

# Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2009

Item Number 4a

**Subject:** New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

**Background:** The current federal surface transportation act, Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) expired on September 30, 2009, and the region has programmed and delivered all of its apportionments. Staff estimates that up to \$1.4 billion will be available for programming over six years under the new federal surface transportation act.

In response to comments heard to date from the Bay Area Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The good news is that an additional \$14 million is available as a result of this region's success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced the obligation authority carryover that the region owes, which is now made available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period. Staff has also moved \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to "anticipated" funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2.

The revised staff proposal addresses each of the stated programming principles noted below:

- Required payback of Obligation Authority (\$54 million)
- Maintain on-going programs (\$206 million)
- Seize opportunity to deliver system-wide improvements (\$222 million)
- Fund other core Transportation 2035 categories (\$848 million)
- Fund strategic investments and regional commitments (\$71 million)

The Climate Initiatives Program Working Group has met twice and established overall program objectives. The four Climate Initiative components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Program Evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element are still being refined and will be presented in December.

The Working Group will be meeting one last time in November to finalize the approach and recommend funding levels for the program. This will inform the final New Act framework and Cycle 1 funding element.

The revised funding proposal will be presented to the Bay Area Partnership and MTC's advisory committees during November and early December, continuing consultation that began in June. In December, staff will present the overall New Act funding framework and Cycle 1 funding commitments for Committee review and recommendation to the full Commission for approval.

**Issues:** See attached memo.

**Recommendation:** Information only.

**Attachments:** Staff Memorandum, Attachment A (Letters), Attachment B (Chart)



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## ***Memorandum***

TO: Programming and Allocations Committee

DATE: November 4, 2009

FR: Executive Director

RE: New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

This memorandum provides an update on the development of the New Federal Transportation Act Cycle 1 programming and Cycle 2 framework proposal. Staff proposes deferring approval of the overall proposal until December to provide additional time for stakeholder review.

### **Background**

In September, staff presented a proposal to the Committee presenting an overall framework to direct roughly \$1.4 billion of estimated funds over the six-year New Surface Transportation Authorization Act (New Act). At that meeting, the Committee heard numerous requests from a broad spectrum of stakeholders for higher levels of funding, especially for rehabilitation needs and for the Climate Initiatives Program – both major emphasis areas in the of Transportation 2035 (T2035). Additionally, the Committee directed that a subcommittee be established to explore the specific needs and objectives of the Climate Initiatives Program, in order to better inform overall New Act investment decisions.

In October, the Commission approved the roughly \$100 million for Cycle 1 regional planning and operations programs to move forward, because of ongoing cash flow needs and the non-controversial nature of these investments.

### **Comments Received**

Since the staff proposal was presented in September, several additional comments (Attachment A) have been received and are summarized below:

- More Funding for “Fix-it-First”: The Local Streets and Roads Working Group offered a “fix-it-first” alternative proposal, which would shift an additional funding increment to the Local Streets and Roads Program and Transit Capital Rehabilitation Program from other core programs, as well as partially defer the Freeway Performance Initiative. The City of Orinda sent a letter, as well, asking that MTC shift as much funding as possible to streets and roads rehabilitation needs.
- More Funding for Transportation for Livable Communities (TLC): MTC’s Advisory Council recommended an increase of Cycle 1 TLC grants from \$78 million to a minimum of \$100 million.
- Postpone Commission Action until December 2009: The Partnership Technical Advisory Committee requested a deferral of the approval of Cycle 1 and the New Act framework until the December meeting. This would allow them the opportunity to respond further to any decisions coming from the Climate Initiatives Working Group.

Further, other letters supported: 1) more funding for Climate Initiatives; 2) funding for the Freeway Performance Initiative (FPI) at the staff proposed level of \$222 million; and 3) new strategic investments to fund the next phase of the I-80/I-680/SR 12 Interchange project in Solano County and the third segment of the Route 4 Bypass in Contra Costa County.

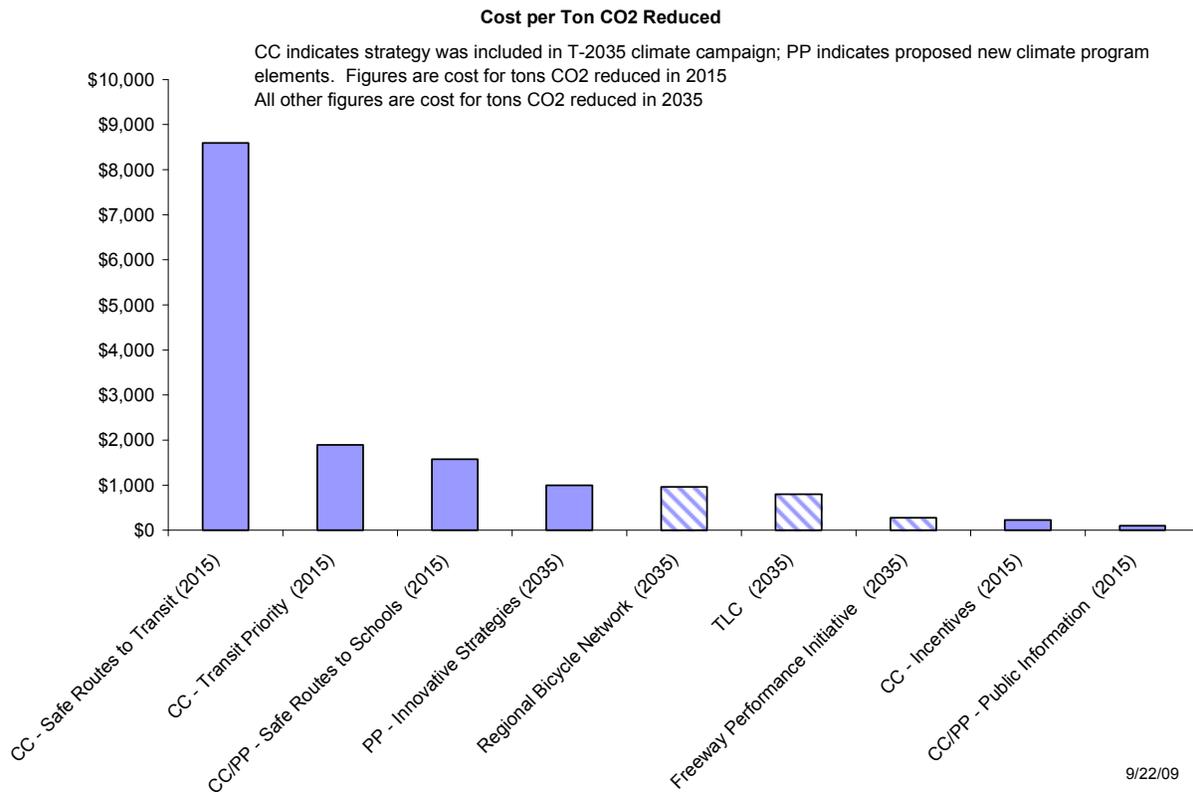
### **Climate Initiatives Working Group**

