



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: July 22, 2009

FR: Executive Director

RE: American Recovery and Reinvestment Act — TIGER Discretionary Grants – Approval of Recommended Bay Area Projects – MTC Resolution 3926

Staff recommends the Commission adopt Resolution No. 3926, a list of four Bay Area projects totaling \$133 million in grant requests, for advocacy and submittal as part of the statewide request for federal Transportation Investment Generating Economic Recovery (TIGER) candidate projects.

Summary

In June, the Commission adopted seven principles as policy guidance for MTC’s participation in a statewide effort to secure TIGER funds for the Bay Area region (Attachment A). At the July 10th Legislation Committee meeting, staff presented a list of 18 applications, totaling roughly \$585 million in TIGER grant requests, based on a region-wide call for projects.

Based on the adopted principles and the TIGER program guidelines, staff evaluated the 18 applications and recommends the following four projects for submittal to the state, valued at just over the \$125 million limit set forth in the adopted principles.

Project Name	Sponsor	TIGER Request	Total Project Cost
Doyle Drive Replacement	SFCTA/Caltrans	50,000,000	1,045,000,000
California's Green Trade Corridor	Port of Oakland	28,000,000	35,000,000
BART SVRT Extension: Revenue Vehicle Storage at Hayward Yard	BART/VT A	50,000,000	62,282,209
BART Oakland Airport Connector TIFIA	BART	5,000,000	529,000,000
	Total	133,000,000	1,671,282,209

The evaluation process consisted of the following:

- Review of projects to determine eligibility for TIGER funding;
- Evaluation of each eligible project based on the criteria included in the federal guidance [Federal Register Docket No. OST-2009-0115]; and
- Review of eligible projects against the adopted MTC principles.

Attachment B, the *Project Evaluation Matrix*, ranks all projects by the federal selection criteria and illustrates the highest scoring projects per MTC's adopted selection principles.

Project Evaluation Summary

Eligibility

All 18 projects submitted were deemed eligible and able to meet the obligation deadline for TIGER. However, two projects (Richmond Regional Transit Improvements and City of Santa Rosa: Making Transit Work Project) were below the \$20 million grant threshold. While the Secretary of Transportation can grant a waiver for projects less than \$20 million, staff believes that the Bay Area is unlikely to fit within the waiver criteria meant for rural areas and smaller states. Attachment B also includes the percent of non-federal contribution for each project which the guidelines indicate will be considered.

Selection Criteria

Staff assigned each project a high, medium, or low score for each of the federal criteria based on an average of the two primary selection criteria – 1) long-term outcomes, and 2) job creation and economic stimulus. The secondary selection criteria – innovation and partnership – were considered for projects that scored high or low in both categories. A few comments are noted below about how the scores were established for each criterion:

1. **Long-Term Outcomes:** The federal guidelines state that the following types of long-term outcomes will be given priority: 1) State of Good Repair; 2) Economic Competitiveness; 3) Livability; 4) Sustainability; and 5) Safety. Since most Bay Area projects scored high in at least one of the long-term outcome areas, staff considered the projected or existing average daily users of the project facility and ready-to-go status to identify projects with a high likelihood of succeeding in the TIGER competition at the federal level. This most approximated the likelihood of the project contributing to the long-term health of the Bay Area, state, and national economy.
2. **Job Creation and Economic Stimulus:** The guidelines state that priority will be given to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas. Staff considered projected job creation or economic effect to score projects relative to one another in the area of job creation and economic stimulus.
3. **Innovation:** In line with the federal guidelines, staff considered innovative approaches to financing, design, partnership, multiple-use facilities, sustainability, safety, and other areas, rating projects with unique approaches as “high” and standard practices as “low.”

4. Partnership: Staff considered partnerships in financing, design, other public efforts, cross-county or multi-jurisdictional projects and other areas in rating projects as high to low for this criterion.

MTC Principles

After screening and scoring the projects against the federal eligibility and selection criteria, staff reviewed the projects against the MTC project selection principles. If the project scored medium or above against the federal criteria and was the only project meeting an MTC adopted principle, the project was recommended for funding within the approximate funding target of \$125 million. When more than one project met a specific principle, staff recommended the project with the highest score, based on the federal selection criteria, up to the \$125 million funding target. Observations about how projects fared against the principles are noted below, and summarized in Attachment B.

