

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

September 11, 2024

Agenda Item 4a-24-1011

**MTC Resolution Nos. 4663 and 4664. Endorsements and Nominations for 2024 State Funding Opportunities: Transit and Intercity Rail Capital Program (TIRCP), Solutions for Congested Corridors (SCC), and Trade Corridor Enhancement Program (TCEP)**

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**Subject:**

Recommended Commission endorsements for regional applications to the state TIRCP, and nominations for the SCC and TCEP funding programs.

**Background:**

TIRCP. The TIRCP program funds projects that will modernize California's rail, bus, and ferry transit systems to reduce greenhouse gas emissions, vehicle miles traveled, and congestion. The regular 2-year program, referenced as the "Base TIRCP" program in this memo and attachments, receives funds from both Cap and Trade Auctions and Senate Bill 1. Additional TIRCP Augmentation funding was distributed from the state general fund in 2023. Five Base TIRCP award cycles and two Augmentation funding rounds have been completed, during which MTC has endorsed and advocated for projects consistent with the Cap and Trade Framework.

SB1. The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1, Beall), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. The State has programmed three rounds of SB1 competitive funding. The California Transportation Commission (CTC) released the Call for Projects for next round of grants covering Fiscal Years (FYs) 25-26 and 26-27, with applications due in late 2024. MTC's role is to nominate projects (along with Caltrans) for SCC program, compile nominations for TCEP, and support projects applying for Local Partnership Program (LPP) funds.

**TIRCP Cycle 7 Call for Projects**

The California State Transportation Agency (CalSTA) released a call for projects for a new five-year program of projects, with an estimated \$900 million available in new programming capacity for Cycle 5. Applications were due July 23, 2024. There were nine applications from the Bay Area totaling \$423 million in requests, as detailed in Attachment A. Staff reviewed project applications and provided letters of consistency based on Plan Bay Area 2050 (PBA50), as required by the TIRCP program guidelines.

In addition to confirming consistency with PBA50, MTC has an opportunity to endorse certain applications from sponsors in the region. MTC's TIRCP Framework, part of an overall Cap and Trade Framework in MTC Resolution No. 4130, Revised, sets regional targets and priorities to guide MTC endorsements for each round. The Framework was developed to implement and prioritize near term projects as identified in PBA50, with a focus on the region's core capacity transit needs and projects and programs with strong performance. The Framework is summarized in Attachment B, including awards since the framework was revised in 2022.

### **TIRCP Cycle 7 Endorsements**

Staff recommends endorsing to CalSTA the projects consistent with the adopted TIRCP framework as recommended in this item. Proposed endorsements total \$384 million, representing approximately 43% of statewide programming capacity, and are shown in Attachment A.

Project sponsors have already submitted their applications and MTC's endorsement is not formally considered by CalSTA. However, given the prior adoption of a regional framework which has not been fully funded and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse, and thus encourage CalSTA to focus TIRCP investment on, several key projects. Staff have communicated to CalSTA that, if approved, MTC will provide the endorsement list to CalSTA after the TIRCP application due date.

Some projects are recommended for endorsement at a lower amount than their planned application. Details for these recommendations are included in Attachment A.

### **Senate Bill 1 Competitive Programs**

In April 2024, the Commission approved the regional approach and prioritization principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors (SCC), Trade Corridor Enhancement (TCEP), and Local Partnership Programs. A list of previous awards from these SB1 competitive programs is included as Attachment E.

Staff conducted a Call for SB1 Project Nominations in May. In response, MTC received eight project nominations for SCC and five for 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. Note that the SCC program is significantly oversubscribed based on planned applications and expected award levels for the Bay Area.

As detailed in Attachment C, staff recommends advancing projects as summarized below.

<b>Program/ Resolution No.</b>	<b>No. of Projects Recommended</b>	<b>Amount Recommended (\$M)</b>	<b>Amount Available Statewide (\$M)</b>	<b>% Proposed</b>
SCC / 4663	6	\$ 398	\$ 480	83%
TCEP / 4664	5	\$ 198	\$ 900	22%
<b>Total</b>	<b>10*</b>	<b>\$ 596</b>	<b>\$1,380</b>	<b>43%</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 April 2024.

**Issues:**

- SMART Rail Extension to Healdsburg
  - PBA2050 Alignment: The SMART Rail Extension to Healdsburg is not currently included in the adopted PBA2050. Staff presented an informational update at MTC’s July Planning Committee meeting on the initiation of an amendment to the Plan to add the project; MTC's endorsement of the project for TIRCP is contingent on approval of this amendment and addition of SMART to Healdsburg to the PBA2050 Transportation Project List.
  - TIRCP Endorsement Limit: The project is not named in the TIRCP framework. However, staff recommend a one-time exception to the \$25 million cap on endorsements for projects not named in the framework for SMART’s \$81 million application this year, contingent on the PBA2050 amendment described above. Staff believe the SMART application is likely to do well this round because it closes a gap in a deliverable segment. Because the total ask from the Bay Area is relatively low this round, MTC has the capacity to endorse SMART’s request without disadvantaging any other named project to reach the regional target of

40% of the statewide pot. Further, this project is not scalable, so a partial endorsement would not result in a deliverable project.