The Climate Initiative Working Group met twice during October to develop a scope and funding proposal for the Climate Initiatives Program. The working group includes Commissioners Haggerty and Kinsey, MTC staff, and staff representatives from the Air District, Solano Transportation Authority (representing CMAs), County Connection (representing the transit operators), Transform, and Joint Policy Committee.

The group has discussed guiding principles, including the need to take immediate action to reduce transportation-related emissions with a focus on strategies that reduce vehicle miles traveled and encourage the use of cleaner fuels. The principles also identified the importance of building a knowledge base through evaluation that informs the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan; encouraging innovation and partnerships among business, academic and government sectors; and increasing public awareness and encouraging specific actions to reduce greenhouse gas emissions.

To follow-up on requests at the September Committee meeting, the working group also reviewed background information regarding the cost effectiveness of various programs for reducing CO<sub>2</sub> emissions. The chart on the next page illustrates the cost per ton of CO<sub>2</sub> reduced as analyzed in the Transportation 2035 project performance assessment. This analysis projected tons of CO<sub>2</sub> reduced in 2035 for most investments and tons of CO<sub>2</sub> reduced in 2015 for the climate campaign, which was proposed as a 5-year program. The chart shows the disaggregated results for the various elements of the T2035 climate campaign. To clarify, the analysis for FPI captures any short trips that might be stored on the ramps or diverted from the freeway to local roads due to the increased time it takes to get on a freeway with metered ramps. The assumptions underlying this analysis are based on data collected by FHWA from ramp metering and freeway traffic operation systems around the country.

It is worth noting that several programs not bearing the “climate change” label – such as TLC and FPI – fall in the same general range for cost-effective CO<sub>2</sub> reduction as programs that are being considered for formal inclusion in the new Climate Initiative Program.



The four Climate Initiative program components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovation Grants; and 4) Program evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element is still being refined and will be presented in December. The Working Group will meet one more time in November to finalize the approach and recommend funding levels for the program.

**Revised New Act Proposal**

In response to comments heard from the Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The table below illustrates the changes from the September proposal for both Cycle 1 and the ARRA Backfill in the near-term (FY2010 through FY 2012) and the total new commitment, including anticipated revenues.

T 2035 Core Programs	Cycle 1 and ARRA Backfill			Total New Commitment		
	September	Revised	Change	September	Revised	Change
Freeway Performance Initiative (FPI)	136	105	(31)	222	222	-
Climate Initiatives	59	80	21	148	162	14
Regional Bicycle Program	24	27	3	67	67	-
Transportation for Livable Communities (TLC)	78	85	7	223	223	-
Transit Capital Rehabilitation	-	-	-	164	164	-
Local Streets and Roads Rehabilitation*	86	100	14	232	232	-
<b>Total</b>	<b>383</b>	<b>397</b>	<b>14</b>	<b>1,056</b>	<b>1,070</b>	<b>14</b>

\*\$6 million of this increase is directed to Transit Capital Rehabilitation in Cycle 2 to align with the timing of the need.

The good news is that an additional \$14 million is available as a result of this region’s success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced

the obligation authority carryover, which the revised proposal makes available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period.

Staff also proposes moving \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to “anticipated” funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. This change responds attempts to strike a balance between the objective of accelerating benefits from the FPI program and comments that FPI should also rely, in part, on anticipated revenues similar to other core program areas. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2. In terms of the total commitments proposed, the commitments are maintained for all core programs with the additional capacity directed to the Climate Initiative Program to better align with the Transportation 2035 assumed front loading of this program in the first five years.

The revised staff proposal addresses each of the stated programming principles noted below:

- **Required payback of Obligation Authority (\$54 million)**
- **Maintain on-going programs (\$206 million)**
- **Seize opportunity to deliver system-wide improvements (\$222 million)**
- **Fund other core Transportation 2035 categories (\$848 million)**
- **Fund strategic investments and regional commitments (\$71 million)**

#### **Next Steps**

The revised funding proposal will be presented to the Bay Area Partnership and MTC’s advisory committees during November and early December, continuing consultation that began in June. In December, staff will bring the overall New Act funding framework and Cycle 1 funding commitments, including more detail on the Climate Initiative Program, to this Committee and to the Commission for approval.

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Steve Heminger

Attachments

# Attachment B

## New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay (all amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments					Anticipated Revenue <sup>2</sup>	Total New Commitment
		ARRA <sup>1</sup> Backfill	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/ CMAQ/TE Total			
	08/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15			
Estimated Apportionment Revenues	662	113	485	568	1,166	235	1,401	
<b>Annual Programs</b>								
1 Required SAFETEA OA Carryover			54		54		54	
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
Total			161	99	260		260	
<b>T 2035 Core Programs</b>								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	31	86	191	31	222	
5 Focus 2 Climate Initiatives <sup>3</sup>			80	34	114	48	162	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			85	96	181	42	223	
8 Focus 3 Transit Capital Rehabilitation	286			125	125	39	164	
9 Focus 3 Local Streets and Roads Rehabilitation <sup>4</sup>	145		100	77	177	55	232	
Total	461	82	316	438	835	235	1,070	
<b>Strategic Investments</b>								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Transit Expansion (Oakland Airport Connector)	70							
13 Advance Prop 1B Construction (Caldecott Tunnel)	105							
14 Corridor Mobility (SCL I/C Imps)		32			32		32	
15 MTC Res 3814 Transit Payback Commitment				31	31		31	
16 Trade Corridor (Richmond Rail Connector)			8		8		8	
Total	201	32	8	31	71		71	
Grand Total	662	114	485	568	1,166	235	1,401	

<sup>1</sup> \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M for Caldecott Tunnel and \$7.5M for TE)

<sup>2</sup> Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portion available for Cycle 1 programming is \$60 million from apportionments over the first three years.

