs and provides additional funding to existing competitive programs under the state's administration. Two programs require MTC action: the Solutions for Congested Corridors (SCC) and the Trade Corridor Enhancement Program (TCEP). MTC and Caltrans are the sole nominating agencies for Bay Area SCC projects. MTC does not nominate, but rather compiles Bay Area TCEP project nominations from sponsor agencies.

As detailed in Attachment 1, staff is recommending projects for both programs, as summarized below:

(\$ Millions)

Program	No. of Projects Recommended	Amount Recommended	Amount Available Statewide	% Proposed
SCC	5	\$ 320	\$494	65%
TCEP	6	\$ 275	\$1,392	20%
<b>Total</b>	<b>10*</b>	<b>\$472*</b>	<b>\$1,886</b>	<b>25%</b>

\* One project is nominated for both programs

Staff worked with Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs. The recommended projects strongly meet the goals of each program, as well as regional prioritization principles adopted by the Commission in November 2019.

Since staff initiated the SB1 regional nomination process, the COVID-19 pandemic has created uncertainty for project funding, prioritization, and delivery. Based on staff's assessment, the projects proposed for these two programs are still important investments for the transportation network and will provide significant benefits as outlined in the attachments. We also believe that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation.

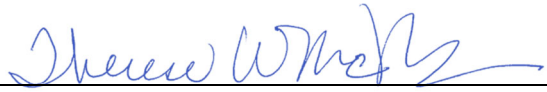
**Issues:** Attachment 1 lists five issues, summarized below.

- 1) Since MTC is neither a project sponsor nor implementing agency, MTC will not be responsible for funding any cost increases.
- 2) If Regional Measure 3 (RM3) funds are not available when needed, MTC is not obligated to find alternate or substitute funding to make up for RM3 funds.

- 3) The funding plan for the I-80 Express Lanes in Solano County relies on repayment of a Letter of No Prejudice from RM3 funding.
- 4) The recommendation does not include a \$50 million request for the San Francisco I-280 High-Occupancy Vehicle Lane project based on project schedule constraints and Caltrans nomination list.
- 5) CTC approved schedule revisions that provide an additional 17 to 19 days for application preparation. CTC did not change the program adoption date of December 2020.

**Recommendation:** Refer MTC Resolution Nos. 4417 and 4418 to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission (CTC).

**Attachments:** Attachment 1: Adoption of SB 1 Competitive Programs  
Attachment 2: SCC and TCEP Nomination Tables  
Attachment 3: Project Scope and Benefit Summary  
Attachment 4: SB 1 SCC and TCEP Project Map  
Attachment 5: Slide Presentation  
Attachment 6: Project Nomination Request Letters  
MTC Resolution Nos. 4417 and 4418

  
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Therese W. McMillan

**Attachment 1:  
MTC Resolution Nos. 4417 and 4418  
Adoption of Senate Bill 1 (SB 1) Competitive Programs**

**Background**

Senate Bill 1 (SB 1) created new competitive programs and provides additional funding to existing competitive programs under the state's administration. Two programs require MTC action: the Solutions for Congested Corridors (SCC) Program, where MTC nominates projects; and the Trade Corridor Enhancement Program (TCEP), where MTC compiles project nominations. This memorandum summarizes the staff recommendations for each program.

Staff worked with the Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Since staff initiated the SB1 regional nomination process, the COVID-19 pandemic has created uncertainty for project funding, prioritization, and delivery. Based on staff's assessment, the projects proposed for these two programs are still important investments for the transportation network and will provide significant benefits as outlined in the attachments. Staff also believes that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation. Specifically, the state revenues that fund these two programs are relatively stable: SCC is funded annually off-the-top of state gas tax revenues, while TCEP may decrease slightly since funding comes from taxes on diesel fuel and anticipated federal funding. Staff will continue to work with project applicants and the state to continue delivery of successful project nominations.

**Prioritization Principles for Bay Area SB 1 Competitive Program Nominations**

In November 2019, the Commission adopted a set of prioritization principles to use in evaluating and prioritizing SB 1 Competitive Program Nominations. To maximize the region's grant performance and competitiveness, the principles are closely aligned with the state's project selection criteria and program goals, and with regional plans, policies, and priorities.

The California Transportation Commission (CTC) directs nominating agencies to prioritize projects nominated for SCC funding. Staff evaluated and prioritized project nominations on the following prioritization principles adopted in November 2019:

- Projects listed in SB 1 legislation
- Addresses mobility in key congested corridors
- Reduces Greenhouse Gas Emissions/ Advances Governor's Executive Order
- Deliverability by FY 22-23, and Leveraging/Full Funding
- Partnership (Caltrans joint-nomination preferred)

Additionally, staff recommends including one small/rural project consistent with CTC's intent to fund smaller projects in more rural areas of the state.

While MTC does not need to prioritize project nominations for TCEP, staff evaluated but did not prioritize project nominations based on the November 2019 principles:

- Addresses mobility in key freight corridors
- Addresses community impacts from freight corridors

- Deliverability by FY 22-23, and Leveraging/Full Funding
- Partnership (Caltrans joint-nomination preferred)

Project evaluations and prioritization, if applicable, are listed in Attachment 2.

**Solutions for Congested Corridors (SCC) Cycle 2: MTC Resolution No. 4417**

SB 1 directs \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects designed to reduce congestion in highly-traveled corridors. Cycle 2 of the SCC Program covers two years (FY 2021-22 and FY 2022-23), totaling \$494 million available statewide (accounting for \$6 in Cycle 1 over-programming). The Bay Area's share of congestion is approximately one-quarter to one-third of the state total congestion, depending on the metric used. According to SB 1, only MTC, as the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, and Caltrans may nominate projects within the Bay Area for SCC funds; however, the implementing/ sponsoring agency may be any public agency.

The SB1 statute lists two example projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marín Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma.

Staff recommends nominating 5 projects totaling \$320 million for MTC's SCC Cycle 2 Program. Staff evaluated the candidate projects using the prioritization principles discussed earlier, with one project in the "small/rural" category consistent with the California Transportation Commission's (CTC's) SCC Guidelines intent. The proposed ranking of projects based on the adopted prioritization principles is listed in Tables 1a and 1b of Attachment 2. Project applications are due to the CTC by July 17, 2020 (due date extended: see bullet 5 under "Issues").

Consistent with the approach taken for other competitive statewide funding programs, the nomination amount is roughly equivalent to double the region's share of congestion. Because the congestion relief needs are so vast in our dynamic and job-rich region, the list is constrained and many other strong projects remain for future rounds of SB1 SCC funding.

**Trade Corridor Enhancement Program (TCEP) Cycle 2: MTC Resolution No. 4418**

SB 1 provides roughly \$300 million per year to the Trade Corridor Enhancement Account (TCEA) to fund infrastructure improvements on corridors that have a high volume of freight movement. Additionally, Senate Bill 103 directs the CTC to allocate both TCEA funds and California's National Highway Freight Program formula funds (depending on the reauthorization of the federal transportation act) through the TCEP. The current program will cover three years (FY 2020-21 through FY 2022-23), totaling about \$1.4 billion statewide. The funds are further split 40% to Caltrans, or \$557 million, and 60% to regions, of which a target of \$226 million is identified for the Bay Area and Central Valley. The CTC Guidelines state that MTC, as the Metropolitan Planning Organization (MPO) for the nine-county Bay Area, is responsible for compiling project nominations within the region and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

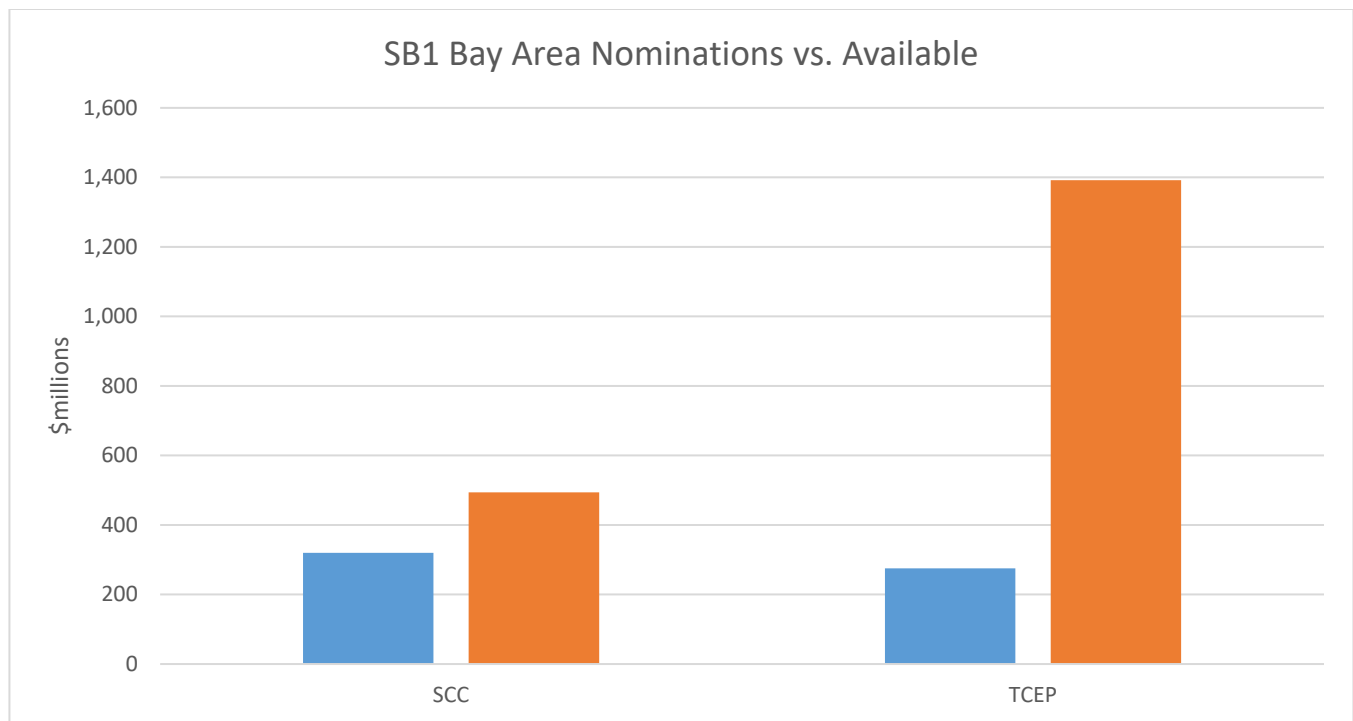
Staff compiled 6 candidate projects totaling \$275 million for the TCEP. We worked in close coordination with Caltrans; however, unlike the SCC program, the final Caltrans list is still under



development. The MTC proposed TCEP projects are listed in Table 2 of Attachment 2. Project applications are due to CTC by August 3, 2020 (due date extended: see bullet 5 under “Issues”).