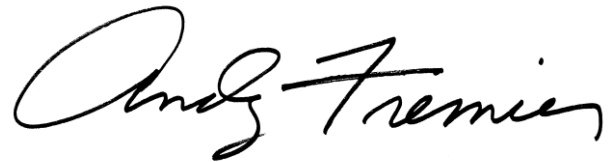
- SMART has also submitted an application for SCC funding which contains a different scope than their application for TIRCP. Staff's understanding of the SCC submitted project is that the funding would be used for expenses north of the Healdsburg extension as currently being scoped for inclusion in PBA2050, but still within Healdsburg city limits.
- SCC Nomination Not Recommended At This Time. Staff recommends not recommending the Pleasanton I-680/Sunol Interchange project for nomination. This project was the lowest performer when evaluated through MTC's prioritization principles and did not undergo the state CSIS process.
- SCC Nominations Requiring Additional Consideration.
  - *VTA's Peninsula Caltrain Grade Separations.* The scope of the project is still evolving, with the number of grade separations unclear at this time. Staff may recommend adding the project once MTC receives clarity on project scope and funding plan.
  - In late August, MTC staff received a request from VTA to consider including the *BART Silicon Valley Phase 2 Extension project* as an MTC nominated project. VTA is still considering the request amount, since the recent announcement of the future Federal Transit Administration (FTA) funding amount still left a funding gap. Staff may recommend adding the project once MTC receives clarity on the funding plan, and will request VTA provide a project update at an upcoming MTC meeting.
- Funding Plans Evolving. Project sponsors are still examining additional opportunities for funding, including from local, regional, and federal sources (including federal discretionary grant opportunities from the Bipartisan Infrastructure Law (BIL)). Therefore, the final requested SB1 funding amounts may be less than shown in this staff report.

**Recommendations:**

Refer the TIRCP Endorsement List (Attachment A) and MTC Resolution Nos. 4663 and 4664 to the Commission for approval.

**Attachments:**

- Attachment A: TIRCP Endorsement List
- Attachment B: Bay Area TIRCP Applications – Previous Awards, Requests, and Endorsements
- Attachment C: Adoption of 2024 SB1 Competitive Programs – Discussion
- Attachment D: 2024 SB1 Competitive Program Nominations
- Attachment E: Bay Area SB1 Competitive Program Selected Projects, Cycles 1-3
- MTC Resolution Nos. 4663 and 4664



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Andrew B. Fremier

**Attachment A: TIRCP Cycle 7 Proposed MTC Endorsements**

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Based on Applications as Submitted by Bay Area Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
<b>Priority Framework Projects</b>					
AC Transit	Connecting Communities to a Zero Emission Future	Battery Electric Bus charging infrastructure at East Oakland Facility Divison 4 and associate Battery Electric Bus fleet for service enhancements prioritizing connections to regional transit. Consistent with the AC Transit Fleet Expansion and ZEB Transition and Facilities categories in the TIRCP Framework.	75	244	75
SFMTA	Communications Based Train Control - Phase 2	Upgrade to a communications-based train control system in the Market Street Subway and Central Subway. Consistent with the SFMTA Core Capacity Study Projects/BRT category in the TIRCP framework for up to \$79.3 million in TIRCP funds.	130	140	130
<b>Non-Named TIRCP Projects Consistent with Plan Bay Area 2050</b>					
CCCTA	County Connection Solar Supported Zero Emission Vehicle Fleet and Service Modernization	Installation of bus facility solar panels and battery storage, purchase of 27 zero emission vehicles to replace diesel buses, and service optimization improvement to coordinate County Connection service with newly expanded BART Yellow Line frequencies	15.95	49	15.95
LAVTA	Tri-Valley Zero-Emission Regional Rail Connections and Expansion	12 zero-emissions expansion vehicles (6 electric microtransit vehicles and 6 fuel cell electric buses) to implement the 2030 Wheels Network Atlantis Maintenance facility that will maintain our hydrogen fleet Workforce Development (partnership with CTC and Las Positas College) Phase 1 of the Valley Link Hydrogen Production Facility in Tracy to supply LAVTA with clean hydrogen	64.146	125.6	25
WETA	Harbor Bay Ferry Facility Electric Float and Infrastructure Project	Construct electrified charging float and batter, electrical infrastructure, and facility rehabilitation of the Harbor Bay Ferry Terminal in Alameda	12.5	22	12.5
SMART	SMART Rail System Healdsburg Extension*	Rebuild an existing non-operating railroad north from the Town of Windsor through Healdsburg, including a minimum of 5.5-miles of Class IV mainline track, six bridges, freight spurs with systems, necessary upgrades to SMART's dispatch system and rail operations center, one station with amenities, gauntlet tracks at the station to accommodate freight train passage, minimum of fourteen at-grade crossings, a paved non-motorized bicycle/pedestrian facility, new broadband capacity, and federally mandated Positive Train Control (PTC) rail safety systems	81	185.8	81
BART	North Berkeley Transit Oriented Development	Implement transit plaza improvements, a consolidated parking garage, bike and pedestrian improvements, a new bike station, and wayfinding and signage at North Berkeley BART station	25	34	25
City of Sunnyvale	Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project	Provide a citywide zero-emission first-mile/last-mile microtransit service. This project will strengthen multi-modal connectivity, increase transit ridership, reduce greenhouse gas emissions, and improve transit access for City of Sunnyvale's priority populations.	5	10	5
VTA	VTA Light Rail Research Project	Procure or re-build of two light rail cars for a formal evaluation and testing program to determine the best features, technologies, and operating practices for future vehicle purchases.	14	29	14
<b>Projects Not Endorsed for Cycle 7</b>					
N/A					
<b>Total</b>			<b>423</b>	<b>839</b>	<b>383.5</b>

\*The SMART Rail Extension to Healdsburg is not currently included in the adopted Plan Bay Area 2050. MTC is considering an amendment to add the project; MTC's endorsement of the project for TIRCP is contingent on approval of this amendment and addition of SMART to Healdsburg to the Plan Bay Area 2050 Transportation Project List. Staff recommend a one-time exception to the \$25 million cap on endorsements for projects not named in the framework for SMART's \$81 million application this year.