<sup>3</sup> Includes \$20M for SFgo

<sup>4</sup> Includes PTAP and FAS of \$28M



# SOLANO TRANSPORTATION AUTHORITY

Solano Transportation Authority

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September 4, 2009

Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

RECEIVED

RE: Proposition 1B CMIA "Replacement Funds" - Request to Fund the Next Phase of the I-80/I-680/SR 12 Interchange Project

SEP 11 2009

Dear Steve:

MTC

Since 2001, STA has taken an active role in working with Caltrans and the Metropolitan Transportation Commission (MTC) to deliver improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex in Solano County. Its regional significance is demonstrated by its high percentage of inter-county travel while also providing an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions.

Due to the overall magnitude of the I-80/I-680/SR 12 Interchange improvements, estimated at \$1.7 billion, the project must be completed in phases and STA has been continually developing and refining a financial plan to complete improvements to the I-80/I-680/SR 12 Interchange Complex. As a result of MTC applying recent legislation regarding these ARRA funds to several key Bay Area projects (per Resolution 3896), it is our understanding that MTC expects to receive approximately \$110 million that the Commission may use for flexible allocations for regional priority projects. STA would like to request the Commission's consideration for allocating \$47.5 million in ARRA funds to match the \$122 million in I-80 corridor CMIA, Bridge Toll, and State Transportation Improvement Program (STIP) funds to implement the next phase of the improvements to the I-80/I-680/SR 12 Interchange. STA staff has discussed this proposal with CTC and Caltrans staff and they are both supportive of recommending that \$23.66 million of CMIA I-80 corridor savings be committed to the next phase of the I-80/I-680/SR 12 Interchange project, provided MTC is supportive of dedicating the ARRA funds to the project. With the collective funding support of all three agencies, this would fund the next strategic improvement phase for the interchange.

### *Strategic Delivery of the I-80/I-680/SR12 Interchange Improvements*

To date, STA, Caltrans and MTC, working together, have delivered or are in the process of delivering the following fully funded phases of the Interchange project:

- I-80 Auxiliary Lane Project (Completed Fall 2004)
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Under Construction)
- North Connector Project - East Segment (Under Construction)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (Construction Scheduled for 2011)

### *Next Phase - I-80/I-680/SR12 Interchange Improvements*

The next phase includes 3 separate construction packages as follows (shown on the attached project fact sheet):

- I-80 WB to SR12 (W) WB Connector (Construction 2012)
- I-680 Red Top Road Interchange (Shovel Ready 2012)
- I-80 WB to I-680 SB Connector (Shovel Ready 2013)

RE: Proposition 1B CMIA "Replacement Funds"—Request to Fund the Next Phase of the I-80/I-680/SR 12 Interchange Project

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The Next Phase has several major benefits:

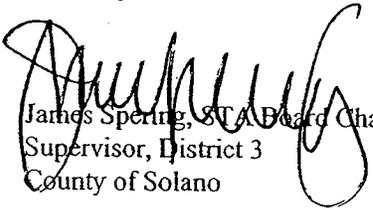
- The construction of the I-80 WB to SR12 (W) WB Connector and I-80 WB to I-680 SB Connector would provide significant safety and operational benefits to I-80 Westbound traffic during the AM peak.
- The project will improve mobility by improving traffic operations through this stretch of I-80.
- The planned improvements will also improve reliability through a corresponding operational benefit of reducing the likelihood of incidents in the corridor.
- The new WB I-80 to SR12 (W) WB Connector will complement the current CMIA – Jameson Canyon Project and will allow the traveling public to receive increased benefits from that CMIA transportation investment.
- The I-680 Red Top Road Interchange will provide the local connectivity to the new I-80 WB to I-680 SB Connector and Cordelia, as well as facilitate the construction of the future I-680 NB to I-80 Eastbound and I-680 NB to SR12 (W) Connectors.

Securing the \$47.5 million assumes that the \$11.412 million in STIP funds that is assumed in the financial plan is allocated by the California Transportation Commission (CTC). These additional funds would ensure the I-80 WB to SR12 (W) WB Connector begins construction by 2012, I-680 Red Top Road Interchange is shovel ready in 2012, pending construction funds, and the I-80 WB to I-680 SB Connector is shovel ready in 2013, pending construction funds.

In summary, the STA is requesting the Commission's continued assistance in delivering this critical project by approving the use of \$47.5 million in ARRA funds to leverage \$23.66 million in CMIA I-80 Corridor savings and to implement this next phase of the I-80/I-680/SR 12 Interchange Improvements. STA remains strongly committed to expediting the implementation of the I-80/I-680/SR 12 Interchange Improvements.

If you have any questions, please contact me or Daryl Halls, STA's Executive Director at (707) 424-6075.