Staff proposes a list of the trade projects that best align with the TCEP guidelines, focusing on projects in the primary freight network and those with near-term delivery. The recommended program is consistent with the Regional Goods Movement Plan and the regional goods movement investment strategy.

The table below illustrates the Bay Area’s nominations for SCC and TCEP funds in relation to the amounts available statewide.



### **SB1 Local Partnership Program**

The two programs discussed above are among the largest SB1 programs, and are the biggest of the competitive programs managed by CTC. Another, smaller program is the Local Partnership Program (LPP). The LPP is divided between a formula program (60%) and a competitive program (40%), with \$600 million available over the three-year cycle. Public agencies with voter approved taxes, fees or tolls dedicated to transportation improvements are eligible for the program. In the Bay Area, 15 agencies are receiving formula funds, averaging a total of \$26 million annually. For the formula funds, agencies can use the funds for any eligible project, and a wide range of project types are eligible.

Similarly, any agency eligible for the formula program may apply for the competitive program. Applications are due by June 30, 2020 (due date extended: see bullet 5 under “Issues”). MTC has no formal role in approving other agencies’ project applications for the LPP programs. MTC/BATA is eligible for LPP formula funding due to voter approved bridge tolls, and is expected to receive \$18 million in LPP formula funds over the next three fiscal years. Staff will propose MTC/BATA’s LPP formula program, including prioritizing \$10 million in LPP funds for the I-680 Southbound Express

Lanes project in Alameda County if approved under item 3a on this agenda, at a future Commission meeting.

**Issues**

1) While MTC has a clear nominating and screening role in the SB1 competitive programs, MTC is neither a project sponsor nor implementing agency. Therefore, MTC will not be responsible for funding any cost increases unless explicitly agreed. Keeping the project within cost, scope, and schedule is the responsibility of the sponsoring and implementing agencies.

2) Three projects list Regional Measure 3 (RM3) funds in the project funding plan. The US-101 Marin-Sonoma Narrows (MSN) project in Marin County includes \$90 million in RM3 funds legislatively committed to the MSN project, and the overall I-680/SR-4 Interchange project in Contra Costa County includes \$210 million in RM3 funds legislatively committed to the project. The I-80 Express Lanes project in Solano County requires programming of Regional Measure 3 (RM3) Express Lanes funding. MTC programming of the RM3 funds is the subject of another item on this agenda. The adopting resolutions clarify that if RM3 funds are no longer available, MTC is under no obligation to find alternate or substitute funding to make up for lost funding.

3) The funding plan for the I-80 Express Lanes in Solano County includes \$34 million in State Transportation Improvement Program (STIP) funds. STA proposes to transfer a portion of these STIP funds to cover a cost increase on a separate TCEP cycle 1 project, the I-80/680/12 Interchange Phase 2A project. Since Regional Measure 3 funds legislatively committed to the Interchange project would have covered the cost increase, STA will request a Letter of No Prejudice this summer so that it can be repaid from RM3. STA will commit the repaid funds to complete the I-80 Express Lanes funding plan.

4) San Francisco I-280 High-Occupancy Vehicle (HOV) Lane: San Francisco requested that MTC and Caltrans nominate the I-280 HOV Lane project for \$50 million. The HOV Lane project is an initial step in San Francisco's planned Express Lane network. Caltrans chose not to nominate San Francisco's project due in part to the constrained project schedule; MTC staff recommends not including the project in this cycle of SCC funding, but will consider it in the subsequent SCC cycle in 2022.

5) Program Schedules: CTC adopted schedule revisions to delay the application due date at its special April 29, 2020 meeting. Regional agencies, including MTC, requested additional time to complete project applications due to COVID-19 related delays. CTC's revised application due dates provide an additional 17 to 19 calendar days. CTC did not change the program adoption date of December 2020 to allow projects to continue moving forward as quickly as possible, supporting jobs and the economy.

**Recommendation:**

Refer MTC Resolution Nos. 4417 and 4418 to the Commission for approval, and direct staff to transmit the project nominations and compiled list to the CTC.

**Attachment 2: SB 1 SCC & TCEP Competitive Program Nominations**

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**Table 1A: Recommended MTC Urban Solutions for Congested Corridors Program Nominations (\$494M statewide)**

#	Sponsor	Urban Project	SCC Request (\$millions)	Prioritization Principles					Caltrans Nominated
				Included in SB1	Congestion	GHG Reduction	Deliver-ability	Leverage	
1	BART	BART Transbay Core Capacity: Train Control	\$60		Highest	High	High	High	✓
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	✓	High	High	High	High	✓
3	VTA	Santa Clara US-101 Express Lanes, Phase 5	\$72	✓	High	High	Medium	High	
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)*	\$123		Medium	Medium	High	Medium	✓
<b>Urban Total:</b>			<b>\$295</b>						<b>* Also nominated in TCEP</b>

**Table 1B: Recommended MTC Rural Solutions for Congested Corridors Program Nominations (\$494M statewide)**

#	Sponsor	Rural Project	SCC Request (\$millions)	Prioritization Principles					Caltrans Nominated
				Included in SB1	Congestion	GHG Reduction	Deliver-ability	Leverage	
R1	Caltrans	Napa SR-29/221 Soscol Junction*	\$25		Medium	Medium	High	Medium	
<b>Rural Total:</b>			<b>\$25</b>						<b>* Also nominated for Local Partnership Competitive</b>

**Table 2: Bay Area Trade Corridor Enhancement Program Nominations****(\$1.4B Statewide; \$0.5B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$226M Northern California)**

			Prioritization Principles				
Sponsor	Project	TCEP Request (\$millions)	Key Freight Corridor	Address Community Impacts	Deliver-ability	Leverage	Caltrans Nominated
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	✓	✓	✓	✓	✓
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	✓	✓	✓	✓	✓
CCTA	Contra Costa I-680/SR-4 Interchange (Design)	\$21	✓		✓	✓	✓
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	✓		✓	✓	✓
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	✓		✓	✓	✓
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	✓		✓	✓	*
Total:		\$275	* Nominated for SCC Program				

**Attachment 3: SB 1 SCC & TCEP Project Scope and Benefit Summary**

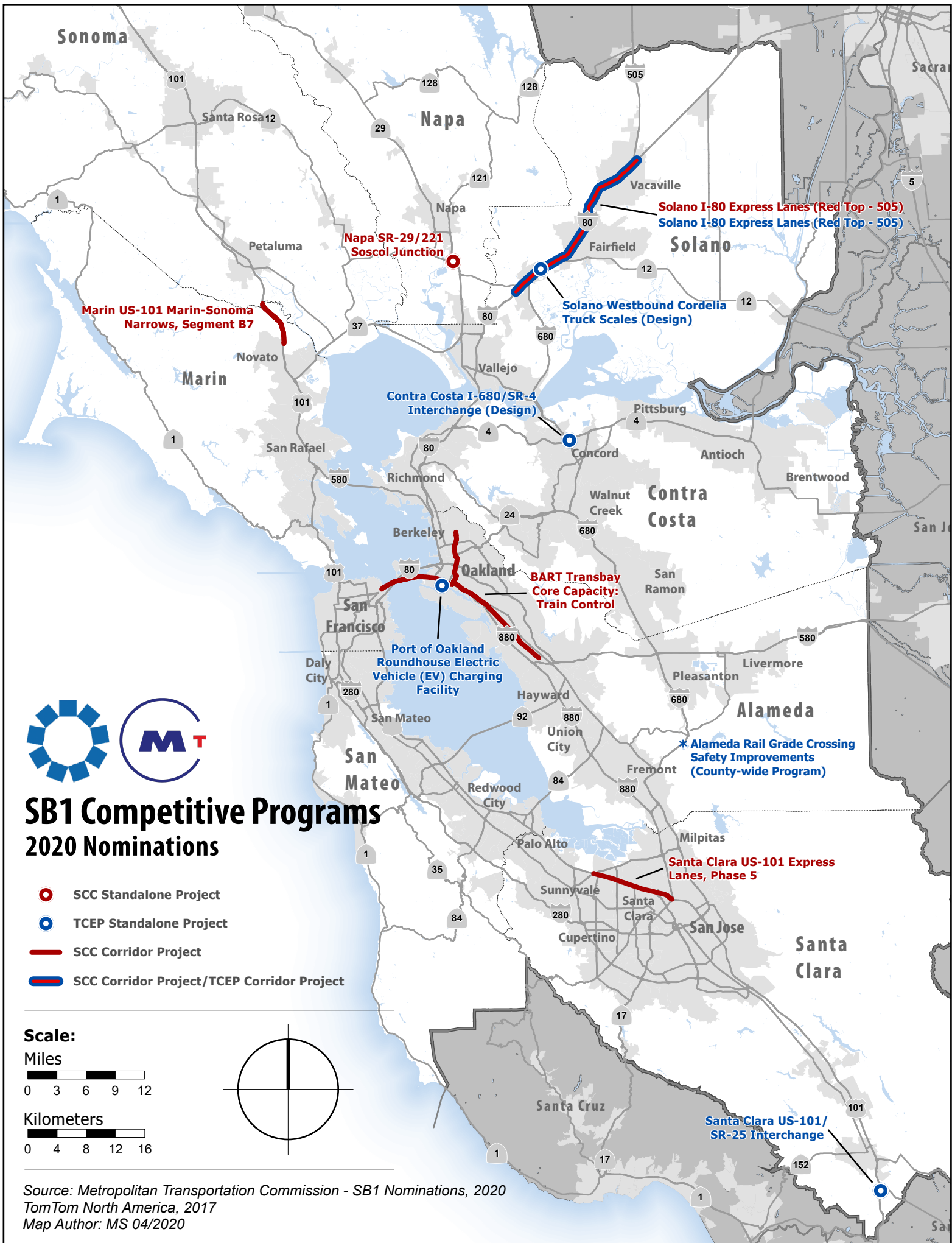
May 13, 2020 Programming and Allocations Committee Item 4a

