

Kimberly Ward

From: on behalf of Adina Levin
Sent: Tuesday, April 08, 2014 4:43 PM
To: Kimberly Ward
Cc: Kirsten Keith; Pat Burt gmail; Yoriko Kishimoto; Sue Lempert; Jim Bigelow
Subject: MTC Programming and Allocations Agenda #3A: RM2 Amendment

Dear Commissioners and Staff,

The April 7 agenda item #3A, an RM2 Amendment reallocating funds among RM2 projects.

This note regards the proposals to reallocate funds for Dumbarton Rail, since the project is not moving forward at this time.

As you may know, Friends of Caltrain is a grassroots advocacy organization with over 3000 participants on the Caltrain corridor from San Francisco through San Jose. We support Dumbarton Rail, support increasing Dumbarton transit service based on corridor growth. We also understand that the region's current priorities and funding availability place Caltrain electrification and BART to Silicon Valley at a relatively higher priority than the Dumbarton project.

The current staff proposal uses \$14.7 of the funds to continue to improve the express bus service on the corridor. This is a good idea based on the strong performance and increasing demand for the DB express bus service.

The current proposal is also allocates funding to two connecting projects on the East and West sides of the Bay. Currently, \$20 Million is being allocated to Caltrain electrification and \$91 million to BART to Warm Springs (by forgiving a loan).

Allocating funding to the East and West connecting projects is reasonable at this time. However, it would be more fair and reasonable to keep investments on the East and West sides equivalent.

As an alternative proposal, we recommend, allocating \$20 million to Caltrain electrification, and forgiving \$20 Million of the loan to BART.

Do not yet forgive the remaining \$71 million but wait to see if there are other valid investments on the Dumbarton corridor. There is active interest on Dumbarton corridor to further expand service based on growing demand to destinations in Redwood City, Menlo Park, East Palo Alto and Palo Alto, and to Fremont in the East Bay.

If more reallocation is warranted at a later date, then the east/west reallocation should be 50/50, with BART keeping half the funds and repaying the other half to contribute to Caltrain electrification and needed capacity improvements on the Caltrain corridor.

- Adina

Adina Levin
Friends of Caltrain



April 3, 2014

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

Re: Regional Measure 2 Program Delivery – Caltrain Electrification

Dear Mr. Heminger: *Steve*

Thank you for the February 24, 2014, letter regarding the proposed Regional Measure (RM) 2 funding reallocation strategy for Project No. 4, Dumbarton Rail.

We appreciate your proposal that \$20 million of the \$34.8 million unallocated for Dumbarton Rail be reallocated to the Caltrain Electrification program, yet another demonstration of your continuing commitment to this critical project.

The proposal includes a requirement that the \$20 million in RM2 funds be matched locally with new funding by the Peninsula Corridor Joint Powers Board partners, and you requested a response to the proposal by March 26, 2014.

We apologize for the delay in responding to this proposal, but we have been working extensively with the JPB partner staff to determine their ability to provide the match. We recognize that you have received letters from two of the partners indicating they would not be willing to provide the proposed match.

While SamTrans is in a position to consider providing the match, we recognize and appreciate the concerns of the other two JPB partners and recognize that there is not a consensus on this issue.

As the managing agency for Caltrain, we are committed to deliver the Caltrain Electrification program, as we know you are.

We would be happy to work with your team to seek a way to secure the RM2 funds for this project and to explore a way to achieve consensus among the Caltrain partners.

Sincerely,

A handwritten signature in black ink, appearing to read "muhl".

Michael J. Scanlon
General Manager/CEO



Office of the Mayor

April 1, 2014

Metropolitan Transportation Commission (MTC)
Programming and Allocations Committee
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street Oakland, California 94607

Subject: City of Menlo Park Opposition to Proposed Reallocation of Regional Measure 2 (RM2) Funds

Dear Chair Glover and Committee Members,

The City of Menlo Park would like to provide comments on the MTC's proposed amendments for Regional Measure 2 (RM2) funds to be discussed at the April 9, 2014 Programming and Allocations Committee, specifically in regard to the funds reserved for the Dumbarton Rail Corridor (DRC). The City of Menlo Park does not support the proposed forgiveness of ACTC's \$91 million loan to finance the BART Warm Springs Extension, although we recognize a need to reallocate the currently unused RM2 funds to projects that are likely to be constructed and provide congestion relief benefits as quickly as possible.

The City provided recommendations to the San Mateo County Transportation Authority in 2013 for projects that would serve residents and commuters along the DRC, focusing projects that would support and expand continued bus service in the corridor and, ultimately, future rail. These projects were not included in MTC's proposed RM2 amendments.

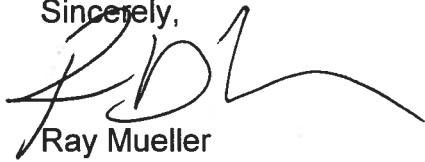
The City has seen increases in congestion along the DRC (Bayfront Expressway; Willow Road; University Avenue; Marsh Road), and implementation of the DRC project would provide a needed transportation option along this route.