Sincerely,



James Sperry, STA Board Chair  
Supervisor, District 3  
County of Solano

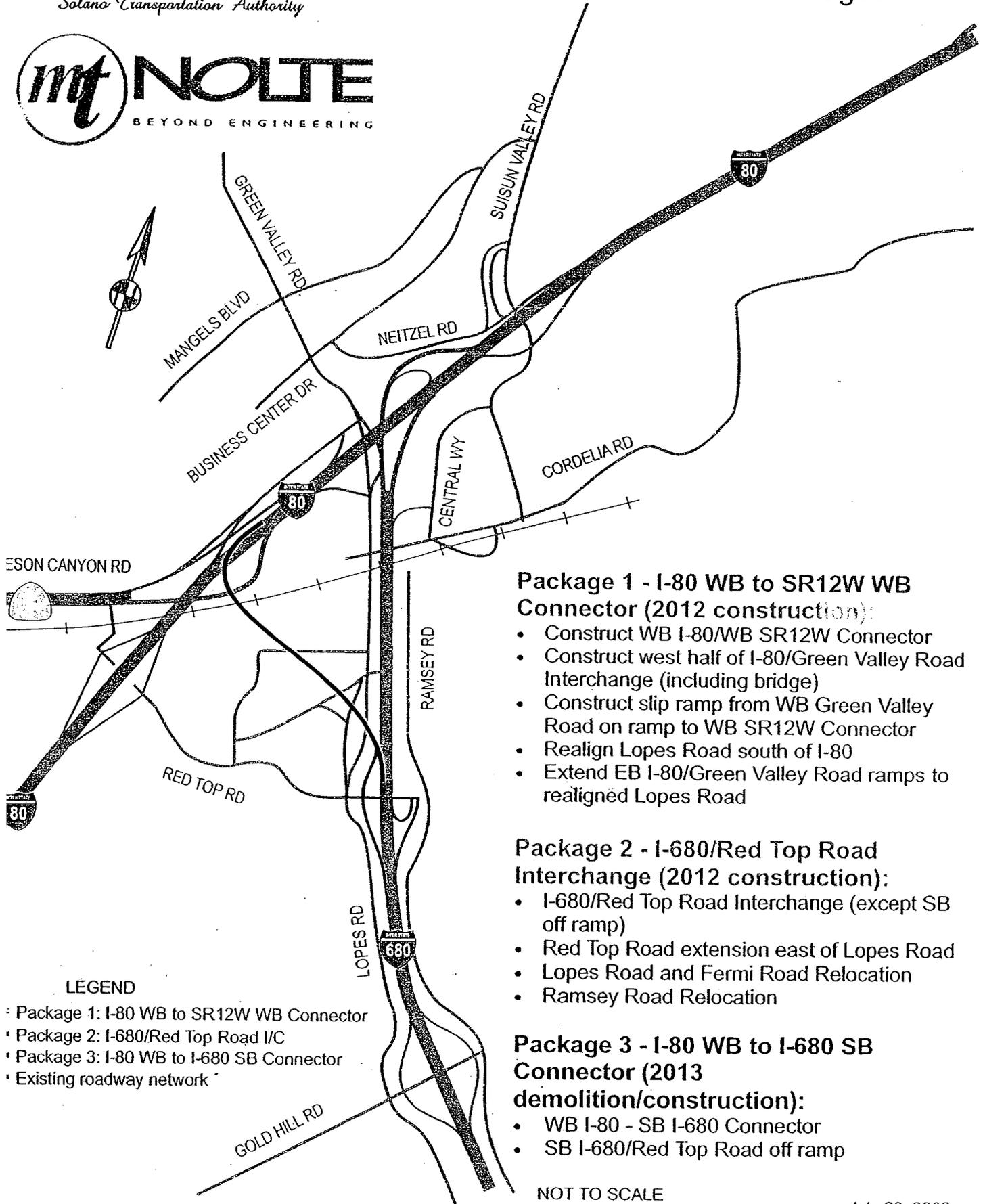
Attachments

cc: STA Board Members  
Bimla Rhinehart, California Transportation Commission (CTC)  
Randy Iwasaki, Caltrans Director  
Bijan Sartipi, Director, Caltrans District 4

# STRA

Solano Transportation Authority

## I-80/I-680/SR12 Interchange Project First Three Construction Packages



### Package 1 - I-80 WB to SR12W WB Connector (2012 construction):

- Construct WB I-80/WB SR12W Connector
- Construct west half of I-80/Green Valley Road Interchange (including bridge)
- Construct slip ramp from WB Green Valley Road on ramp to WB SR12W Connector
- Realign Lopes Road south of I-80
- Extend EB I-80/Green Valley Road ramps to realigned Lopes Road

### Package 2 - I-680/Red Top Road Interchange (2012 construction):

- I-680/Red Top Road Interchange (except SB off ramp)
- Red Top Road extension east of Lopes Road
- Lopes Road and Fermi Road Relocation
- Ramsey Road Relocation

### Package 3 - I-80 WB to I-680 SB Connector (2013 demolition/construction):

- WB I-80 - SB I-680 Connector
- SB I-680/Red Top Road off ramp

#### LEGEND

- Package 1: I-80 WB to SR12W WB Connector
- Package 2: I-680/Red Top Road I/C
- Package 3: I-80 WB to I-680 SB Connector
- Existing roadway network

NOT TO SCALE  
CONCEPTUAL ONLY

July 29, 2009

**I-80 / I-680 / SR 12 Interchange Project  
 Schedule and Funding Needs for First Three Construction Packages  
 August 5, 2009**

Project Package	2009		2010				2011				2012				2013				2014				2015				2016				2017				Total Funding Required																															
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4																																		
	FY 09				FY 10				FY 11				FY 12				FY 13				FY 14				FY 15				FY 16				FY 17																																	
I-80 WB to SR-12 W WB Connector	Preliminary Engineering																																\$6 million																																	\$111 million
	Final Design																																\$7.5 million																																	
	R/W, Utility Relocation & Mitigation																																\$15 million																																	
	Construction & Advertise																																\$82.5 million																																	
I-680 Red Top Road I/C	Preliminary Engineering																																\$3.5 million																																	\$69.3 million
	Final Design																																\$33 million																																	
	R/W, Utility Relocation & Mitigation																																\$20 million																																	
	Advertise & Construction																																\$42.5 million																																	
I-80 WB to I-680 SB Connector	Preliminary Engineering																																\$2 million																																	\$147 million
	Final Design																																\$6 million																																	
	R/W, Utility Relocation & Mitigation																																\$56 million																																	

**I-80/I-680 SB Connector Project Funding Plan**  
 (Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange  
 Agency: Solano Transportation Agency  
 Project ID: 7  
 Plan Date: 10-Aug-09

Fund Source	Phase	Year										Future Committed	TOTAL		
		2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15						
<b>COMMITTED FUNDING PLAN</b>															
I-80 WB to SR12W WB Connector															
Br.Tolls	ENV	15,000													6,000
Br.Tolls	PS&E			7,478											7,478
Br.Tolls	RW			15,000											15,000
Br.Tolls	CON														11,412
CMIA-80 Corridor Savings	CON														23,610
MTC - CMIA	CON								47,500						47,500
<b>I-680 Red Top Rd Interchange</b>															
Br.Tolls	ENV			3500											3,500
Br.Tolls	PS&E			3300											3,300
Br.Tolls	RW			20000											20,000
Br.Tolls/Federal/STP/Local	CON								42,500						42,500
<b>I-80 WB to I-680 SB Connector</b>															
Br.Tolls	ENV			4000											4,000
Br.Tolls	PS&E			6000											6,000
Br.Tolls	RW								41,758						41,758
Br.Tolls/Federal/STP/Local	Utilities/Permit								14,242						14,242
Br.Tolls/Federal/STP/Local	CON								81,000						81,000
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>															
Federal, State - Interchange (CP 1)	CON														
<b>Summary</b>															
		6,000	7,500	51,778	181,022	81,000									327,300

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding  
 Eligible Phases: ENV (or PA&E), PS&E, RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operations use CON. OK to use CT RW SUP or CT CON SUP for Caltrans support, but not necessary (optional).