**Table 1: Recommended MTC Solutions for Congested Corridors Program Nominations (\$494M statewide)**

#	Sponsor	Urban Project	SCC Request (\$millions)	Project Scope and Benefit Summary
1	BART	BART Transbay Core Capacity: Train Control	\$60	Upgrade and modernize BART train control system. Project will increase trains operating through the Transbay Tube from 23 to 28 trains per hour, relieving overcrowding; increasing reliability, ridership, and vehicles-miled traveled; and reducing greenhouse gas emissions.
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	Complete High-Occupancy Vehicle (HOV) lanes between Novato and Petaluma, providing 50 miles of continuous HOV lanes on US-101 in Marin and Sonoma Counties. Project will reduce congestion and improve mobility, and is part of the multimodal solution to congestion (along with Sonoma-Marín Area Rail Transit (SMART)).
3	VTA	Santa Clara US-101 Express Lanes, Phase 5	\$72	Convert existing HOV lanes to Express Lanes (EL) and add a second EL in each direction on US-101 from SR-237 in Sunnyvale to I-880 in San Jose. Project will provide shorter and more reliable travel times for motorists and public transit bus riders, improved safety, and reduced congestion.
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	Convert existing HOV lanes to Express Lanes (EL) and add new ELs between Red Top Rd. in Fairfield to I-505 in Vacaville, roughly 18 miles. Project will alleviate congestion, encourage carpooling/vanpooling, expedite regional transit connections, and reduce single-occupancy vehicles.
R1	Caltrans	Napa SR-29/221 Soscol Junction	\$25	Construct new interchange with two roundabouts to facilitate traffic movement at the SR-29 and SR-221 interchange, with bicycle and pedestrian infrastructure. Project will alleviate congestion, improve traffic operations and enhance safety for all transportation modes while improving bike/ped connectivity.
<b>Total:</b>			<b>\$320</b>	

**Table 2: Bay Area Trade Corridor Enhancement Program Nominations (\$1.4B Statewide; \$0.5B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$226M Northern California)**

Sponsor	Project	TCEP Request (\$millions)	Project Scope and Benefit Summary
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	Construct on-port electric vehicle charging facility and parking location for trucks accessing the Port. Project will reduce carbon footprint and energy consumption, support implementation of electric freight vehicles and equipment, and reduce number of trucks parking in surrounding neighborhoods.
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	Construct various safety enhancements at at-grade railroad crossings throughout Alameda County. Project will improve safety for all users at railroad crossings, relieve trespassing issues, and support on-going regional rail plan implementation.
CCTA	Contra Costa I-680/SR-4 Interchange (Design)	\$21	Construct various improvements at the I-680 and SR-4 Interchange and connectors. Project will provide congestion relief and improve traffic operations and safety for people and freight within the interchange area. Project supports goods movement on SR-4, one of only five east-west state highways connecting the Bay Area with the Central Valley.
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	Reconfigure interchange at US-101 and SR-25 south of Gilroy. Project will improve freight and agricultural product movement along SR-152, the only continuous route connecting US-101, I-5, and SR-99.
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	Replace existing Cordelia Truck Scales along westbound I-80, originally constructed in 1958. Project will support latest commercial enforcement technology, increase processing capacity to 1,000 trucks per hour, increase queue capacity, and reduce congestion and rear-end accidents.
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	See scope and benefits in same project nominated in the Solutions for Congested Corridors (SCC) Program.
<b>Total:</b>			<b>\$275</b>



# **SENATE BILL 1 (SB1) COMPETITIVE PROGRAMS BAY AREA NOMINATIONS**

Proposed Projects for Regional Submittal

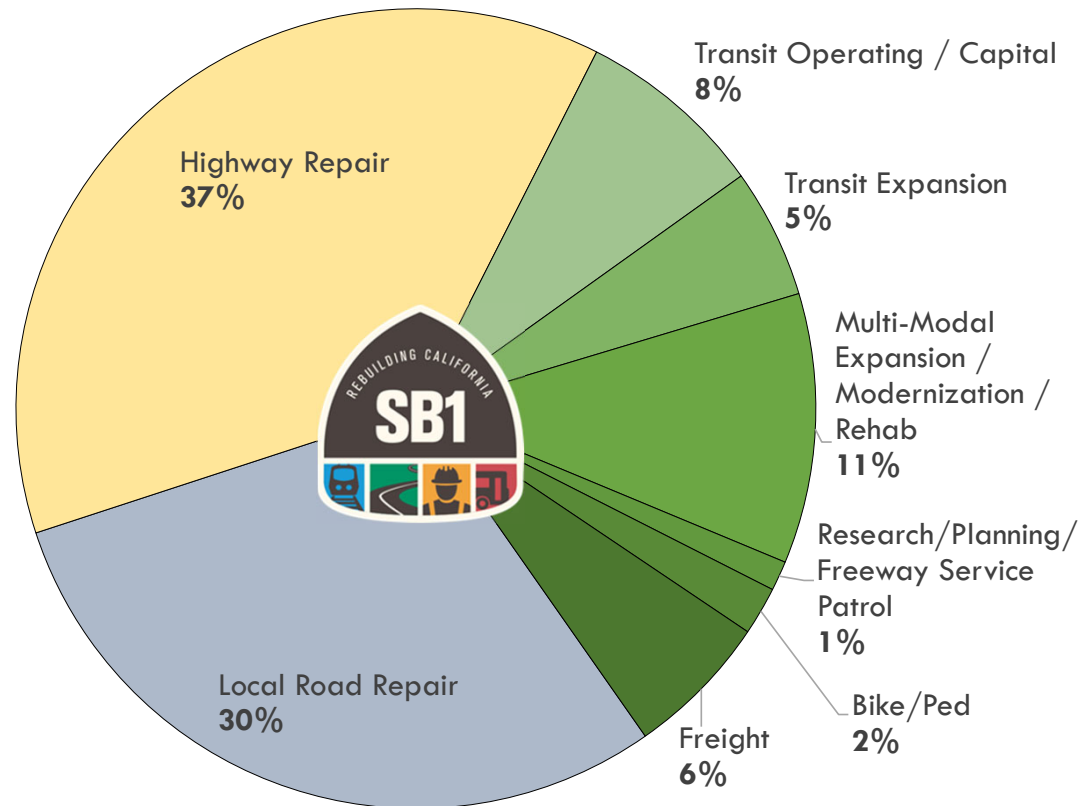


May 13, 2020  
Metropolitan Transportation Commission  
Programming and Allocations Committee  
Item 4a, Attachment 5

# Senate Bill 1 (SB 1) Overview

## Road Repair and Accountability Act of 2017

- Signed into law  
April 28, 2017
- **\$54 billion**  
over 10 years
- Formula and competitive programs





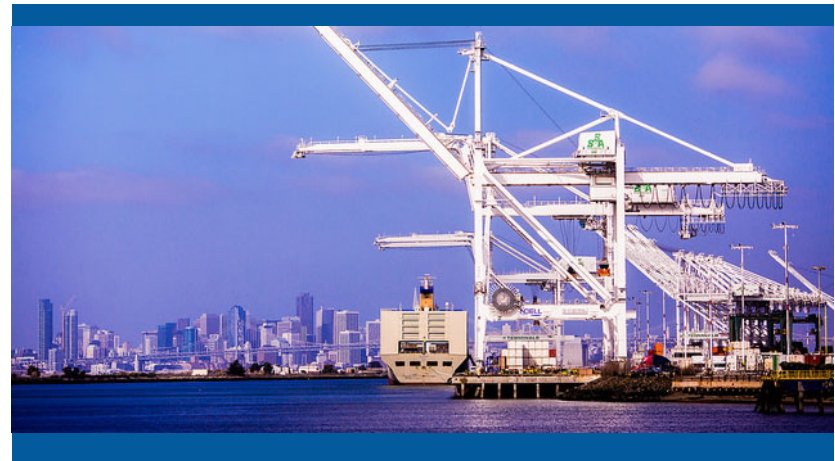
# SB 1 Competitive Programs – Cycle 2

## Solutions for Congested Corridors (SCC)



- ❖ \$494 million this cycle (2 years)
- ❖ Reduce congestion in key corridors
- ❖ Focus: projects in statute, congestion and greenhouse gas (GHG) emission reduction focus, early deliverability