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**Attachment A: TIRCP Cycle 7 Proposed MTC Endorsements**

September 11, 2024

Based on Applications as Submitted by Bay Area Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
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**Attachment B: Bay Area TIRCP Applications -- Previous Awards and Round 7 endorsements**

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(all amounts \$ millions)

Operator	Project/Category	MTC Res. 4130 Framework 2022-2050			Awards Since 2022		TIRCP Cycle 7 Base Funding Round		
		Base TIRCP	Augment 1	Augment 2	Augment 1	Augment 2 <sup>1</sup>	Cycle 7 Request	Proposed MTC Cycle 7 Endorsement	Base TIRCP Balance after Cycle 7 Endorsed Amount
BART	Transbay Corridor Core Capacity and Facilities		250	350	250	350			0
SFMTA <sup>2</sup>	Fleet Expansion and ZEB Transition	368					130	130	384
	Facilities	67							
	Core Capacity Study Projects/ BRT	79.3							
	<b>SFMTA Total</b>	<b>514</b>							
AC Transit <sup>2</sup>	Fleet Expansion and ZEB Transition	76					75	75	251
	Facilities	50							
	Major Corridors	200							
	<b>AC Transit Total</b>	<b>326</b>							
VTA	BART to Silicon Valley Phase II		450	375	375	375			0
Caltrain	Peninsula Corridor Electrification Project		300		367				0
TJPA	Downtown Rail Extension	500	60		60				500
TVSJVRRRA	Valley Link	300	40		25				300
Multiple Operators	Grade Separations; Zero-Emission Transition Projects; TBD Transit Modernization and Expansion Projects; Regional Contingency; and Transit Operating	860	200	46	109	46	218	179	681
CCJPA	Link 21				11				
City of Richmond	Richmond Moves Microtransit				3				
WETA	SF-Ala/Oak Rapid Electric Emission Free Ferry (REEF)				14				
VTA	Eastridge to BART Regional Connector				47				
SMART	SMART Windsor Extension				34				
CCCTA	County Connection Solar Supported Zero Emission Vehicle Fleet and Service Modernization						16.0	16.0	
LAVTA	Tri-Valley Zero-Emission Regional Rail Connections and Expansion						64.1	25.0	
WETA	Harbor Bay Ferry Facility Electric Float and Infrastructure Project						12.5	13.0	
SMART	SMART Rail System Healdsburg Extension <sup>3</sup>						81.0	81.0	
BART	North Berkeley Transit Oriented Development						25.0	25.0	
City of Sunnyvale	Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project						5.0	5.0	
VTA	VTA Light Rail Research Project						14.0	14.0	
<b>Region Total</b>		<b>2500</b>	<b>1300</b>	<b>771</b>	<b>1186</b>	<b>771</b>	<b>423</b>	<b>384</b>	<b>1481</b>

<sup>1</sup> MTC has adopted a funding plan to distribute the Bay Area's SB 125 (TIRCP Augment 2) formula funds from the state as shown in this table. The first tranche of these funds were temporarily frozen due to the state's budgetary challenges, but MTC will begin allocation once the funds are received. Distribution of the remaining funding from the state has been deferred to future years, though the total funding amount remains unchanged.



## **Attachment C: Adoption of 2024 Senate Bill 1 (SB 1) Competitive Programs**

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### **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. Project applications for the SB1 Cycle 4 Program are due to CTC by late November or early December 2024. 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.

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

In April 2024, 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. For this cycle, MTC will elevate projects advancing the state's Climate Adaptation Plan for Transportation Investments (CAPTI) goals as a higher priority over other metrics.

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 April 2024:

- Alignment with CAPTI and CSIS (higher weight)
- Addresses mobility in key congested corridors
- Demonstrates Benefits to Equity Priority Communities (EPCs)
- Reduces Greenhouse Gas Emissions
- Deliverability by FY 26-27 and Leveraging/Full Funding
- Partnership (using Tiering of Caltrans's draft CSIS Score)

While MTC does not need to prioritize project nominations for TCEP, staff evaluated but did not prioritize project nominations based on the April 2024 principles:

- Alignment with CAPTI and CSIS
- Address mobility in key freight corridors
- Demonstrates Benefits to EPCs
- Address community impacts from freight corridors
- Deliverability by FY 26-27 and Leveraging/ Full Funding
- Partnership

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

**Solutions for Congested Corridors Program (SCCP), MTC Resolution No. 4663:**

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 4 of the SCC Program covers two years (FY 2025-26 and FY 2026-27), totaling \$480 million available statewide which reflects a \$20 million overprogramming from Cycle 3. 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.