CONTRA COSTA  
transportation  
authority

September 16, 2009

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Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

RE: CMIA "Replacement Funds" For Application of AB XXX20 ARRA Funds –  
Request to Fund the Final Paving Overlay for the Route 4 Bypass, Segment 3

Dear Director Heminger:

The Authority appreciates MTC's efforts to keep the critically important Caldecott project on schedule through your Commission's approval of MTC Resolution 3896 in April, allocating \$105 million to the Caldecott Tunnel Fourth Bore project from "state-based" ARRA funds made available to you through AB 3X 20. In concert with the State's commitment of an additional \$92.7 million, the aggregate \$208 million commitment to replace otherwise uncertain State funds allowed the project to be put out to bid in a timely way. We look forward to receiving the bids on September 29<sup>th</sup>, with the expectation that construction can start expeditiously on this long-anticipated project later this fall.

In return for applying the AB 3X 20 ARRA funds to the Caldecott and other projects, Resolution 3896 indicates that MTC expects to receive, in the future, approximately \$157 million in replacement CMIA bond funds that the commission may use for more flexible allocations. We recognize that the allocation of ARRA funds to the Caldecott has allowed the project to move forward when it would otherwise still be waiting for State funding commitments to materialize. We also appreciate that the Commission separately allocated \$10 million in regional ARRA funds to the Vasco Road Safety improvements. Consequently, we wish to make a modest request for the Commission's consideration in future allocation of ARRA Replacement funds.

Specifically, we request the Commission's consideration for funding of the final paving overlay for the third segment of the Route 4 Bypass from the replacement CMIA bond funds, at a cost of \$4 million per the attached description of the project. The final overlay is ready to go to construction and has three major benefits:

- When the overlay is completed, truck traffic can be moved to the third segment of the Bypass, thereby significantly reducing truck traffic and safety problems in downtown Brentwood (while the segment is open to vehicular traffic, trucks are not allowed pending that final overlay);

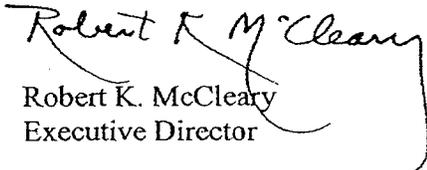
Steve Heminger  
September 16, 2009  
Page 2

- The California Department of Transportation (Caltrans) has been an active partner with the Route 4 Bypass Authority on all aspects of this project. Completion of the Segment 3 overlay project is necessary before Caltrans can accept this new roadway into the state highway system and relinquish existing substandard State Route 4 to Contra Costa County and the communities of Oakley and Brentwood; and
- Relinquishment of the existing Route 4 will benefit Oakley and Brentwood, allowing them to better plan their local downtowns and manage local traffic.

The SR 4 Bypass Project is an important segment of the regionally important SR 4 corridor that connects Interstate 680 in central Contra Costa County with Interstate 580 in Alameda County via Vasco Road (future SR 84), the Port of Stockton via SR 4 across the Delta and Interstates 5 and 580 via the Bryon Highway (future SR 239).

We thank you in advance for the Commission's consideration. Please let us know if there is any additional information that we can provide, and whether there will be a more formal application process for the replacement funds over the next few months.

Sincerely,



Robert K. McCleary  
Executive Director

cc: Senator Mark DeSaulnier  
Assemblywoman Joan Buchanan  
Assemblyman Tom Torlakson  
Amy Worth, Metropolitan Transportation Commission  
Federal Glover, Metropolitan Transportation Commission  
Maria Viramontes, Chair, Contra Costa Transportation Authority;  
Authority members  
Supervisor Susan Bonilla, Chair, Contra Costa Board of Supervisors  
Mary Piepho, Contra Costa Board of Supervisors  
Jim Frazier, Chair, Route 4 Bypass Authority  
Randy Iwasaki, Director, Caltrans  
Bijan Sartipi, District Director, Caltrans  
Julie Bueren, Public Works Director, Contra Costa County  
Linda Best, Executive Director, Contra Costa Council  
Dale Dennis, Route 4 Bypass Authority  
John Cunningham, TRANSPLAN

Attachment

## *Project Fact Sheet*

- Project Name:** SR4 Bypass: Segment 3 Overlay and Flashing Beacons Project
- Project Sponsor:** SR 4 BYPASS AUTHORITY
- Project Type:** EXPRESSWAY and CONVENTIONAL HIGHWAY
- Project Scope:** SR4 Bypass Segment 3: Overlay 5.5 miles of Segment 3 of the SR4 Bypass with Rubberized Asphalt Concrete (RAC), install a median soft barrier and flashing beacons in advance of signalized intersections. Segment 3 of the SR4 Bypass extends from Balfour Road in Brentwood to Vasco Road in unincorporated Contra Costa County and along Marsh Creek Road from Bypass Road to Byron Highway (SR4) in unincorporated Contra Costa County.
- Need/Purpose:** Provide pavement improvements on 5.5 miles of Segment 3 of the SR4 Bypass with the RAC overlay and improve safety with the installation of the median soft barrier and flashing beacons (which will alert the traveling public that they are approaching a signalized intersection). This portion of East Contra Costa County experiences heavy fog conditions and the flashing beacons would address safety concerns due to heavy fog.
- Current Status:** Environmental document has been completed. Design is completed and Project is ready to go to construction.
- Issues:** None at this time.
- Project Support:** Great project support. It will be critical to construct this project in the near future. The RAC overlay will provide pavement improvement and the installation of the median soft barrier and flashing beacons will address safety concerns. Segment 3 of the SR4 Bypass (East Contra Costa County) experiences heavy fog conditions and the flashing beacons would address safety concerns by alerting the traveling public that they are approaching a signalized intersection.
- Cost Estimate:**

Cost Estimate (Current Dollars)	
Design	\$ .13 M
Construction	\$ 3.37 M
Construction Mgmt	\$ .50 M
<b>TOTAL</b>	<b>\$ 4.00 M</b>

Steve / Andy / Doug / Alex - <sup>cross</sup> be PAE  
**BAY AREA CLEAN AIR TASK FORCE**

September 18, 2009

Chairman Scott Haggerty and Members of the Commission  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

RECEIVED

SEP 25 2009

MTC

Dear Chairman Haggerty and Members of the Commission,

The Bay Area Clean Air Task Force (BACATF), a coalition of environmental, transportation, and public health organizations working to improve air quality in order to improve public health, is writing to express our deep concern over the level of funding that the Metropolitan Transportation Commission (MTC) is proposing to give to the Transportation Climate Action Campaign. The climate action campaign is critical to achieving the region's goals of reducing air pollution and greenhouse gases, and providing equitable and healthy transportation choices for Bay Area residents.