## Trade Corridor Enhancement Program (TCEP)



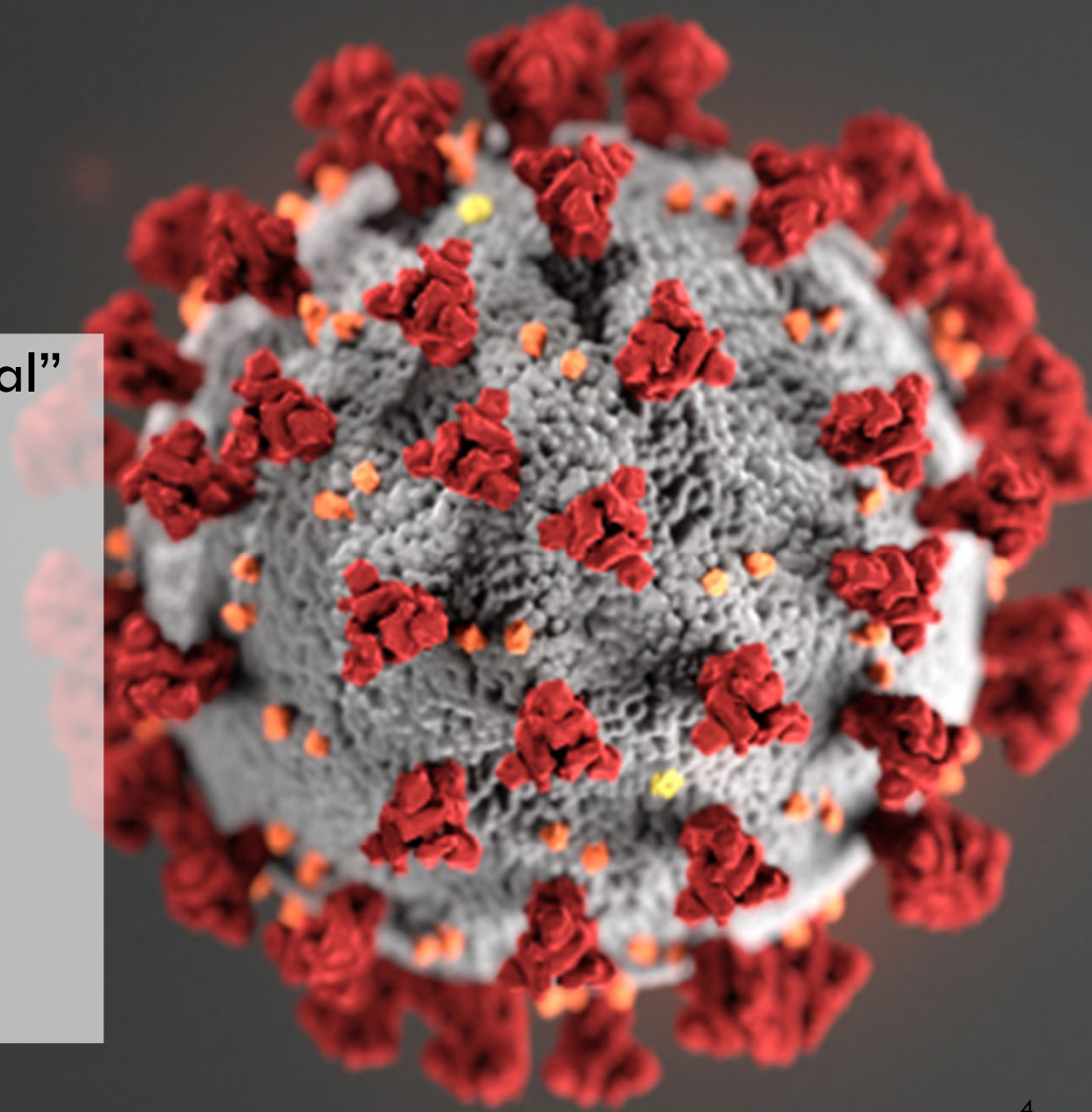
- ❖ \$1.4 billion this cycle (3 years)
- ❖ Combines SB 1, federal funds
- ❖ Divided into Caltrans and regional pots
- ❖ Focus: Regional Goods Movement Plan, GHG emission reduction, early delivery



# Background

## COVID-19 Pandemic

- Current pandemic and “new normal” create project uncertainty
- Proposed projects critical for Bay Area transportation network, providing significant benefits
- State funding expected to remain relatively stable for these two programs



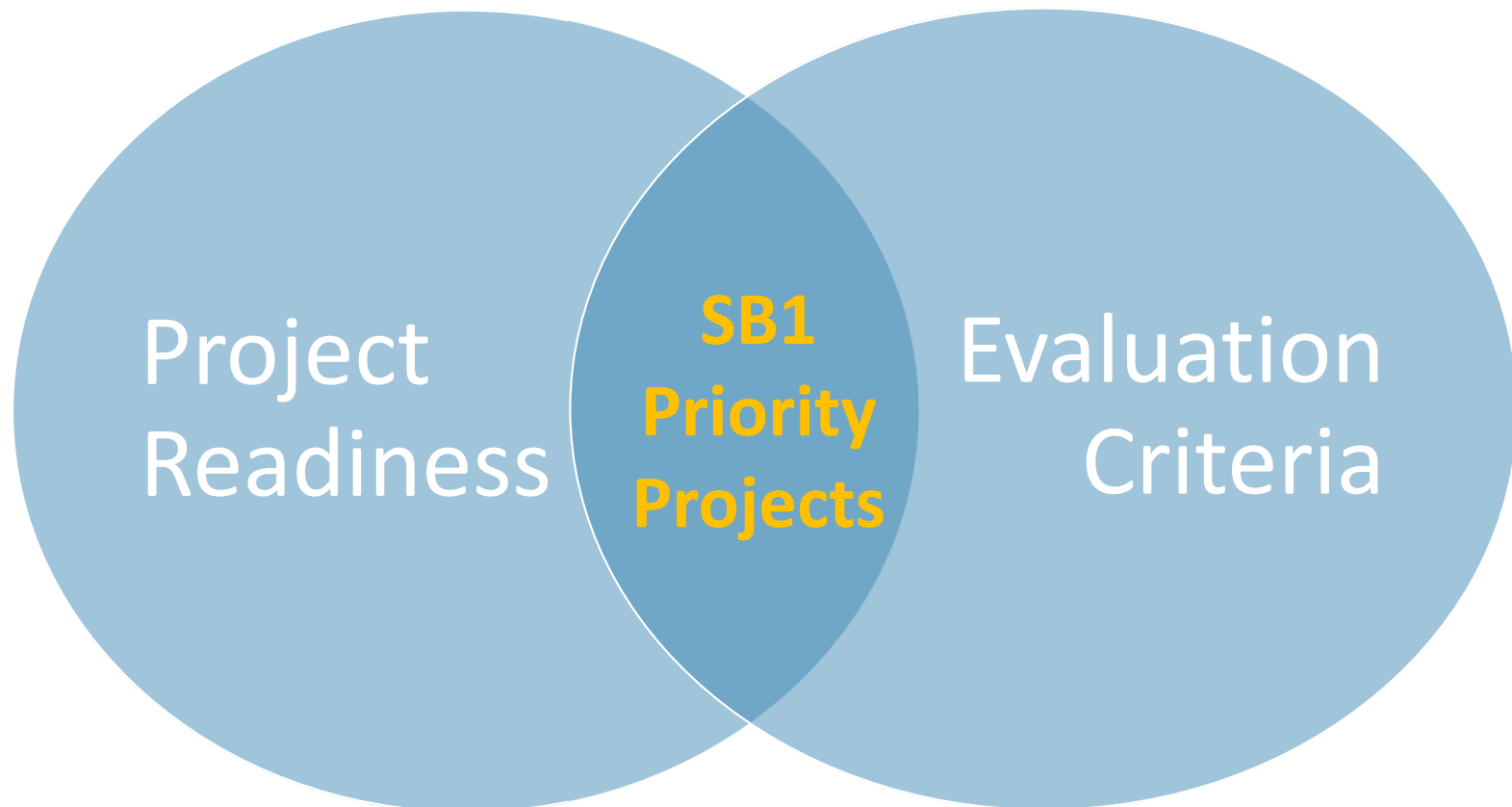
# Background

## Regional Goods Movement Plan

- February 2016 ○ **MTC adopts Regional Goods Movement Plan**  
Evaluates needs, prioritizes opportunities for Bay Area
- April 2017 ○ **SB 1 signed into law**  
\$300 million/year for goods movement improvements
- July 2017 ○ **MTC adopts Plan Bay Area 2040**  
\$5 billion in priorities for goods movement
- January 2018 ○ **MTC adopts Goods Movement Investment Strategy**  
Near-term improvements in 3 focus areas:
- Roadway, \$2.2 billion
  - Rail, \$1.2 billion
  - Community Protection, \$350 million



# SB1 PROJECT PRIORITIZATION



# PROGRAMS

## SB1 Competitive Programs

Acronym		Program	MTC Cycle 1 Performance
SCC		Solutions for Congested Corridors	32%
TCEP		Trade Corridor Enhancement Program	19%
LPP-C		Local Partnership Competitive Program	32%
TIRCP		Transit and Intercity Rail Capital Program	32%