RM2 funds were, by definition, to be used to finance congestion relief projects in the bridge corridors, with the DRC project identified in the original legislation approved by voters in 2004. Forgiving ACTC's loan for the future BART Warm Springs Extension will make future funding of the DRC challenging, meaning limited options for transit improvements to the DRC would be realized in the near- or long-term. While the BART Warm Springs Extension is also identified in the original RM2 project list, it does not serve the Dumbarton Bridge corridor.

Forgiveness of the loan will not provide needed improvements for trans-bay travel in the East and South Bays and Peninsula.

The City of Menlo Park looks forward to continuing to partner with MTC to develop needed transportation options to best serve the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ray Mueller', with a long horizontal flourish extending to the right.

Ray Mueller
Mayor

Cc: Members of Menlo Park City Council
City Manager
Public Works Director



March 27, 2014

Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

RE: ^{Save} Regional Measure 2 Program Delivery Strategy – Caltrain Electrification

Dear Mr. Heminger:

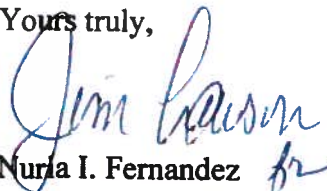
I am in receipt of your letter dated February 24, 2014. MTC's consideration of the timely use of funds to meet the voters' commitment made in 2004 to reduce congestion or make improvements in the toll bridge corridors is much appreciated by the Santa Clara Valley Transportation Authority (VTA). At this tenth anniversary of the program, it is commendable to consider the appropriate use of this toll revenue to achieve these goals.

We agree that project No. 4, Dumbarton Rail, is an excellent candidate for reevaluation. The current bus service along the corridor seems to meet the demand and continues to be an excellent mobility choice while reducing greenhouse gas emissions. VTA is appreciative of MTC staff's recommendation to provide \$14.8 million of the unexpended funds to support this worthwhile transportation option.

The issue of a further local match for Caltrain's Electrification Project is problematic for VTA. As you may know, the Board of Directors has committed \$60 million of local funds and \$26 million of our state Prop 1A Connectivity funds to this worthwhile project. While I certainly appreciate the efforts of MTC to provide more funding in support of Caltrain's Electrification Project, a review of all other projects that are benefitting from MTC's redistribution of the Regional Measure 2 program funds has not shown a required local match by any of the recipients. This begs the question as to why this particular project is being singled out for such a match.

As a committed and willing partner in the Peninsula Corridor Joint Powers Board, VTA is determined to see the Electrification Project successfully completed. Unfortunately, at this point I am unable to justify this additional request to the Board of Directors.

Yours truly,


Nuria I. Fernandez
General Manager

cc: Michael Scanlon
Edward Reiskin
Jim Lawson



**Programming and Allocations Committee
Agenda Item 3a - Public Hearing Comment**



March 27, 2014

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

Subject: Regional Measure 2 Program Delivery Strategy – Caltrain Electrification

Dear Mr. Heminger:

Thank you for the Metropolitan Transportation Commission's (MTC's) staff recommendation to reassign \$20 million in Regional Measure 2 (RM2) funds from the Dumbarton Rail project, which is not progressing due to a large funding shortfall, to the Caltrain Electrification project. As transportation funding and project delivery agencies, we can appreciate MTC's consideration of the RM2 timely use of funds policy and its need to see transportation benefits delivered to the public in a reasonable period of time. As Electrification project funding partners, we also appreciate MTC's consideration of the Caltrain Electrification project as a suitable candidate for investment of RM2 funds.

We are concerned, however, about your request that Peninsula Corridor Joint Powers Board member entities provide a \$20 million additional local match for this project as a condition of receiving the RM2 funds. We understand that the RM2 program does not require local match. Though we understand MTC's interest in seeing fund leveraging, we have already committed \$60 million in local funds to the Caltrain Electrification project as memorialized in the April 2012 High Speed Rail memorandum of understanding. San Francisco's local half-cent transportation sales tax measure (Proposition K) is providing approximately one-third of San Francisco's \$60 million local commitment, and we are currently hard at work on ensuring that our remaining commitment (\$39 million) is available to meet the project schedule. As you know from your seat on the 2030 Transportation Task Force, Caltrain's funding request of San Francisco was for continued commitment to its \$60 million share of Electrification. We are hard pressed to find additional local match for this project at this time and therefore do not agree with the local match requirement for the \$20 million in RM2 funds.

San Francisco is committed to seeing the Caltrain Electrification project successfully delivered. We encourage you to consider providing RM2 funds to the Caltrain Electrification project in a similar manner to that proposed for other projects in the region, without a local match condition.