BACATF recognizes the serious public health crisis caused by exposure to air pollution in the Bay Area, including increased rates of lung cancer, hospitalizations due to asthma, heart disease and diabetes. Asthma already affects one in five children in many parts of the Bay Area. Rising temperatures from global warming will worsen air pollution and health impacts. Global warming will have the greatest impacts on our most vulnerable communities, low income communities and communities of color who already share a disproportionate burden from air pollution exposures.

Several of our member organizations worked with MTC to ensure that adequate funding was included in the regional transportation plan to prioritize needed projects for safe walking, cycling and transit access to reduce air pollution and greenhouse gases. These measures were subsequently included in the Bay Area Air Quality Management District's proposed control strategies in the Clean Air Plan. By pushing back the implementation of the climate action campaign by five years, MTC is not only jeopardizing the region's ability to meet its air pollution reduction goals, but fails to respond to the urgency of the global warming crisis. Recent research shows that climate change is accelerating, and rapid reductions in greenhouse gases are needed immediately.

The MTC must not back pedal on its commitment to fund climate protection campaigns by prioritizing ramp meters at the expense of public health. The Transportation Climate Action Campaign will lay the groundwork for ongoing and vitally needed climate change measures that will reduce air pollution and greenhouse gases, and promote healthier communities. Please provide full funding for this critical initiative, starting immediately.

Sincerely,

*Jenny Bard*

*Andy Katz*

Jenny Bard  
Co-Chair

Andy Katz  
Co-Chair

CC: Dave Cortese, Association of Bay Area Governments  
Jack Broadbent, BAAQMD  
Steve Heminger, MTC

**STP/CMAQ Cycle 1 and 2 Programming Proposal  
Local Streets and Roads Working Group**

What do increased transit ridership, efficient goods movement, bicycle and pedestrian access, Focused Growth, and any freeway congestion management program have in common? Their success all rest upon the foundation of a functioning street and road network. Maintenance of the existing street and road network is not about expanding roadway capacity in order to create an environment conducive for driving. It is about preserving the base upon which *all modes of travel* rely. If investment in the existing street and road network is continuously deferred in favor of enhancement programs or expansion projects, the foundation will continue to deteriorate—to the ultimate detriment of all other transportation priorities.

MTC has requested that the region's transportation stakeholders serving in the various working groups that advise the Partnership Board develop proposals that reflect their preferred options for the programming of STP and CMAQ funds over the next six years. Attachment A is a proposal developed by the Local Street and Road Working Group (LSRWG) that reflects one of the main themes of the recently adopted *Transportation 2035* plan—"Fix-it-First". An explanation of the proposal is provided in detail below. Additional justification for the LSRWG framework is also provided.

**LSRWG Proposal:**

- Keep funding for the Freeway Performance Initiative (FPI) whole at \$222 million by providing \$31 million in funding off the top of the "anticipated" revenue. Reduce funding for FPI in the first cycle from \$62 million to \$39 million and from \$89 million to \$78 million in the second cycle.

**Rationale**

- The program consists of multiple IT projects at multiple, widely separated locations. While reducing the program in the first cycle, the \$113 million (\$39 million in Cycle 1 funds plus \$74 million in ARRA Backfill funds) investment still represents a significant investment.
- MTC staff includes \$235 million in "anticipated" revenue in their latest programming framework. Staff proposal states "Portion available for Cycle 1 Programming is \$60 million from apportionments over the first three years."
- Reducing the amount of CMAQ used for FPI in the first and second cycles would free up more of this fund source for other programs that can use it and in turn, would free STP funds to be used to further "Fix It First" goals.

- Increase funding for Regional Streets and Roads Rehabilitation to \$109 million in the first cycle and \$91 million in the second cycle.

**Rationale**

- Supports “Fix it First” philosophy
  - Recognizes need for early investment to maximize investment savings and minimize further deterioration of the region’s local streets and roads conditions
  - Recognizes a higher cost benefit through early investment
  - Recognizes proven track record of ability to deliver projects in a timely manner
  - Local Roads maintenance / rehabilitation did not receive a proportional share of ARRA funding
- Distribute “Anticipated” funding to reflect *Transportation 2035* investment commitments which results in increasing the commitment of “anticipated” revenue for streets and roads to \$89 million and transit rehabilitation to \$74 million.

**Rationale**

- Per *Transportation 2035*, 80 percent of “Anticipated” revenue should go towards maintenance of the existing system. Anticipated revenue represents funding above and beyond what was projected to be available from specified sources. These funds could take the form of existing programs. The MTC staff proposal indicates that the anticipated revenue included in the programming framework is based on more revenue becoming available than what had been projected in the Plan from the STP/CMAQ fund source. The LSRWG proposal appropriately distributes these funds according to the investment framework put forth in the Plan for anticipated revenues after deducting \$31 million from the total in order to fund the FPI program at staff’s proposed level.
- While funding is reduced in the LSRWG proposal for several of the core programs, additional funding for maintenance of the transit system and for the roadways required by transit, bicyclists and pedestrians, cannot be seen as being at cross-purposes with Climate Initiatives, TLC or the Regional Bike Program.

**Further Justification for the LSRWG Proposal**

Existing resources to fund the maintenance of the existing street and road network in the Bay Area fall short by more than \$200 million per year. The California Assembly’s reversal of the recent proposed raid of local gas tax subvention funds to help cover the State budget deficit—while a welcome turn of events—merely keeps the region’s local street and road network at the same place it was at the time *Transportation 2035* (T2035) was developed—underfunded by 50% of what is needed to bring conditions up to a pavement condition index (PCI) of 75 over the next 25 years. Without additional funding, the street and road network in the Bay Area is projected to deteriorate from the current PCI of 64, to 42 by the year 2032.