Note: MTC Target: 20%-30%

# ADOPTED PRIORITIZATION PRINCIPLES



## SCC Principles

**Projects listed in SB1 legislation**

**Address mobility in key congested corridors**

**Reduces Greenhouse Gas (GHG) Emissions/ Advances Gov's Executive Order**

**Deliverability by FY22-23 & Leveraging/Full Funding**

**Partnership: Caltrans Joint-Nomination**

**Small / Rural Project**



## TCEP Principles

**Address mobility in key freight corridors**

**Address community impacts from freight corridors**

**Deliverability by FY22-23 & Leveraging/Full funding**

**Partnership (including with Caltrans)**



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# Proposed Nominations Solutions for Congested Corridors - Urban

MTC & Caltrans Proposed Nominations (\$494 million statewide)

\$, in millions

#	Sponsor	Urban Project	SCC Request	Listed in SB1	Con-gestion	GHG Reduct-ion	Deliver-ability	Lever-age	Caltrans Nomin-ated
1	BART	BART Transbay Core Capacity: Train Control	\$60		Highest	High	High	High	✓
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	✓	High	High	High	High	✓
3	VTA	Santa Clara US-101 Express Lanes, Ph. 5	\$72	✓	High	High	Med	High	
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123*		Med	Med	High	Med	✓
Total Urban Request			\$295						

\* Same request for TCEP

# Proposed Nominations Solutions for Congested Corridors - Rural

MTC & Caltrans Proposed Nominations (\$494 million statewide)

\$, in millions

#	Sponsor	Rural Project	SCC Request	Listed in SB1	Con-gestion	GHG Reduct-ion	Deliver-ability	Lever-age	Caltrans Nomin-ated
R1	Caltrans	Napa SR-29/221 Soscol Junction*	\$25		Med	Med	High	Med	
Total Rural Request			\$25	*Same request for Local Partnership Competitive					



# Proposed Nominations Trade Corridor Enhancement Program

## MTC Proposed Nominations (\$1.4 billion statewide)

\$, in millions

Sponsor	Project	TCEP Request	Key Freight Corridor	Address Community Impacts	Deliverability	Leverage	Caltrans Nominated
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	✓	✓	✓	✓	✓
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	✓	✓	✓	✓	✓
CCTA	Contra Costa I-680 / SR-4 Interchange (Design)	\$21	✓		✓	✓	✓
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	✓		✓	✓	✓
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	✓		✓	✓	✓
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123*	✓		✓	✓	**
		<b>\$275</b>	* Same request for SCC ** CT Nominated for SCC				



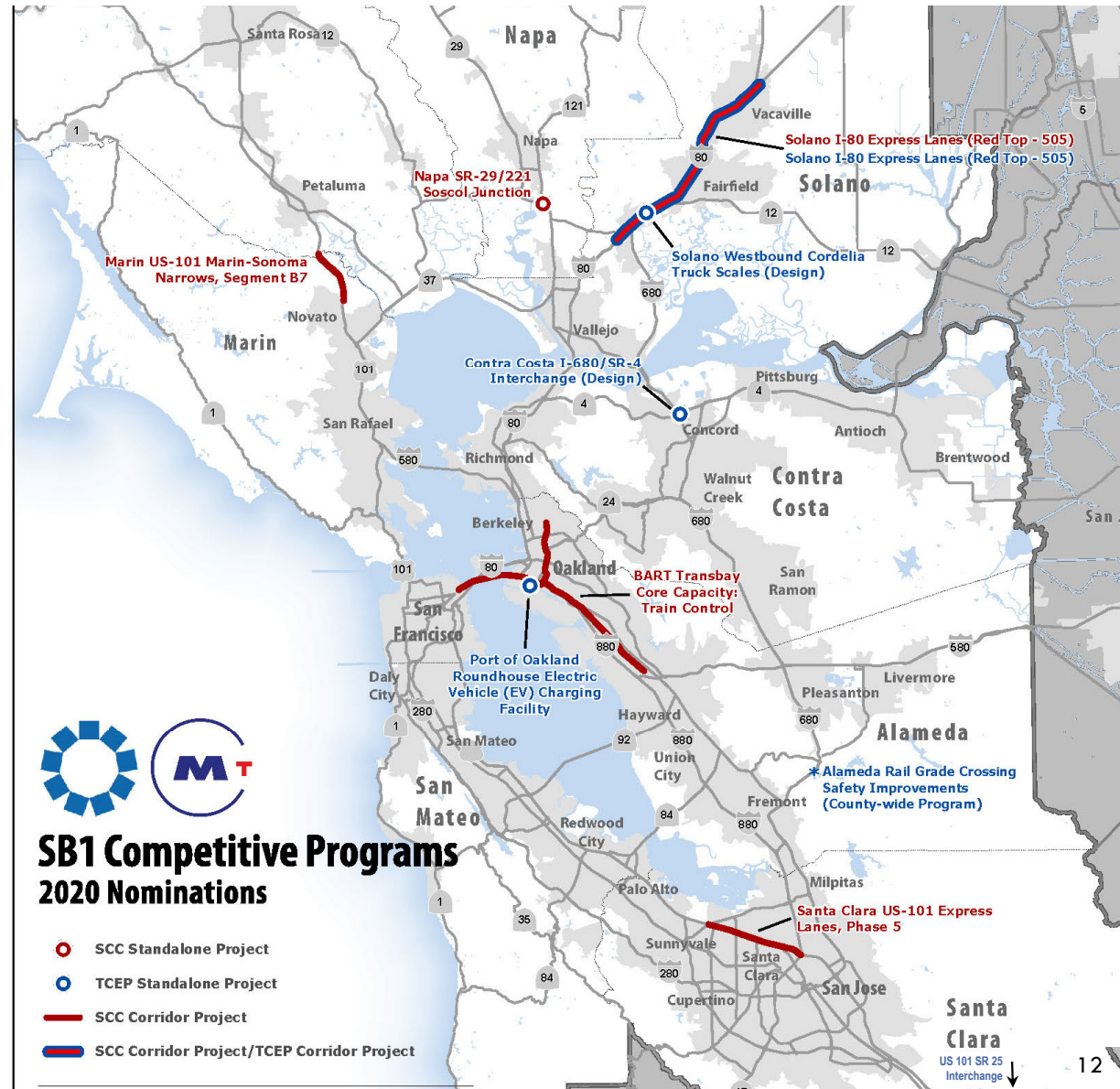
# SB1 Competitive Programs

## Solutions for Congested Corridors (SCC)

5 projects, \$320 million

## Trade Corridor Enhancement Program (TCEP)

6 projects, \$275 million



# Issues for Consideration

## Regional Measure 3

- Three projects list RM3 funding in the funding plan:
  - Marin US-101 Marin-Sonoma Narrows
  - Contra Costa I-680/SR-4 Interchange
  - Solano I-80 Express Lanes
- No MTC commitment to find alternate funding if RM3 is not available when needed

## Scope/Cost Increases

- Responsibility of project sponsors

## Projects

- Solano I-80 Express Lanes: STIP and RM3 Funds
- San Francisco I-280 High-Occupancy Vehicle (HOV) Lane: recommend consideration for next round of SCC funding

## Program Schedule

- Application due dates delayed at special April 29 meeting of the California Transportation Commission (CTC)



# Current Program Timelines

Program Name	Applications Due to CTC*	Release of Staff Recommendations	CTC Program Adoption
Solutions for Congested Corridors (SCC)			
2020 SCC	July 17, 2020	November 12, 2020	December 2-3, 2020
Trade Corridors Enhancement Program (TCEP)			
2020 TCEP	August 3, 2020	November 12, 2020	December 2-3, 2020
Local Partnership Program (LPP)			
2020 LPP – Formula**	June 30, 2020	November 12, 2020	December 2-3, 2020
2020 LPP – Competitive	June 30, 2020	November 12, 2020	December 2-3, 2020

\* Reflects delay approved at April 29, 2020 CTC Meeting

\*\* Formula projects accepted on a rolling basis



# SB 1 Project Summary – Cycles 1 and 2

**Funded (Cycle 1)**

## Solutions for Congested Corridors (SCC) Program

County	Project	Award
San Mateo	US-101 Express Lanes (380 to Santa Clara)	\$200 M
Santa Clara	US-101 Express Lanes (Phase 3)	\$33 M
Sonoma	US-101 Marin-Sonoma Narrows Segment C2	\$85 M

**Nominated (Cycle 2)**

County	Project	Request
Regionwide	BART Transbay Core Capacity: Train Control	\$60 M
Marin	US-101 Marin-Sonoma Narrows Segment B7	\$40 M
Napa	SR-29/221 Soscol Junction	\$25 M
Santa Clara	US-101 Express Lanes (Phase 5)	\$72 M
Solano	I-80 Express Lanes (Red Top-505)	\$123 M

## Trade Corridor Enhancement Program (TCEP)

County	Project	Award
Alameda	7 <sup>th</sup> St Grade Separation (East)	\$175 M
Alameda	Port ITS Elements	\$12 M
Alameda	Emeryville Rail Safety Improvements	\$4 M
Santa Clara	US-101/SR-25 Interchange (Design)	\$4 M
Solano	I-80/SR-12 Interchange (Phase 2A)	\$53 M

County	Project	Request
Alameda	Roundhouse EV Charging Facility at Port	\$9 M
Alameda	Rail Grade Crossing Safety Improvements	\$25 M
Contra Costa	I-680/SR-4 Interchange (Design)	\$21 M
Santa Clara	US-101/SR-25 Interchange (Construction)	\$74 M
Solano	I-80 WB Cordelia Truck Scales (Design)	\$23 M
Solano	I-80 Express Lanes (Red Top-505)	\$123 M





# Recommendation

*Refer to the Commission  
MTC Resolution Nos. 4417  
and 4418, and forward to  
the California Transportation  
Commission*





SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2020

May 4, 2020

Lateefah Simon  
PRESIDENT

Mark Foley  
VICE PRESIDENT

Robert Powers  
GENERAL MANAGER

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

Re: 2020 Solutions for Congested Corridors Program Nomination

DIRECTORS

Debora Allen  
1ST DISTRICT

Mark Foley  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Elizabeth Ames  
6TH DISTRICT

Lateefah Simon  
7TH DISTRICT

Janice Li  
8TH DISTRICT

Bevan Duffy  
9TH DISTRICT

Dear Ms. McMillan:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am writing to request that the Metropolitan Transportation Commission nominate BART's Transbay Corridor Core Capacity Program – Train Control Modernization Program for the 2020 Solutions for Congested Corridors Program. This project will benefit the Transbay Corridor, one of, if not the most, highly congested corridors in the region.