- MTC Principle #1: Regional Target and Competitiveness. Although the recommended list is \$8 million above the \$125 million target, it is modally and geographically diverse and represents projects with a realistic chance in this highly competitive program.
- Principle #2: Doyle Drive. The recommended list includes \$50 million for the Doyle Drive project. The project will replace a seismically deficient structure and rates well against the federal criteria, in particular for state of good repair, job creation and economic stimulus, and partnership.
- Principle #3: Goods Movement. The recommended list includes \$28 million for the Port of Oakland – California’s Green Trade Corridor project. This project will enable new container service on the “marine highway” between the sponsoring ports, and it will improve air quality in Oakland using shore-side power. The project is a partnership between the Ports of Oakland, Sacramento, and Stockton. It scores well on the federal criteria in terms of economic competitiveness, sustainability, partnership, and innovation, and was the only goods movement project submitted.
- Principle #4: Transit Project. Eight projects were submitted that met the intent of Principle #4 to include a transit project of regional significance. Of these, four scored as medium to medium/high. Within that grouping, two of the projects are not fundable within the financial envelope if the Commission endorses Doyle Drive and the Port goods movement project. Of the remaining two projects – the BART Silicon Valley Rapid Transit (SVRT) Extension Hayward Yard and BART Union City Intermodal Phase 2 – staff rated the Hayward Yard project higher within the federal selection criteria based on its greater long-term outcome to the region, both from the standpoint of Bay Area transit passengers served through the BART vehicles repaired at the yard as well as the planned extension of the system into Silicon Valley. Therefore, the staff recommendation includes \$50 million for the BART SVRT project.
- Principle #5: TIFIA. The BART Oakland Airport Connector (OAC) is the only TIFIA loan application received and is included in the recommendation for \$5 million. This proposed allocation of \$5 million in TIGER budget authority will actually deliver \$100 million in TIFIA loan capacity for the OAC project.

- Principle #6: Highway or Roadway to be funded if program has capacity. Seven projects were submitted that met the intent of Principle #6. Based on staff's evaluation of long-term outcomes and economic stimulus (using ready-to-go status, safety, congestion, and number of daily users as proxies), three projects ranked medium and four projects ranked medium/low. However, with no additional funding capacity available for another project and based on direction included in Principle #6, no projects are recommended from this category.
- Principle #7: Priority Development Areas. All projects submitted included elements that positively affect PDAs. The Union City Intermodal BART Phase 2 project is a notable example of the goals of the PDA program. However, based on the relative scoring within the transit category and on funding capacity limits, the project is not recommended for inclusion.

Recommendation

Staff recommends the Commission adopt MTC Resolution No. 3926 and forward to Caltrans for inclusion on the statewide list of federal TIGER candidate projects.

Steve Heminger

Attachments: Attachment A – TIGER Principles for Bay Area Project Priorities
Attachment B – Project Evaluation Matrix

**Attachment A: Transportation Investment Generating Economic Recovery (TIGER)
Principles for Bay Area Project Priorities**

1. Prioritize a list of projects valued at no more than \$125 million and focus on a list of specific realistic projects that we can achieve — not a wish list of projects that cannot hope to be funded given this very small program.
2. Include \$50 million for Doyle Drive. As the southern approach to the Golden Gate Bridge, this seismically deficient structure is the weak link in the entire U.S. 101 North Bay highway corridor. It has a \$1 billion funding plan nearing completion, and is a top priority for both the Governor and the Speaker of the House.
3. Seek to include a goods movement project of significance. While the Port of Oakland has been hurt financially in the economic downturn, leaving it with limited options to bring funding to bear for needed projects, federal guidelines are clearly focused on goods movement as a national priority. If possible, we will try to include a major goods movement project for the Bay Area.
4. Seek to include a transit project of regional significance. The recently completed Transportation 2035 Plan prioritizes transit as the future for Bay Area travel options.
5. Support projects seeking TIFIA commitments. At this point the most likely candidate is the BART-Oakland Airport Connector. A second project in the Bay Area that is seeking TIFIA funding is a proposal by the San Francisco Transbay Terminal project, but at this point, its TIFIA application is being considered outside the TIGER program.
6. If after the priorities in points 1-5 above are met, and additional funding capacity is available, consider a second highway or roadway project of regional significance that will compete well given the TIGER guidelines.
7. Prioritize projects that support Priority Development Areas and focused growth. PDAs serve areas within an existing community, near existing or planned fixed transit or served by comparable bus service, where more housing is planned.