Staff received eight project nominations totaling \$481 million in SCC requests from the Call for Project Nominations. Of these, staff recommend the following:

- Recommended: Staff recommend nominating six projects, discussed on the following page.
- Not recommended: Pleasanton's I-680/Sunol Blvd. Interchange Modernization Project, which requested \$21 million for interchange and local roadway improvements. Pleasanton's project was the lowest project performer, and was not submitted for Caltrans's review, so it was not evaluated against the statewide Caltrans System Investment Strategy (CSIS) framework.
- Requires Additional Consideration: VTA's Peninsula Caltrain Grade Separations in Burlingame and Mountain View, which requested \$62 million. Staff understands the scope of the project is still evolving, with the number of grade separations unclear at this

time. Staff may recommend adding the project once MTC receives clarity on project scope and funding plan.

- Requires Additional Consideration: In late August, MTC staff received a request from VTA to consider including the BART Silicon Valley Phase 2 Extension project as an MTC nominated project. VTA is still considering the request amount, since the recent announcement of the future Federal Transit Administration (FTA) funding amount still left a funding gap. Staff may recommend adding the project once MTC receives clarity on the funding plan, and will request VTA provide a project update at an upcoming MTC meeting.

Staff recommends nominating six projects totaling \$398 million (representing 83% of funding available statewide) for MTC's SCC Cycle 4 Program. Staff evaluated the candidate projects using the prioritization principles discussed earlier, and separated the projects into two broad categories:

1. Multimodal Highway and Active Transportation Projects
2. Transit-Focused Projects

The tiering of projects recognizes the difficulty in comparing multimodal and transit projects against one another, and also recognizes that multimodal highway and active transportation projects have fewer funding opportunities available than transit projects. As discussed in this item, roughly \$900 million is available statewide in the Transit and Intercity Rail Capital Program (TIRCP) this cycle, versus \$480 million statewide for SCC. Staff's ranking of projects within each category is based on the adopted prioritization principles listed in Table 1 of Attachment D.

**Trade Corridor Enhancement Program (TCEP), MTC Resolution No. 4664:**

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 through the TCEP. The current program will cover two years (FY 2025-26 through FY 2026-27), totaling about \$900 million

statewide. The funds are further split 40% to Caltrans, or \$321 million, and 60% to regions, of which a target of \$123 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 five candidate projects totaling \$198 million for the TCEP. MTC staff worked in close coordination with Caltrans, and similar to the SCC Program, Caltrans's final list of nomination has not been released. The MTC proposed TCEP projects are listed in Table 2 of Attachment D.

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 advances the goals of the Regional Goods Movement Plan and the regional goods movement investment strategy.

**Local Partnership Program (LPP):**

Senate Bill 1 identifies \$200 million per year for the Local Partnership Program. The California Transportation Commission first takes \$20 million off the top each year for an incentive program (awarding immediate funds for a new or renewed tax, toll, or fee dedicated solely to transportation), and splits the remaining money 60% to a formulaic share based on population and revenue generated, and 40% to a competitive program. LPP allows local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. MTC has no formal role in nominating projects, aside from projects using regional bridge tolls to qualify for LPP funds.

**Attachment D: 2024 SB1 Competitive Program Nominations  
has been updated and is attached to the  
Update to Commission Summary Sheet in this packet.**

# SB 1 Competitive Programs - Bay Area Projects (Cycles 1 through 3) **Attachment E**

Bay Area Awards - All figures in \$millions

\$2,033 available

## Solutions for Congested Corridors Program (SCCP)

Bay Area Share of State: 25.2%

Project Titles	County	Sponsor	Cycle	SCC Award
San Mateo US-101 Exp Lns / Santa Clara US-101 Exp Lns Ph 3	San Mateo/Santa Clara	Caltrans / VTA	1	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans / SCTA	1	\$85
BART Train Control Modernization Program	MTC Region	BART	2	\$60
Marin US-101 Marin-Sonoma Narrows, Contract B7	Marin	Caltrans / TAM	2	\$40
SR-29/SR-221 Soslcol Junction Interchange Project	Napa	NVTA	2	\$25
SMART Windsor Rail System Extension Project	Sonoma	SMART	3	\$30
East Bay Greenway Multimodal - North Segment Project Phase 1	Alameda	ACTC	3	\$39
<b>Total</b>				<b>\$512</b>

\$3,826 available

## Trade Corridor Enhancement Program (TCEP)

Bay Area Share of State: 18.0%

Project Titles	County	Sponsor	Cycle	TCEP Award
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	1	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	1	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	1	\$4
Solano I-80/I-680/SR-12 Interchange (Ph 2a)	Solano	Caltrans / STA	1	\$53
US-101/SR-25 Interchange Improvements (design)	Santa Clara	VTA	1	\$4
I-680/SR-4 Interchange Improvements (design)	Contra Costa	CCTA	2	\$18
US-101/SR-25 Interchange Improvements (construction)	Santa Clara	VTA	2	\$55
I-80 Westbound Cordelia Truck Scales (design)	Solano	Caltrans / STA	2	\$24
Solano I-80 Managed Lanes	Solano	Caltrans / STA	2	\$123
Port of Oakland Green Power Microgrid	Alameda	Port of Oakland	3	\$42
TOWN Rail Safety Improvements	Alameda	Oakland	3	\$30
I-80 San Pablo Dam Rd. Interchange Improvements Ph 2 (PS&E and RC	Contra Costa	CCTA	3	\$20
Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility	Solano	STA/Caltrans	3	\$129
<b>Total</b>				<b>\$690</b>