BART's Train Control Modernization Program (TCMP) will install a new Communications-Based Train Control (CBTC) System and will enable BART to increase the number of trains operating through the Transbay Tube from 23 to 28 trains per hour. Long-term ridership trends at BART require additional capacity, which has long been recognized at MTC in the Core Capacity Transit Study, and other documents. CBTC will enable BART to operate trains with the shorter headways necessary to deliver 28 trains per hour and keep the Bay Area moving.

The TCMP is one of four elements of BART's Transbay Corridor Core Capacity Program (TCCCP), which includes an additional 252 rail cars, rail car storage at Hayward Maintenance Complex (HMC), and new traction power substations.

**TCCCP TCMP Scope:**

Replace the existing train control systems with a new CBTC system, allowing BART to achieve the shorter headways needed to operate 28 regularly scheduled trains per hour on the trunk line through the Transbay Tube, between Daly City and Downtown Oakland.

**Project Benefits:**

- Relieve Crowding – this program will increase onboard capacity by over 30%.
- Increase Reliability – reduce system delays attributable to the existing train control system.
- Increase Ridership by over 200K riders and Reduce VMT – greater capacity and higher reliability will attract riders.
- Reduce GHG Emissions – fewer VMT means fewer GHG (4M metric tons of carbon dioxide equivalent over project lifetime) and other emissions, and better air quality.
- Sustainable Communities – additional transit capacity will support growth around stations.

**Project Schedule:**

Environmental Process complete	September 2017
30% Design complete	December 2017
FTA Full Funding Grant Agreement	July 2020
Begin construction of TCCCP TCMP	2021
Begin 28 train per hour service	2028

**Cost Estimate:**

The Transbay Corridor Core Capacity Program TCMP is estimated to cost \$1.14 billion.

**Funding:**

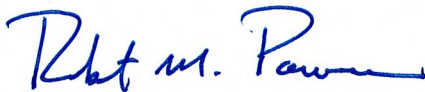
This Solutions for Congested Corridors grant proposal is for the final \$60 million needed to fully fund BART's TCMP through the Bay Area's Transbay Tube. This funding would leverage more than \$1 billion in local, State and Federal funding, including funding from BART's Measure RR passed in 2016, California TIRCP, and a \$1.169 billion Federal Transit Administration Capital Investment Grant, of which \$397 million is programmed for the TCCCP TCMP.

Ridership has grown significantly over the past decade. Despite the current COVID-19 crises, BART expects continued long-term growth. The Transbay Corridor Core Capacity Program will address overcrowding and help accommodate future ridership growth by increasing train frequency, rail car length, and ridership capacity.

BART has served the Bay Area for nearly 50 years and is committed to providing safe, reliable, and quality rail service for many years to come.

I look forward to working with you in the future.

Sincerely,



Robert M. Powers  
General Manager





900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415/226-0815  
Fax: 415/226-0816

[www.tam.ca.gov](http://www.tam.ca.gov)

**Belvedere**  
James Campbell

**Corte Madera**  
David Kunhardt

**Fairfax**  
John Reed

**Larkspur**  
Dan Hillmer

**Mill Valley**  
Urban Carmel

**Novato**  
Eric Lucan

**Ross**  
P. Beach Kuhl

**San Anselmo**  
Brian Colbert

**San Rafael**  
Gary Phillips

**Sausalito**  
Susan Cleveland-Knowles

**Tiburon**  
Alice Fredericks

**County of Marin**  
Damon Connolly  
Katie Rice  
Kathrin Sears  
Dennis Rodoni  
Judy Arnold

April 30, 2020

Ms. Therese McMillan  
Executive Director  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale St., Suite 800  
San Francisco, CA 94105-2066

Dear Ms. McMillan:

I want to thank you and your team for partnering with the Transportation Authority of Marin (TAM), Sonoma County Transportation Authority and Caltrans to relieve traffic congestion and install high-occupancy vehicle (HOV) lanes on US 101 over the past years. One last six-mile gap remains, as part of the Marin Sonoma Narrows (MSN) project, which would complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties.

In order to deliver the final HOV lane gap closure project on US 101 through northern Marin, known as the MSN B7 project, TAM respectfully requests that MTC submit this project with a grant request of \$41 million in the upcoming SB 1 Solutions for Congested Corridors Program (SCCP) cycle.

We have been in discussion with MTC and Caltrans for their support of this project for SB1 SCCP funding since 2017 when Cycle 1 was announced. I believe you are aware of all the benefits of the project, and that not only does it address all the State's SB1 SCCP criteria, it is also mentioned in the State's SB1 legislation as an example of an ideal candidate for priority funding. Caltrans staff has confirmed that they intend to submit the B7 project for consideration in SCCP; a joint submittal by MTC and Caltrans would strengthen the region's chances of securing the state funding.

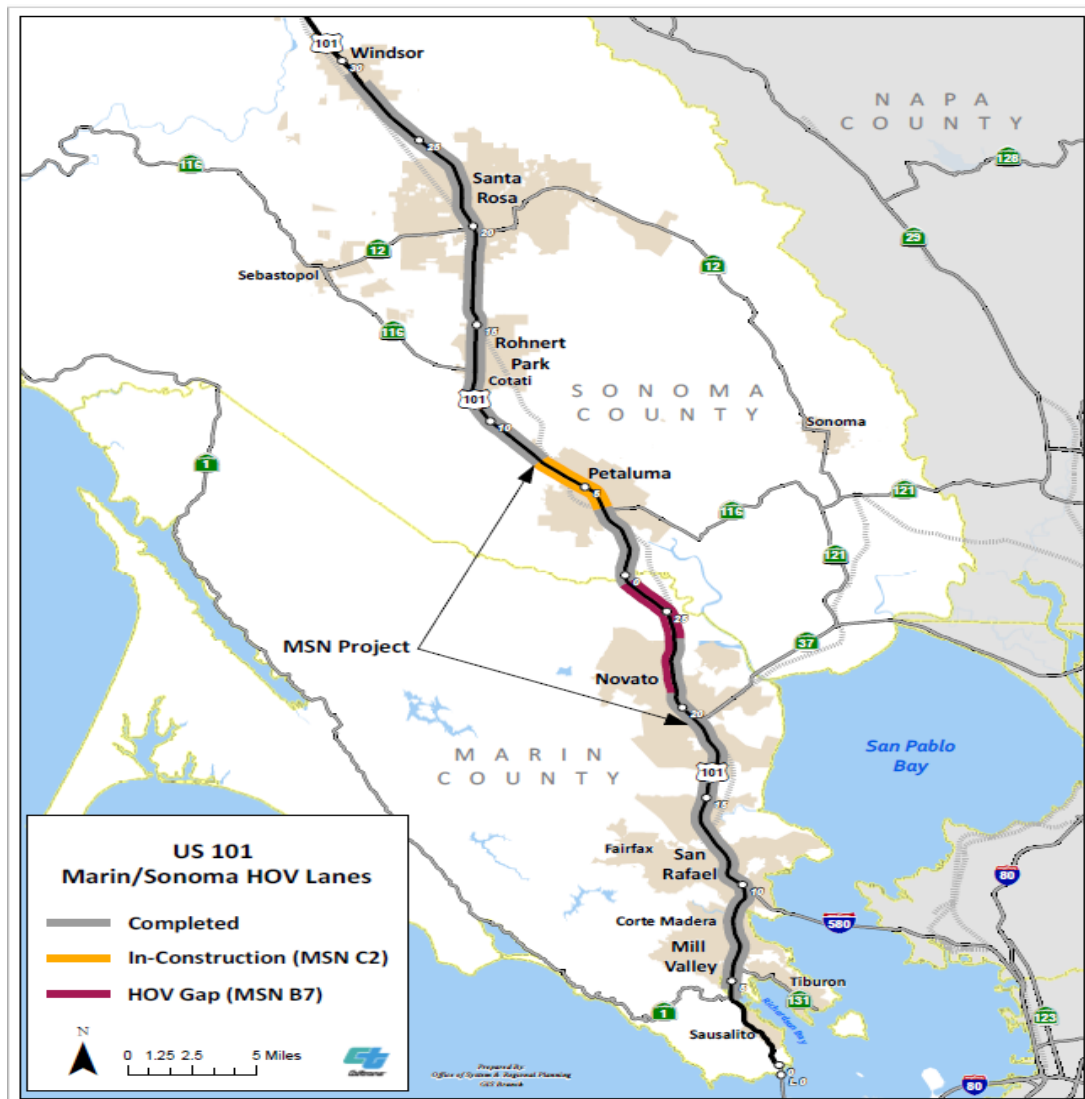
The following are key highlights and facts of this important project:

1. Last gap of the MSN project, from Atherton Avenue to the County line, which would complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties.
2. Improve mobility for public transit.
3. Improve access to SMART rail system in important multimodal corridor.
4. Construct Class II bike lanes along parallel frontage road.
5. Modernize highway geometrics to improve highway safety.
6. Corridor has been a regional priority, listed in Regional Measure 3
7. Over \$6 million in TAM local-controlled and Measure AA funds were invested for design of the project. Design is nearing 100%, expected to be complete in July 2020.
8. Total estimated project cost for B7: \$135.5 million.
9. Construction begin: Spring 2021.
10. Construction completion: Winter 2023/2024.