### Transportation 2035

MTC Commissioners recognized that it makes no sense to spend limited regional transportation resources to enhance or expand on an existing foundation that will continue to deteriorate if not addressed. The "Fix it First" philosophy that was made prominent in T2035 reflects that recognition.

During the T2035 investment trade-off discussions, local public works representatives stressed the need to invest *early* if the \$7 billion dollar regional commitment to street and road maintenance were to be effective in preventing further deterioration of the region's average street and road condition over the course of the Plan period. Early investment in street and road maintenance has been found to have a benefit to cost ratio of five to one. While other strategic investments in the Plan may have a higher calculated benefit cost ratio than maintenance of the existing system, the scale of the savings that can be realized by investing early in the existing infrastructure far exceeds anything else. The existing street and road capital maintenance funding shortfall is \$18 billion. Every billion dollars that is invested in preservation of the system will save five billion in long-term costs associated with deferring needed maintenance. In addition to the enormous savings this represents for the region's taxpayers, it also impacts the level of regional resources that will be available to invest in other transportation priorities.

While it has been said many times by MTC staff and it is understood that T2035 is a plan and not a programming document, it is difficult to see the point of such a plan when right out of the starting gate the priorities and actual funding streams deviate sharply from the framework established.

Also understood is the fact that funding sources often come with restrictions and will not necessarily flex to conform neatly to the goals and commitments outlined in the Plan. This is why it is critical that where flexible funding sources are available, that they are applied appropriately according to the priorities that the region has set and with consideration of the types of fund sources that are likely to be available in the future. To this end, the Congestion Management / Air Quality Program (CMAQ) funds currently proposed in the MTC Staff's Plan for the Freeway Performance Initiative (FPI) should be directed in larger proportions to programs uniquely eligible for these funds, such as the Transportation for Livable Communities (TLC) Program. This would allow the Surface Transportation Program (STP) funds to be spent on Local Streets and Roads Maintenance to achieve the "Fix it First" goal. Because, outside of the recent American Recovery and Reinvestment Act (ARRA) program, *known* regional discretionary revenue sources that can be applied against the local streets and roads maintenance shortfall consist of exactly one: Surface Transportation Program (STP) funds. Therefore, it is our position that these funds be used to prioritize the "Fix it First" goals set forth in T2035, as opposed to programming funds into a strategic investment such as the Freeway Performance Initiative which is more rightly viewed as a long range goal.

### Project Delivery

The Bay Area Region, through MTC's leadership, has been successful in meeting "timely use of funds" requirements by delivering street and road system preservation projects ahead of Federal deadlines. These efforts provided opportunities for our region to secure additional STP/CMAQ funding from other parts of the state that did not deliver their projects in a timely manner. The end results were additional streets and roads rehabilitation projects that provided Bay Area

residents with pavement and safety improvements which includes such components as American with Disability Act curb ramp installations. We encourage that these policies continue and that Cycle 2 Funding allocations be conditioned on programs ability to deliver their projects in a timely manner.

#### Regional Investments since the Adoption of T2035

Prior to approval of the federal economic stimulus act, local jurisdictions submitted a list of approximately \$1 billion "shovel-ready" projects that were deemed deliverable within the time frames being considered for the legislation. Of the \$662 million in ARRA funding that was or will be at MTC's discretion to distribute, \$145 million has been obligated for street and road maintenance and rehabilitation. That amount is less than 22% of the total and far less than the 43% share of "anticipated" revenues that T2035 said would be going to fund the local street and road maintenance shortfall. While not all the region's share of the ARRA funding was eligible for street and road maintenance expenditure, there were clearly opportunities to fund streets and roads at a far greater level than what has been achieved.

In addition to the ARRA funding, MTC staff's proposal for the first and second cycles of STP/CMAQ funding falls short of targets identified in T2035.

Following is a comparison of the T2035 investment framework and the actual investment practice that has been applied with the ARRA funding and is being proposed by MTC staff for the ARRA backfill funding from the State in combination with the STP/CMAQ Cycles 1 & 2 program. It illustrates how far the region has strayed, the calculated difference between the investments identified in the Plan and the actual percentages that have been received or are being proposed for local streets and roads.

#### **Transportation 2035 vs. Actual / Planned Investment Comparison**

Funding Source	T2035*	Actual / Planned	Diff. In Dollars (Billions)
Anticipated / Unspecified	43.4%	21.9%	\$ 0.142
STP/CMAQ*	25.5%	21.7%	\$ 0.030
<i>Total Amount Behind / Needed to be On Par with Plan:</i>			<b>\$ 0.172</b>

\*Does not assume the front-loading of climate initiative funding

Therefore, if T2035 is to have any significance at all, actual funding practice should more closely resemble its investment framework.

(Amounts in Millions)