Sincerely,

Edward D. Reiskin
Director of Transportation
San Francisco Municipal Transportation Agency

Tilly Chang
Executive Director
San Francisco County Transportation Authority

cc: M. Scanlon – San Mateo County Transit District/Peninsula Corridor Joint Powers Board
N. Fernandez – Santa Clara Valley Transportation Authority
J. Avalos – Chair, San Francisco County Transportation Authority Board
T. Nolan – Chair, Caltrain Board of Directors and SFMTA Board of Directors
J. Cisneros, M. Cohen – Caltrain Board of Directors
D. Campos, A. Halsted, S. Wiener – MTC Commission
G. Gillett – Office of Mayor Edwin M. Lee
M. Webster, K. Breen – SFMTA
A. LaForte, M. Lombardo – SFCTA



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March 27, 2014

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

Dear Mr. Heminger, *Steve*

I am writing in response to your letter of February 24, 2014 regarding Regional Measure 2 (RM2) Program Delivery Strategy for the Caldecott Fourth Bore project. The Contra Costa Transportation Authority (CCTA) appreciates the opportunity to partner with MTC to transfer \$5.4 million in RM2 funds from the Caldecott Fourth Bore project to the I-680 Southbound High Occupancy Vehicle (680 HOV) lane project through Walnut Creek. These RM2 funds will match existing RM2, Contra Costa Measure J, State Transportation Improvement Program (STIP) and bridge toll funds to fully fund the 680 HOV lane project.

Responding to the request for information in your February 24, 2014 letter, CCTA offers the following:

- The \$5.4 million in RM2 funds programmed to the Caldecott Fourth Bore project are available for redirection. CCTA has not requested an allocation for these funds.
- As the implementing agency for the Caldecott Fourth Bore project, Caltrans has provided sufficient documentation to fully expend the unreimbursed \$26.8 million in RM 2 allocated to the Caldecott Fourth Bore project. CCTA has submitted approximately \$5.3 million for reimbursement that has not yet been processed. We have another \$1 million pending reimbursement. The remaining RM2 funds will be invoiced with approximately \$12.2 million for allowable costs already incurred by CCTA, \$6.7 million for future contractor invoices and with \$1.7 million to be reserved and invoiced for the City of Berkeley mitigation projects.
- CCTA confirms that future work, such as landscaping and other mitigation, will be funded without any further request for RM2 funds.

I appreciate the positive partnership between CCTA and MTC on the Caldecott Fourth Bore project, the 680 HOV lane project and other important projects in Contra Costa County. Please contact me at 925-256-4724 if you need additional information regarding this matter.

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Sincerely,

Randell H. Iwasaki
Randell H. Iwasaki
Executive Director

CC: Bijan Sartipi, Caltrans; Art Dao, ACTC

DEPARTMENT OF TRANSPORTATION

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*Flex your power!
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March 25, 2014

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. ^{Steve}Heminger:

We appreciate your letter dated February 24, 2014 regarding the successful opening of the Caldecott fourth bore to the public and would like to thank you and MTC Chair Amy Worth for participating and helping with the opening celebration.

While the tunnel was opened to traffic in November 2013, completion of construction activities outside the tunnel and contract acceptance are expected by end of September 2014. Caltrans contractual claims resolution process allows contractors to submit claims within 75 days after contract acceptance, or by mid-December 2014. Until then, Caltrans would not know how much of the \$5.4 million of Regional Measure 2 (RM2) savings is available for redirection, but in the interest of advancing an important transportation project Caltrans would concur, as long as the Contra Costa Transportation Authority (CCTA) is in agreement to cover the amount of redirection, consistent with the existing cooperative agreement, should the need arise to close out the contract.

Caltrans expects the Caldecott Fourth Bore and the landscaping projects, as well as the mitigation and legal commitments to be within the existing RM2 budget. Caltrans will advertise the landscaping project in April and open bids in May 2014, and is negotiating with the California Department of Fish and Wildlife Service to address mitigation for the Alameda Whipsnake. The mitigation proposal would involve a conservation easement for the Muir Heritage Land Trust. A cost estimate for the conservation easement is expected to be available by May 2014.

In reference to the allocated \$26.8 million RM2, it is CCTA's responsibility to request reimbursement from MTC. Per cooperative agreement between Caltrans and CCTA, Caltrans invoices CCTA for the capital expenditures that are to be paid with local funds, and CCTA in turn invoices MTC for reimbursement with RM2 funds. Caltrans has already submitted to CCTA invoices over the \$26.8 million RM2 funds and CCTA would be the appropriate agency to provide an estimate of unreimbursed RM2 funds.

If you have any questions, please contact me at (510) 286-5900.

Sincerely,

A handwritten signature in blue ink that reads "Bijan Sartipi".

BIJAN SARTIPI
District Director

C: Randy Iwasaki, Ross Chittenden - CCTA
Art Dao, Stewart Ng - Alameda CTC