**Making the Most of Marin County Transportation Dollars**



The project area is shown on the map below, indicating the many segments that have already been completed and opened to the public, the one segment in Sonoma County that is under construction (having successfully secured a prior SCCP grant), and the remaining B7 segment.



TAM values the partnership we have had with MTC and appreciates your consideration of the US 101 Marin Sonoma Narrows B7 Segment project for the SB1 Solutions for Congested Corridors Program application. If you have any questions, please don't hesitate to contact me at 415-226-0820.

Sincerely,

Anne Richman  
Executive Director

cc: Alix Bockelman, Metropolitan Transportation Commission  
Theresa Romell, Metropolitan Transportation Commission  
Jean Finney, Caltrans District 4  
Suzanne Smith, Sonoma County Transportation Authority  
Judy Arnold, Marin County Supervisor and TAM Chair  
Damon Connolly, Marin County Supervisor and MTC Commissioner

April 28, 2020

Ms. Therese McMillan  
Executive Director  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale St., Suite 800  
San Francisco, CA 94105-2066

Dear Ms. McMillan,

I want to thank you and your team for your leadership in the development of the Bay Area Express Lanes Strategic Plan. Working together, we will be able to deliver this much needed transportation network to our region. Santa Clara County is home to some of the most congested highways in the Bay Area, leading VTA to prioritize and fund investments to the region's express lanes network. In order to deliver the next phase of the US101 express lanes project in our county, I request that MTC, in its upcoming SB1 Solutions for Congested Corridors Program cycle, submit this project with a grant request of \$72 million.

My staff has been discussing this request with members of your team dating back to Spring of 2019. They have engaged with the Programming & Allocations and Express Lane operations staff, the Express Lanes Steering Committee and also during the Regional Expressway Strategic planning process. I wanted to make you aware, as your staff already knows, that Phase 5 of our Express Lanes project addresses all the State's SB1 Solutions for Congested Corridors criteria and ranks highly on MTC's Regional Expressway Strategic Plan criteria. In fact, US 101 is one of only three projects that met all the criteria and is also listed as the most cost-effective. I have included slides from the January 27, 2020 MTC presentation to the Bay Area Express Lanes 10-year Strategic Implementation Working Group that document the project's performance.


Additionally, here are a few highlights of this important project:

- **Manage Congestion and Bring Reliability to Traveling Public**
  - Introduces roadway pricing into the Bay Area's 3<sup>rd</sup> most congested corridor
  - Extends the Peninsula US 101 Express lane corridor another 10 miles
  - Creates continuous express lanes from San Francisco to San Jose
  - Serves Levi's Stadium for major sports and entertainment events
- **Timely Delivery of Regional Network**
  - Project is scheduled for Construction in 2022
- **Cost Effective Use of Public Funding**
  - Leverages existing HOV facilities
  - Builds on prior MTC and VTA investments through the STIP, Prop 1B and local development-related contributions

Therese McMillan, Metropolitan Transportation Commission  
SB1 letter  
April 28, 2020  
Page 2 of 2

Therese, thanks for taking the time to review this request and I appreciate your consideration of the US 101 Phase 5 Express Lanes Project for the SB 1 Solutions for Congested Corridors Program.

Sincerely,

  
Nuria I. Fernandez  
General Manager/CEO  
Santa Clara Valley Transportation Authority

cc:     Alix Bockelman, Metropolitan Transportation Commission  
          Theresa Romell, Metropolitan Transportation Commission  
          Lisa Klein, Metropolitan Transportation Commission  
          Deborah Dagang, Santa Clara Valley Transportation Authority  
          Casey Emoto, Santa Clara Valley Transportation Authority  
          Marcella Rensi, Santa Clara Valley Transportation Authority

April 30, 2020

*Sent Via Electronic Mail*

Page 1 of 2

Therese McMillan  
Executive Director  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

**RE: Solano I-80 Managed Lanes Solutions for Congested Corridors Program –  
Request for MTC Nomination**

Dear Ms. McMillan:

The California Department of Transportation (Caltrans) and the Solano Transportation Authority (STA) are seeking MTC's nomination of this Interstate 80 (I-80) Managed Lanes Project (Project) in Solano County for the Solutions for Congested Corridors Program (SCCP) through the California Transportation Commission (CTC). It is proposed to seek \$123.4 million in SCCP funding for the Project. Should the project be successful in obtaining SCCP funding, Caltrans will be the implementing agency in coordination with MTC and STA.

The Project will construct managed lanes in the westbound and eastbound directions of I-80 from west of Red Top Road to east of I-505, a distance of approximately 18 miles, through conversion of existing HOV lanes and highway widening for new managed lanes. Provision of managed lanes throughout the corridor is included in the I-80 East Comprehensive Multimodal Corridor Plan (2020), and the project is included in the Regional Transportation Plan, *Plan Bay Area 2040*. The Plans, Specifications, and Estimates (PS&E) phase for the project is anticipated to conclude April 2021, and construction (contract award) is scheduled to begin in fall 2021.

**I-80 Managed Lanes Updated Funding Plan per Option 1**

	Exist BT - EL Capital/ AB1171	Bridge Toll: RM3 Express Lanes	Bridge Toll: RM3 80/680/12 IC LONP Repay	Advance RTIP	SB 1 (SCCP)	Total
PS&E	\$3.8M	\$5.1M				\$8.9M
R/W	\$3.2M					\$3.2M
CON Support					\$21.8M	\$21.8M
CON Capital		\$48M	\$16.7M *	\$17.3M	\$101.6M	\$183.6M
Toll System		\$31.9M				\$31.9M
<b>Total</b>	<b>\$7M</b>	<b>\$85M</b>	<b>\$16.7M</b>	<b>\$17.3M</b>	<b>\$123.4M</b>	<b>249.4M</b>

STA Ltr. To MTC TMcMillan dated April 30, 2020 re. Solano I-80 Managed Lanes Solutions for Congested Corridors Program – Request for MTC Nomination

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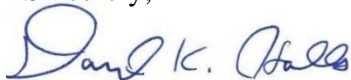
The Project is part of a comprehensive effort to improve access, reliability, frequency, integration, and safety of regional transit services within and outside of Solano County. The Project will allow STA to increase frequency of the SolanoExpress regional bus service, which provides connections to Bay Area Rapid Transit, the San Francisco Bay Ferry, the Sacramento Regional Transit District, and the Amtrak Capitol Corridor rail line. The Project will also allow for better transit and increased HOV use by providing reliable overall travel time reduction for express and intercity bus, carpools, and vanpools. The Project is expected to reduce greenhouse gas emissions and manage vehicle miles traveled, while facilitating the integration of regional transit opportunities.

The new managed lanes in the East Segment would extend for approximately 10 miles but provide congestion relief for nearly 12 miles, as backups often cause issues starting at Abernathy Road. Assuming free-flow conditions, the managed lanes project in coordination with other planned improvements along the corridor would save approximately 17 minutes for each bus or other HOV traveling on eastbound I-80 during the PM peak period. The time savings would result from increased average speeds along the corridor, with average speeds in the managed lanes being approximately 15 mph faster than in the general purpose lanes. Any time savings realized from the managed lanes will be put back into the transit system in the form of increased frequency. This could mean that, during peak times, transit service could increase from every 20 minutes to every 15 minutes.

We greatly appreciate the MTC's consideration of the requested nomination of this Project, as it is a critical component of the transportation infrastructure for the Northern California Megaregion. We believe the Project is a strong candidate for SB 1 SCCP funding.

For any questions, please contact Janet Adams, STA Deputy Executive Director/Director of Projects, at (707) 424-6075 or [jadams@sta.ca.gov](mailto:jadams@sta.ca.gov).

Sincerely,



Daryl K. Halls  
Executive Director

Cc: STA Board Members

Tony Tavares, Caltrans District 4 Director

Alix Bockelman, MTC Deputy Executive Director, Policy

Lisa Klein, MTC Director of Programming and Allocations

Theresa Romell, MTC Director of Field Operations and Asset Management





April 30, 2020

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

Attn: Theresa Romell/Director, Programming and Allocations

RE: Solutions for Congested Corridor Cycle 2 Application – Soscol Junction

Dear Ms. McMillan:

Please accept this letter as NVRTA's request for MTC to support the Soscol Junction project as its priority for Senate Bill (SB) 1 Solutions for Congestion Corridor (SCC) Program Cycle 2. NVRTA is requesting \$25 million in SCC funds for the construction phase of the project. If selected, the SCC funds will complete the project's funding package.

Soscol Junction is NVRTA's number one highway congestion relief project and is the highest priority highway improvement for Caltrans District 4 in Napa County. The project would significantly reduce congestion on State Route (SR) 29 and SR 221 in southern Napa County. The project is identified in Plan Bay Area 2040 and Napa's Countywide Transportation Plan - Vision 2040 - Moving Napa Forward. The project, is on the Rural Highway Freight Network and is identified as one of Caltrans District 4's Congested Corridor/Freight Network priorities. The project is also identified as the number one improvement project in the draft SR 29 Comprehensive Multimodal Corridor Plan which is scheduled to be adopted by the NVRTA Board on May 20<sup>th</sup>.

SR 29 is the main north-south transportation artery in Napa Valley. The highway connects all six jurisdictions in Napa County and the adjacent counties of Solano and Lake. The Valley's population and job growth, coupled with over 4 million visitors per year has caused excessive congestion and delays on the SR 29 corridor. The current intersection is an at-grade intersection controlled by a traffic signal with traffic volumes of 64,000 vehicles per day. The intersection operates at a level of service F during peak commute periods with average wait times in excess of 5 minutes.