\$638 available

## Local Partnership Program (LPP) Competitive Program

Bay Area Share of State: 36.1%

Project Titles	Applicant	Implementor	Cycle	LPP Award
Purchase Hybrid Buses	AC Transit	AC Transit	1	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	CCTA	1	\$34
Rumrill Blvd. Complete Streets	San Pablo	San Pablo	1	\$3
Jefferson Street Improvements Phase II	SFCTA	SF DPW	1	\$7
San Mateo US-101 Express Lanes	C/CAG, SMCTA	C/CAG, SMCTA	1	\$20
Mathilda Avenue Improvements at SR-237 and US-101	VTA	VTA	1	\$17
I-680 Southbound Express Lane from SR-84 to Alcosta Blvd.	ACTC	Caltrans	2	\$25
Mission/Geneva Safety Improvements	San Francisco	SF Public Works	2	\$9
US-101/De La Cruz Boulevard/Trimble Road Interchange Improvements	VTA	VTA	2	\$25
Windsor River Road/Windsor Road Intersection Improvement	Windsor	City of Windsor	2	\$3
Oakland Alameda Access Project	Alameda	ACTC	3	\$25
SamTrans Emission Zero Project	San Mateo	SamTrans	3	\$15
Mountain View Transit Center Grade Separation and Access Project	Santa Clara	VTA	3	\$25
US 101/Hearn Ave Regional Multimodal Interchange	Sonoma	SCTA	3	\$9
<b>Total</b>				<b>\$231</b>

	Statewide Avail.	SB 1 Award
<b>Bay Area Totals:</b>	<b>\$6,497</b>	<b>\$1,433</b>

**Note:** MTC took action on SCCP and TCEP programs. MTC took no action for LPP Competitive program.

Overall: 22.1%

# **2024 STATE FUNDING CYCLES TRANSIT AND INTERCITY RAIL CAPITAL (TIRCP) SENATE BILL 1 (SB1)**

September 11, 2024  
Metropolitan Transportation Commission  
Programming and Allocations Committee

# PROGRAMS

## TIRCP and SB1 Competitive Programs

Acronym		Program	MTC Prior Performance
TIRCP		Transit and Intercity Rail Capital Program	32%
SCCP		Solutions for Congested Corridors	25%
TCEP		Trade Corridor Enhancement Program	18%
LPP-C		Local Partnership Competitive Program	36%

Note: MTC Target: 20%-30%



# MTC ENDORSEMENT/SUPPORT 2024 STATE FUNDING CYCLES

- ❖ MTC TIRCP priorities established through the region's TIRCP adopted framework, MTC Resolution 4130, Revised.
- ❖ SB1 priorities established through prioritization principles adopted by the Commission in April 2024.
- ❖ Multiple sponsors are applying to multiple state funding programs.
- ❖ Staff developed recommended TIRCP application endorsements and SB1 project nominations based on these frameworks.

# TRANSIT INTERCITY RAIL CAPITAL PROGRAM (TIRCP)



MTC Role: Regional support and adopted Commission Framework

Match: Not required

Amount: \$900M statewide

MTC Target: \$360M

Project Sponsor	Project Title	TIRCP Request(\$M)	Total Project Cost (\$M)	Proposed MTC Endorsement (\$M)
AC Transit	Connecting Communities to a Zero Emission Future	75	244	75
SFMTA	Train Control Upgrade Project (Phase 2)	130	140	130
CCCTA	County Connection Solar Supported Zero Emission Vehicle Fleet and Service Modernization	16	49	16
LAVTA	Tri-Valley Zero-Emission Regional Rail Connections and Expansion	64	126	25
WETA	Harbor Bay Ferry Facility Electric Float and Infrastructure Project	13	22	13
SMART	SMART Rail System Healdsburg Extension	81	186	81
BART	North Berkeley Transit Oriented Development	25	34	25
City of Sunnyvale	Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project	5	10	5
VTA	VTA Light Rail Research Project	14	29	14
<b>Total</b>		<b>\$423</b>	<b>\$839</b>	<b>\$384</b>

# SOLUTIONS FOR CONGESTED CORRIDORS (SCC)



MTC Role: MTC nominates, Caltrans also nominates

Match: Not Required

Amount: \$500M statewide (2 years)

MTC Target: \$100M-\$150M

#	Sponsor	Project	SCC Request (\$millions)	Prioritization Principles					
				CAPTI/CSIS Alignment	Congestion	EPC	GHG/VMT	Deliverability, Leverage	Partner-ship: CSIS Tier
<b>Multimodal Highway and Active Transportation Projects</b>									
M1	SFCTA/MTC/WETA	Bay Skyway (Ph. 1): Ped/Bike, E-Ferry, Busway	\$70	High	Medium	Med-High	Medium	Medium	Tier 1
M2	MTC	SR-37 Sears Pt to Mare Island Improvement Project*	\$73	Med+	Med-High	Medium	Med-High	Medium	Tier 2
M3	CCTA	I-680 Northbound Express Lane (Phase 1)	\$102	Med+	Medium	Medium	Medium	Med-Low	Tier 2
<b>Transit-Focused Projects</b>									
T1	SFMTA	Train Control Upgrade Project	\$41	Med-High	High	High	High	Medium	Tier 3
T2	BART	Powell Street Station Traction Power Substation	\$50	Med-High	High	Med-High	Medium	Med-High	Tier 2
T3	SMART**	Healdsburg Extension Project	\$62	Med-High	Low	Medium	Low	Medium	Tier 1
<b>SCC Total:</b>			<b>\$398</b>	<b>* Also nominated in TCEP</b>					

\*\*Based on staff's understanding, SMART's SCC submitted funding request is for expenses north of the Healdsburg extension that is being amended into PBA2050, but for expenses still within Healdsburg city limits.