Attachment B

ARRA TIGER Project Evaluation Matrix

Submitted Applications				Federal Eligibility and Competitiveness			Federal Selection Criteria	MTC Selection Principles						Recommended for Funding
Project Name	Sponsor	TIGER Request	Total Project Cost	Ready to Go: Obligation by 9/30/2011	Request >= \$20M (Except TIFIA)	Strength of Non-Federal Match	U.S. DOT Scoring Criteria (Avg of Selection Criteria)	Doyle Drive (\$50m)	Goods Movement	Regionally Significant Transit Project	Seeks TIFIA Funding	Regionally Significant Highway/Roadway	Priority Development Areas	
1 Doyle Drive Replacement	SFCTA/Caltrans	50,000,000	1,045,000,000	Yes	Yes	84%	High	Yes				Yes		50,000,000
2 California's Green Trade Corridor	Port of Oakland	28,000,000	35,000,000	Yes	Yes	20%	High		Yes					28,000,000
3 BART SVRT Extension: Revenue Vehicle Storage at Hayward Yard	BART/VTA	50,000,000	62,282,209	Yes	Yes	20%	Medium/High			Yes				50,000,000
4 Union City Intermodal BART Phase 2	City of Union City	30,000,000	50,000,000	Yes	Yes	40%	Medium			Yes			Yes	
5 Sonoma-Marín Area Rail Transit District Rail Car Procurement	Sonoma-Marín Area Rail Transit District	97,740,000	663,540,000	Yes	Yes	85%	Medium			Yes				
6 Transbay Transit Center: Utility Relocation Construction	TJPA	62,000,000	1,189,000,000	Yes	Yes	76%	Medium			Yes				
7 VTA Capitol Expressway Light Rail Extension	VTA	25,000,000	360,000,000	Yes	Yes	93%	Low/Medium			Yes				
8 VTA Vasona Light Rail Extension: Winchester to Vasona Junction	VTA	25,000,000	149,000,000	Yes	Yes	83%	Low/Medium			Yes				
9 Richmond Regional Transit Accessibility Improvements	City of Richmond	3,500,000	5,300,000	Yes	No	34%	Low			Yes				
10 City of Santa Rosa: Mid-Size City Making Transit Work Project	City of Santa Rosa	1,600,000	1,800,000	Yes	No	11%	Low			Yes				
11 BART Oakland Airport Connector TIFIA	BART	5,000,000	529,000,000	Yes	Yes	63%	Medium			Yes	Yes			5,000,000
12 SR 84 Expressway in Livermore	ACTIA/Caltrans/Livermore	20,000,000	126,500,000	Yes	Yes	84%	Medium					Yes		
13 U.S. 101/Broadway Interchange Reconstruction	City of Burlingame/Caltrans	25,000,000	73,000,000	Yes	Yes	66%	Medium					Yes		
14 U.S. 101 Lanes - Central Phase B	SCTA/Caltrans	27,000,000	30,975,000	Yes	Yes	13%	Medium					Yes		
15 State Route 4 East Transportation Corridor	State Route 4 Bypass Authority	60,000,000	60,000,000	Yes	Yes	0%	Medium/Low					Yes		
16 Vasco Road Safety Improvements	Alameda County	20,000,000	30,000,000	Yes	Yes	33%	Medium/Low					Yes		
17 Fruitvale Avenue Bridge Seismic Retrofit	Alameda County	35,000,000	40,000,000	Yes	Yes	13%	Medium/Low					Yes		
18 Crow Canyon Road Safety Improvements	Alameda County	20,000,000	23,000,000	Yes	Yes	13%	Medium/Low					Yes		
Total		584,840,000	4,473,397,209										Total	133,000,000

Date: July 22, 2009
W.I.: 1512
Referred by: Legislation

ABSTRACT

Resolution No. 3926

This resolution adopts a list of MTC priority projects for submittal to Caltrans for inclusion on a statewide list of priorities for the federal Transportation Investment Generating Economic Recovery (TIGER) category of the American Recovery and Reinvestment Act (ARRA) Program.

The resolution includes the following attachments:

Attachment A - MTC Priority Projects for federal TIGER Program

Further discussion of the TIGER projects and the selection criteria are included in the MTC Executive Director's Memorandum to the Commission dated July 22, 2009.

Date: July 22, 2009
W.I.: 1512
Referred By: Legislation

RE: MTC Priority Projects for the federal Transportation Investment Generating Economic Recovery (TIGER) Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3926

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 designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP); and

WHEREAS, MTC adopted a set of TIGER Project Selection Principles in June 2009; and

WHEREAS, the State Department of Transportation (Caltrans) is preparing a list of recommend TIGER projects for submittal to the U.S. Department of Transportation and requested regional transportation planning agencies to submit recommend projects for considerationct Funds, as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length;

WHEREAS, MTC issued a call for TIGER projects and performed a project evaluation based on the adopted MTC TIGER principles and the federal program guidance [Federal Register Docket No. OST-2009-0115]; and

WHEREAS, using the principles and federal guidance referred to above, MTC developed a list of priority projects as set forth in Attachment A to this Resolution, incorporated herein as though set forth at length; now therefore be it

RESOLVED that MTC approves the MTC Priority Projects for the TIGER program, as set forth in Attachment A; 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 Caltrans and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on July 22, 2009

**ARRA
 Transportation Investment Generating Economic Recovery (TIGER)
 MTC Priority Projects
 For Submittal to Caltrans**

Project Name	Sponsor	TIGER Request	Total Project Cost
Doyle Drive Replacement	SFCTA/Caltrans	50,000,000	1,045,000,000
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