The Soscol Junction project will include operational and multimodal improvements at the intersection of SR 29/SR 221/Soscol Ferry Road. The Project will eliminate the traffic signal and build a free flowing north-south overpass on SR 29 with two roundabouts constructed below grade on SR 221 facilitating turning movements on and off the highways. The project will improve queuing and delays with the intersection forecasted to be operating at a level of service A in the AM peak period and a level of service B in the PM peak period in year 2045. Seven other project alternatives were vetted and this is the only project alternative universally supported by the community, largely because it is context sensitive to Napa's rural beauty and safely accommodates bicycle and pedestrian activities even with high traffic volumes.

The proposed design accommodates bicycle and pedestrian users by providing a dedicated class I multipurpose path on SR 221 on the perimeters of the two roundabouts. The design significantly slows traffic allowing more experienced cyclists to co-exist on road with the turning traffic. In addition, the project would serve transit by improving a major intersection used by NVTAs commuter bus routes and other bus traffic that will be going to/from the nearby site of the new Vine Transit maintenance facility.

Multi-modal safety was a primary design criterion for this intersection - there were between 49 and 67 collisions each year from 2012-2017. The existing at-grade intersection has a higher collision rate than the statewide average for similar facilities. There is a high number of rear-end collisions due to the extensive queuing at the intersection. The project is expected to reduce collisions to an average of 24 accidents per year, eliminate broadside accidents and reduce head-on collisions by 90%.

Table 1, below, provides a summary of funding by phase and year. Table 2 provides the funding sources secured and proposed.

Table 1: Project Funding by Phase/Year

	Funding in \$1,000s				
	Prior	FY 19/20	FY 20/21	FY 21/22	Total
ENV	\$11,145				\$11,145
PS&E		\$5,045			5,045
ROW			\$300		300
CON				\$52,000	52,000
				Total	\$63,445

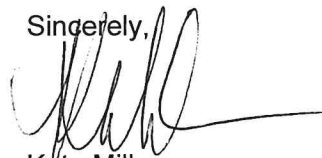
Table 2: Funding Sources:

Source	Funding in \$1000s
STIP	\$34,864
Local Funds	3,581
SCC (Proposed)	25,000
Total	\$63,445

The environmental document for Soscol Junction was completed and certified in February 2020. The project is currently in the Plans Specifications & Estimates (PS&E) phase and is on schedule to be constructed in early 2022.

Thank you for considering this request. Please do not hesitate to contact me should you have any questions or require additional information ([kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov) or (707) 259-8634).

Sincerely,



Kate Miller  
Executive Director

Date: May 27, 2020  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4417

This resolution adopts the program of MTC's nominations for the 2020 Solutions for Congested Corridors (SCC) Program Cycle 2 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2020 Solutions for Congested Corridors Program
- Attachment B – Program of MTC Nominations for the 2020 Solutions for Congested Corridors Program – Cycle 2

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated May 13, 2020.



Date: May 27, 2020  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2020 SB 1 Solutions for Congested Corridors (SCC) Program – Cycle 2

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4417

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 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, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors; and

WHEREAS, on June 5, 2018, Bay Area voters approved Regional Measure 3 (RM3), which authorizes toll increases on the Bay Area's seven state-owned bridges to fund a comprehensive traffic relief program of projects as set forth in Senate Bill 595 (Beall, 2017); and

WHEREAS, RM3 is currently under a legal challenge; and

WHEREAS, on January 29, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Solutions for Congested Corridors Program, which includes two years of funding totaling roughly \$500 million (Attachment A); and

WHEREAS, MTC, as both the regional transportation planning agency and authority responsible for preparing the RTIP for the Bay Area, is eligible to nominate projects within the Bay Area for SCC funds, as defined in section 9 of the CTC Guidelines for the Solutions for Congested Corridors Program; and

WHEREAS, MTC is the nominating agency for SCC projects, and is not a sponsoring or implementing agency on any MTC-nominated SCC project; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations for Cycle 2 of the Solutions for Congested Corridors Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the nominating agency, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for MTC's nominated projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that any identification of Regional Measure 3 (RM3) funds on MTC-nominated SCC projects are subject to future Commission action and resolution of any and all legal challenges, and that MTC shall not be expected or required to find alternate sources of funding should RM3 funds not be available for selected SCC projects at time of funding allocation; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of MTC Nominations for the Solutions for Congested Corridors Program is for planning purposes only, with each project still subject to 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 May 27, 2020.

**Attachment A**  
**MTC Resolution No. 4417**  
**SB1 Solutions for Congested Corridors (SCC)**  
**Program of MTC Nominations**  
**FY 2021-22 and FY 2022-23**  
**May 2020**

MTC Resolution No. 4417  
Attachment A  
Adopted: 05/27/20-C

**Statewide Funding Distribution (Based on Section 4 of SCC Guidelines adopted by CTC on Jan. 29, 2020)**

<b>SB1 Solutions for Congested Corridors (SCC) Program</b>	<b>Estimated Appropriations (\$thousands)</b>
SCC - FY 2021-22 Appropriation	\$250,000
SCC - FY 2022-23 Appropriation	\$250,000
SCC Cycle 1 Overprogramming	(\$6,089)
<b>Total</b>	<b>\$493,911</b>

**Attachment B**  
**MTC Resolution No. 4417**  
**SB1 Solutions for Congested Corridors (SCC)**  
**Program of MTC Nominations**  
**FY 2021-22 and FY 2022-23**  
**May 2020**

MTC Resolution No. 4417  
Attachment B  
Adopted: 05/27/22-C

<b>Project List - Large</b>			<b>\$millions</b>
<b>SB1 Solutions for Congested Corridors</b>			
<b>Program of MTC Nominations</b>	<b>County</b>	<b>Sponsor</b>	<b>SCC Amount</b>
1. BART Transbay Core Capacity: Train Control System	Regional	BART	\$60
2. Marin US-101 Marin-Sonoma Narrows, Segment B7	Marin	Caltrans	\$40
3. Santa Clara US-101 Express Lanes Phase 5	Santa Clara	VTA	\$72
4. Solano I-80 Express Lanes (Red Top to 505) (Also: TCEP)	Solano	Caltrans	\$123
<b>Total</b>			<b>\$295</b>

<b>Project List - Small/Rural</b>			<b>\$millions</b>
<b>SB1 Solutions for Congested Corridors</b>			
<b>Program of MTC Nominations</b>	<b>County</b>	<b>Sponsor</b>	<b>SCC Amount</b>
1. Napa SR-29/221 Soscol Junction	Napa	Caltrans	\$25
<b>Total</b>			<b>\$25</b>

Date: May 27, 2020  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4418

This resolution adopts the program of the Bay Area's nominations for the 2020 Trade Corridors Enhancement Program (TCEP) Cycle 2 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2020 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2020 Trade Corridors Enhancement Program – Cycle 2

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated May 13, 2020.



Date: May 27, 2020  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2020 SB 1 Trade Corridors Enhancement Program (TCEP) – Cycle 2

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4418

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 is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

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

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on March 25, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Trade Corridors Enhancement Program, which includes three years of funding totaling roughly \$1.4 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined in section 9 of the CTC Guidelines for the Trade Corridor Enhancement Program, and

WHEREAS, MTC is not a sponsoring or implementing agency on any Bay Area TCEP project; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Bay Area Compilation of Project Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to 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

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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 May 27, 2020.

**Attachment A**  
**MTC Resolution No. 4418**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Fund Estimate and Corridor Targets**  
**FY 2020-21, FY 2021-22, and FY 2022-23**  
**May 2020**

MTC Resolution No. 4418  
Attachment A  
Adopted: 05/27/20-C

**Statewide Fund Estimate (\$millions)**

<b>SB1 Trade Corridor Enhancement Program Fund Estimate</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>Total Statewide*</b>
State: Trade Corridor Enhancement Account	\$323	\$335	\$343	\$1,001
Federal: National Highway Freight Program	\$127	\$130	\$133	\$391
<b>Total</b>	<b>\$451</b>	<b>\$465</b>	<b>\$476</b>	<b>\$1,392</b>

\* Figures may not add to total due to rounding

**Corridor Programming Targets (\$millions)**

<b>SB1 Trade Corridor Enhancement Program Targets</b>	<b>Target*</b>
Statewide Target: Caltrans	\$557
Regional Target: Bay Area and Central Valley	\$226
Regional Target: Other Corridors	\$610
<b>Total</b>	<b>\$1,392</b>

\* Target may not match Fund Estimate due to rounding

**Attachment B**  
**MTC Resolution No. 4418**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Program of Bay Area Nominations**  
**FY 2020-21, FY 2021-22, and FY 2022-23**  
**May 2020**

MTC Resolution No. 4418  
Attachment B  
Adopted: 05/27/20-C

**Project List (\$millions)**

SB1 Trade Corridor Enhancement Program (TCEP) Program of Bay Area Nominations			TCEP Amount
	County	Sponsor	
Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	Alameda	Port of Oakland	\$9
Rail Grade Crossing Safety Improvements	Alameda	ACTC	\$25
I-680 / SR-4 Interchange Improvements	Contra Costa	CCTA	\$21
US-101 / SR-25 Interchange	Santa Clara	VTA	\$74
I-80 Westbound Cordelia Truck Scales (Design)	Solano	Caltrans/ STA	\$23
I-80 Express Lanes (Red Top to I-505)	Solano	Caltrans/ STA	\$123
<b>Total</b>			<b>\$275</b>