## Requires Additional Consideration (AC) or Not Recommended (NR) At This Time

AC	VTA/SMCTA	Peninsula Caltrain Grade Seps: Burlingame, Mtn View	\$62	Medium	Med-High	Med-Low	Medium	Med-High	Tier 3
AC	VTA	BART Silicon Valley Phase 2 Extension	TBD	TBD	TBD	TBD	TBD	TBD	TBD
NR	Pleasanton	I-680/Sunol Blvd. Interchange Modernization Project	\$21	Low	Medium	Med-Low	Med-Low	Medium	N/A
<b>AC and NR Total:</b>			<b>\$83</b>						

# TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)



MTC Role: MTC compiles regional nominations

Match: 30% Minimum Required

Amount: \$900M statewide (2 years)

MTC Target: \$100M-200M

Note: Unprioritized List of Planned Applications

			Prioritization Principles					
Sponsor	Project	TCEP Request (\$millions)	CAPTI/CSIS Alignment	Key Freight Corridor	EPC	Address Community Impacts	Deliverability, Leverage	Partnership
ACTC	Alameda Co. Rail Safety Enhancement Prog. (Ph. A)	\$30	✓	✓	✓	✓	✓	✓
Redwood City	US-101/SR-84 Interchange Reimagined	\$33	✓	✓	✓		✓	✓
VTA	US-101/SR-25/Santa Teresa Blvd. Extension (ROW)	\$2	✓		✓		✓	✓
CCTA	I-680/SR-4 Interchange Improvements (Ph. 4)	\$60	✓		✓		✓	✓
MTC	SR-37 Sears Pt to Mare Island Improvement Project*	\$73	✓	✓	✓		✓	✓
<b>Total:</b>		<b>\$198</b>	<b>* Nominated for SCC Program</b>					

# TIMELINE SUMMARY



## SB1 and TIRCP Discretionary Programs

DATE	MILESTONE
DECEMBER 2023	<ul style="list-style-type: none"><li>▪ Caltrans solicits SB1 project nominations for Caltrans joint-sponsorship</li></ul>
APRIL 2024	<ul style="list-style-type: none"><li>▪ MTC Commission adopted SB1 Regional Approach and Prioritization Principles</li></ul>
MAY 2024	<ul style="list-style-type: none"><li>▪ MTC solicits SB1 project nominations for MTC endorsements</li></ul>
JULY 2024	<ul style="list-style-type: none"><li>▪ Applications due for TIRCP</li></ul>
AUGUST 2024	<ul style="list-style-type: none"><li>▪ Caltrans releases selected project nominations for Caltrans joint-sponsorship</li><li>▪ CTC adopts guidelines for SCCP, TCEP, and LPP</li></ul>
SEPTEMBER 2024	<ul style="list-style-type: none"><li>▪ MTC Commission considers SCCP, TCEP, and TIRCP endorsements</li></ul>
OCTOBER 2024	<ul style="list-style-type: none"><li>▪ CalSTA award announcement for TIRCP</li></ul>
NOVEMBER- DECEMBER 2024	<ul style="list-style-type: none"><li>▪ Applications due for SCCP, TCEP, and LPP</li></ul>
JUNE 2025	<ul style="list-style-type: none"><li>▪ CTC release recommended awards for SCCP, TCEP, and LPP</li></ul>

**MTC Resolution No. 4663  
has been updated and is attached to the  
Update to Commission Summary Sheet in this packet.**

Date: September 25, 2024  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4664

This resolution adopts the program of the Bay Area's nominations for the 2024 Trade Corridors Enhancement Program (TCEP) Cycle 4 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 2024 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2024 Trade Corridors Enhancement Program – Cycle 4

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 11, 2024.

Date: September 25, 2024  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2024 SB 1 Trade Corridors Enhancement Program (TCEP) – Cycle 4

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4664

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 August 15, 2024, the California Transportation Commission (CTC) is expected to approve the Guidelines for the Trade Corridors Enhancement Program, which includes two years of funding totaling roughly \$900 million (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 10 of the CTC Guidelines for the Trade Corridor Enhancement Program; 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

---

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on September 25, 2024.