MTC Staff Proposal - 09/09/09

ARRA Backfill & STP/CMAQ/TE

ARRA Backfill & STP/CMAQ/TE

ARRA Backfill & STP/CMAQ/TE

ARRA Backfill & STP/CMAQ/TE

Committed ARRA Program	ARRA Backfill	STP/CMAQ/TE Cycle 2	ARRA Backfill	Anticipated Revenue <sup>2</sup>	Total New Commitment	ARRA <sup>1</sup> Backfill	STP/CMAQ Cycle 1	STP/CMAQ Cycle 2	ARRA Backfill & STP/CMAQ Total	Anticipated Revenue <sup>2</sup>	Total New Commitment	ARRA <sup>1</sup> Backfill	STP/CMAQ Cycle 1	STP/CMAQ Cycle 2	ARRA Backfill & STP/CMAQ Total	Anticipated Revenue <sup>2</sup>	Total New Commitment	
																		ARRA Backfill
<b>Estimated Apportionment Revenues</b>	662	485	568	235	1,401	113	485	568	1,166	235	1,401	113	485	568	1,166	235	1,401	
<b>Annual Programs</b>																		
1 Required SAFETEA OA Carryover					68		68		68		68		68		68		68	
2 On-Going Regional Planning			25		48		23		48		48		23		48		48	
3 On-Going Regional Operations			74		158		84		158		158		84		158		158	
<b>Subtotal Annual Programs</b>			99	0	274	0	175	99	274	0	274	0	175	99	274	0	274	
<b>TEA 2005 Core Programs</b>																		
4 Focus 1 Freeway Performance Initiative (FPI)	119	62	86		222	74	62		222		222	74	62		222		222	
5 Focus 2 Climate Initiative <sup>3</sup>	10	59	34		148	8	59		148		148	8	59		148		148	
6 Focus 2 Regional Bicycle Program		16	20		66		16		66		66		16		66		66	
7 Focus 2 Transportation for Livable Communities (TLC)		78	96		223		78		223		223		78		223		223	
8 Focus 3 Transit Capital Rehabilitation	246		119		164		119		164		164		119		164		164	
9 Focus 3 Regional Streets and Roads Rehabilitation <sup>4</sup>	145	86	83		232		86		232		232		86		232		232	
<b>Subtotal Core Programs</b>	460	301	438		1,055	82	301	438	1,055		1,055	82	301	438	1,055		1,055	
<b>Strategic Investments</b>																		
10 Safety Projects (Vasco Road and North Bay Counties)	13																	
11 Express Lane Network (\$80 and 237/880)	14																	
12 Transit Expansion -- Oakland Airport Connector	70																	
13 Advance Prop 1B (Caldecott Tunnel)	105																	
14 Corridor Mobility (SCL 1/C Imps)																		
15 MTC Res 3814 Transit Payback Commitment																		
16 Trade Corridor (Richmond/Rail Connector)	202																	
<b>Subtotal Strategic Investments</b>	202																	
<b>Grand Total</b>	662	484	568		1,400	114	484	568	1,166		1,400	114	484	568	1,166		1,401	

<sup>1</sup>\$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M for Caldecott Tunnel and \$7.5M for TE)

<sup>2</sup>Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portions available for Cycle 1 programming is \$60 million from apportionments over the first three years.

<sup>3</sup>Includes \$20M for SFAP.

<sup>4</sup>Includes PTAP and FAS of \$28M



Commissioners; S. Haggerty, A. Fleener, A. Bockelman  
copy Craig Koss  
Dec PAC

22 orinda way • orinda • california • 94563

October 19, 2009

Scott Haggerty, Chairman  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, California 94607

RECEIVED  
OCT 21 2009

METROPOLITAN TRANSPORTATION  
COMMISSION

Chairman Haggerty:

We understand the Metropolitan Transportation Commission is weighing the priorities for Federal funds for streets and roads.

Our message is simple – we urge you to shift as much of this funding as possible to local streets and roads.

We have shovel-ready projects to address key arterials critical to both our citizens and those of surrounding jurisdictions.

Applying Federal funds at the local level will best target the worst infrastructure problems and create the greatest value for the dollars.

Thank you for your consideration,

Orinda Citizens' Infrastructure Oversight Commission:

Sandy Roadcap, Chairman  
Richard Nelson, Vice-Chairman  
Alex Evans  
Robert McCleary  
Craig Jorgens  
Dennis Fay  
David Gamson

cc: Mayor Sue Severson  
Vice-Mayor Thomas T. McCormick  
Councilmember Steve Glazer  
Councilmember Victoria Smith  
Councilmember Amy Worth  
City Manager Janet Keeter  
Director of Public Works and Engineering Services Chuck Swanson

General Information	Administration	Planning	Parks & Recreation	Police	Public Works
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METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: Programming and Allocations Committee

DATE: October 19, 2009

FR: MTC Advisory Council

RE: Recommended Increase in TLC Cycle 1 Grant Funding

Background

The Transportation for Livable Communities grants has become an effective measure for communities to plan for and invest in transit-adjacent land use developments. As the next round of grant recipient selections will take place in the coming months, the Advisory Council recommends that **funding of the Cycle 1 TLC grant allocation be budgeted at \$100 million** to enhance the region's ability to reduce greenhouse gas emissions associated with the projected employment and population growth in the nine Bay Area counties.

Discussion

The TLC Cycle 1 grant funding currently being considered by the MTC Programming and Allocations Committee for FY 2009/10 through 2011/12 is in the amount of \$78 million. This sum of \$78 million has to be further allocated: \$52 million (2/3) MTC regional grant program and \$26 million (1/3) CMA grant program. The \$52 million MTC regional grant funds are further sub-allocated to two programs: Station Area Planning and separately to TLC grants.

AB 32 and SB375 has increased demand by municipalities to invest in planning for transportation and land use linkages and to secure funding to build those linkages. In our opinion, Cycle 1 funds are insufficient to meet the demand for land use studies, station-area planning, CMA TLC grants and MTC's TLC infrastructure investments.

Recommendation

The Advisory Council recommends **an increase of Cycle 1 TLC grants from \$78 million to a minimum of \$100 million** to be made available to municipalities for TLC planning and capital grants focused on linkages between land use and transportation, subsequent infrastructure investments and CMA land use planning grants.

Drafted by: Eli Naor, Chair, Transportation and Land Use Subcommittee; submitted through Cathy Jackson, Chair, MTC Advisory Council.

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae  
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

October 22, 2009

Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Attention: The Honorable Scott Haggerty, Chair

Subject: Support for the MTC proposal for STP/ CMAQ and ARRA Backfill of \$222M  
for the Freeway Performance Initiative

Dear Chairman Haggerty;

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County and is responsible for programming the San Mateo County discretionary State and Federal Transportation funds and coordinating these with the Local Sales Tax Measure Strategic Plan.

C/CAG is a strong supporter of establishing a high priority for Intelligent Transportation System (ITS) solutions, since ITS can be implemented much faster with the highest return on investment of any transportation solution. Therefore, C/CAG strongly supports the MTC staff proposal for \$222M of ARRA Backfill and STP/ CMAQ funding for the Freeway Performance Initiative (FPI). Key justification for this support is as follows.

- 1- ITS solutions have the highest return on investment and should be a priority for funding.
- 2- Ramp metering is a proven effective solution and should be expanded as proposed in the Freeway Performance Initiative.
- 3- It takes much less time to implement ITS solutions.
- 4- FPI projects will provide improved operations of the freeway with a resulting pollution and climate benefit.
- 5- Don't take funds from FPI to put on a program with a lower return on investment.

Given that FPI has the highest cost effectiveness this should be the last program that funds are reduced to address other needs. Therefore, it is requested that the Metropolitan Transportation Commission (MTC) approve the MTC Staff recommendation to provide \$222M for the Freeway Performance Initiative from STP/ CMAQ and the ARRA Backfill. Your consideration of this request is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.