**Attachment A**  
**MTC Resolution No. 4664**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Fund Estimate and Corridor Targets**  
**FY 2025-26 and FY 2026-27**  
**September 2024**

MTC Resolution No. 4664  
 Attachment A  
 Adopted: 09/25/24-C

**Statewide Fund Estimate (FE) - Based on FE from Aug 2024 (\$millions)**

<b>SB1 Trade Corridor Enhancement Program Fund Estimate</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>Total Statewide</b>
State: Trade Corridor Enhancement Account	\$405	\$413	\$817
Federal: National Highway Freight Program	\$126	\$128	\$254
Prior Commitments	(\$171)		(\$171)
<b>Total</b>	<b>\$360</b>	<b>\$541</b>	<b>\$900</b>

\* Note some 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	\$321
Regional Target: Bay Area and Central Valley	\$123
Regional Target: Other Corridors	\$456
<b>Total</b>	<b>\$900</b>

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**Attachment B**  
**MTC Resolution No. 4664**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Program of Bay Area Nominations**  
**FY 2025-26 and FY 2026-27**  
**September 2024**

MTC Resolution No. 4664  
Attachment B  
Adopted: 09/25/24-C

**Project List - No Order (\$millions)**

<b>SB1 Trade Corridor Enhancement Program (TCEP)</b>			<b>TCEP</b>
<b>Program of Bay Area Nominations</b>	<b>County</b>	<b>Sponsor</b>	<b>Amount</b>
Alameda Co. Rail Safety Enhancement Program (Ph. A)	Alameda	ACTC	\$30
US-101/SR-84 Interchange Reimagined	San Mateo	Redwood City	\$33
US-101/SR-25/Santa Teresa Blvd. Extension (ROW)	Santa Clara	VTA	\$2
I-680/SR-4 Interchange Improvements (Ph. 4)	Contra Costa	CCTA	\$60
SR-37 Sears Point to Mare Island Improvement Project*	Multi-County	MTC	\$72
<b>Total</b>			<b>\$197</b>

\* SR-37 also requesting same amount from SCC.

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August 30, 2024

Chair Cindy Chavez  
Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

**RE: SR 84/US 101 Interchange Reimagined Project, Redwood City**

Dear Chair Chavez and Programming and Allocations Committee Members:

On behalf of the San Mateo County Board of Supervisors, I write to ask you to prioritize the SR 84/US 101 Interchange Reimagined Project (Project) in Redwood City as you consider projects to endorse for the upcoming state Transit and Intercity Rail Capital Program (TIRCP) and Senate Bill 1 (SB1) 2024 grant cycle.

The Board also asks that you keep the Broadway Grade Separation Project (Project) in Burlingame in mind for future funding cycles. Unfortunately, due to recent cost escalations that may require redesign, the project is not being put forward for SB 1 construction funds this year but will be in the future.

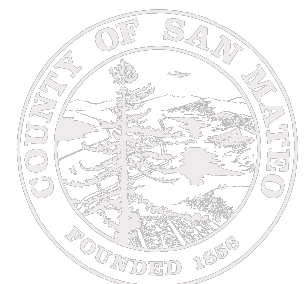
**The SR 84/US 101 Interchange Reimagined Project**

In cooperation with the San Mateo County Transportation Authority (TA), Caltrans and the City of Redwood City are leading an effort to complete the Project, and Redwood City is applying for \$33.1 million in SB1 Trade Corridor Enhancement Program (TCEP) funds.

The SR 84/US 101 Interchange Reimagined Project is vitally important to San Mateo County and the greater Bay Area region. The existing interchange was constructed in 1959 and is well past its useful life. The Project will improve interchange ramp intersections to increase safety, reduce congestion for passenger vehicles and trucks, generate travel time savings and provide congestion relief throughout the day. It will also increase goods movement to and from the Port of Redwood City and industrial businesses, improve access to job centers, and enhance multi-modal connectivity to a new commuter ferry terminal planned for the Port of Redwood City.

The Project will also include over four miles of new bike and pedestrian improvements. These solutions have been developed with input from the community, including residents in adjacent MTC Equity Priority Communities who will benefit directly from improved air quality and mobility.

The total cost of the 84/101 Project is expected to be \$323.6 million, with over 50 percent coming from local funds. To fill the \$57.8 million funding gap, the City of Redwood City recently applied for several federal grants and plans to apply for \$25 million in SB1 Local Partnership Program (LPP) competitive funds.



**SR 84/US 101 Interchange Reimagined Project**

August 30, 2024

Page 2 of 2

**Broadway Grade Separation Project**

The Broadway Grade Separation Project aims to separate Broadway Avenue from the Caltrain rail line to improve safety at the crossing, reduce traffic congestion and vehicle conflicts, boost access to businesses and San Francisco International Airport hotels, promote clean transportation, and expand train service for regional and statewide needs.

Since 2018, the California Public Utilities Commission (CPUC) ranked the Broadway at-grade crossing in Burlingame as the number one statewide priority for grade separation out of the 10,000 at-grade railroad crossings in the state. The separation is vital as Broadway is the main gateway from U.S. 101 to the City's downtown, industrial district, services, and hospitality areas.

Unfortunately, an updated construction estimate resulted in significantly higher costs than previously budgeted and may require redesign. Though there is no request for a grant application at this time, we ask that MTC keep this project in mind for future funding cycles.

Working together, we can help advance these crucial regional improvements, which will bring countless safety, mobility, and economic benefits to Peninsula residents, visitors, and the greater Bay Area.

Thank you in advance for considering this request.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Slocum", with a long horizontal flourish extending to the right.

Warren Slocum, President  
Board of Supervisors



September 9, 2024

Chair Cindy Chavez  
Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Chair Chavez and Programming and Allocations Committee Members:

As you consider projects to endorse for the upcoming state Transit and Intercity Rail Capital Program (TIRCP) and Senate Bill 1 (SB1) 2024 grant cycle, we urge you to prioritize the SR 84/US 101 Interchange Reimagined Project (Project) in Redwood City.

We also ask that you keep the Broadway Grade Separation Project (Project) in Burlingame front of mind for future funding cycles. Unfortunately, due to recent cost escalations that may require redesign, the project is not being put forward for SB 1 construction funds this year but will in the future.

**The SR 84/US 101 Interchange Reimagined Project**

In cooperation with the San Mateo County Transportation Authority (TA), Caltrans, and the City of Redwood City are leading an effort to complete the Project, and Redwood City is applying for \$33.1 million in SB1 Trade Corridor Enhancement Program (TCEP) funds.

The SR 84/US 101 Interchange Reimagined Project is vitally important to San Mateo County and the greater Bay Area region. The existing interchange was constructed in 1959 and is well past its useful life. The Project will improve interchange ramp intersections to increase safety, reduce congestion for passenger vehicles and trucks, generate travel time savings and provide congestion relief throughout the day. It will also increase goods movement to and from the Port of Redwood City and industrial businesses, improve access to job centers, and enhance multi-modal connectivity to a new commuter ferry terminal planned for the Port of Redwood City.

The Project will also include over four miles of new bike and pedestrian improvements. These solutions have been developed with input from the community, including residents in adjacent MTC Equity Priority Communities who will benefit directly from improved air quality and mobility.

The total cost of the 84/101 Project is expected to be \$323.6 million, with over 50 percent coming from local funds. To fill the remaining \$57.8 million funding gap, the City of Redwood City recently applied for several federal grants, and also plans to apply for \$25 million in SB1 Local Partnership Program (LPP) competitive funds.

### **Broadway Grade Separation Project**

The Broadway Grade Separation Project aims to separate Broadway Avenue from the Caltrain rail line to improve safety at the crossing, reduce traffic congestion and vehicle conflicts, boost access to businesses and San Francisco International Airport hotels, promote clean transportation, and expand train service for regional and statewide needs.

Since 2018, the California Public Utilities Commission (CPUC) ranked the Broadway at-grade crossing in Burlingame as the number one statewide priority for grade separation out of the 10,000 at-grade railroad crossings in the state. The separation is vital as Broadway is the main gateway from U.S. 101 to the City's downtown, industrial district, services, and hospitality areas.

Unfortunately, an updated construction estimate resulted in significantly higher costs than previously budgeted and may require redesign. Though there is no request for a grant application at this time, we ask that MTC keep this project top of mind for future funding cycles.

Working together we can help advance these crucial regional improvements that will bring countless safety, mobility, and economic benefits to Peninsula residents, visitors, and the greater Bay Area.

Thank you in advance for considering this request.

Sincerely,

The Honorable Kevin Mullin (U.S. House of Representatives)  
The Honorable Diane Papan (California State Assembly)  
Caltrain  
Chamber San Mateo County  
City of Burlingame  
City of Redwood City  
City/County Association of Governments of San Mateo County (C/CAG)  
Google  
Port of Redwood City  
San Mateo County Central Labor Council  
San Mateo County Economic Development Association (SAMCEDA)  
San Mateo County Transportation Authority  
Seaport Industrial Association  
Stanford University  
Stanford University Healthcare



*Congress of the United States  
House of Representatives  
Washington, D. C. 20515*

*Anna G. Eshoo  
Sixteenth District  
California*

September 6, 2024

The Honorable Cindy Chavez, Chairwoman  
Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, California 94105

Dear ~~Chairwoman~~ <sup>*Cindy*</sup> Chavez,

I write in strong support of the City of Redwood City's application for funding for the State Route (S.R.) 84 – United States (U.S.) 101 Interchange Reimagined Project.

The City and its partners, Caltrans and the San Mateo County Transportation Authority, are seeking \$33.1 million through the S.B. 1 Trade Corridor Enhancement Program which is funded with both state and federal funds. Local stakeholders have already committed 80 percent of the project's \$321 million construction costs. The City seeks to fund the remaining \$57 million through this request from the Trade Corridor Enhancement Program and a pending federal grant application for \$25 million, which I have lent my support for.

The project will rebuild the U.S. 101 and S.R. 84 interchange to increase safety, provide new pedestrian and bicycle access, and improve traffic flow and regional mobility. The current interchange is past its useful lifespan and causes traffic congestion and other safety issues that have contributed to dozens of injuries in collisions every year.

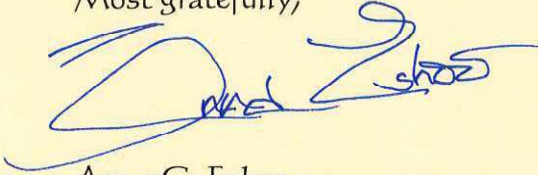
The project will address these issues by replacing and reconfiguring on-and-off ramps, expanding ramp vehicle storage capacity, installing signalized ramp terminal intersections, and providing new bikeways and sidewalks. It will also enable more trade and freight activity between the Port of Redwood City and Seaport Center, as the interchange is the only highway access point to and from the Port.

This project is an important part of our regional transportation network and will relieve traffic congestion, improve traffic safety, and provide a safe pedestrian and bicycle crossing across Highway 101. I urge you to give Redwood City's request your



full and fair consideration in accordance with all applicable laws and regulations, and I thank you in advance for your consideration of my important request.

Most gratefully,

A handwritten signature in blue ink, appearing to read 'Anna C. Eshoo', with a stylized flourish extending from the end.

Anna C. Eshoo  
Member of Congress