Metropolitan Transportation Commission
Programming and Allocations Committee

May 13, 2015 **Item Number 5a**

Regional Endorsement of Bay Area Projects for Federal TIGER 7 Grants

Subject: Regional Endorsement of Bay Area Projects for Federal TIGER 7 Grants

Background: The U.S. Department of Transportation (DOT) recently released a Notice of Funding Availability for the $500 million Transportation Investment Generating Economic Recovery (TIGER) 7 grant program. This memorandum recommends Commission endorsement for five regional candidate projects.

TIGER 7 Regional Endorsement

For this extremely competitive national program, staff recommends endorsing five capital projects, totaling $71 million in TIGER 7 requests. This represents roughly 14% of the total national funding pot. The endorsement list focuses on a limited number of regional priority projects that are strongly competitive relative to the TIGER 7 selection criteria. Primary selection criteria include state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety, and secondary selection criteria include innovation and partnerships. TIGER 7 program guidelines also emphasize "Ladders of Opportunity" objectives of connecting communities to employment, education, services and other opportunities, supporting workforce development, or contributing to community revitalization, particularly for disadvantaged groups. Recommended projects are shown below.

Sponsor	Project Title	TIGER 7 Request ($ millions)	Total Project Cost ($ millions)
SFMTA	22 Fillmore Transit Priority	$ 20.0	$ 67.0
City of San Jose	Coyote Creek Trail Connector	$ 11.3	$ 14.1
BART	El Cerrito del Norte Hub Station and Community Revitalization	$ 18.2	$ 42.3
Caltrain	South San Francisco Caltrain Station Access and Improvement Project	$ 10.0	$ 55.0
Contra Costa County	Vasco Road Safety Improvements - Phase 2*	$ 11.3	$ 15.0
	TOTAL	**$ 70.8**	**$ 193.5**

**Project proposed to TIGER rural set-aside.*

MTC Endorsement Approach

Staff released an open call for projects and received 13 Letters of Interest for endorsement consideration totaling $250 million. Staff evaluated the projects based on the TIGER primary and secondary selection criteria, as well as the "Ladders of Opportunity" objective. The recommended projects include transit access improvements for BART and Caltrain, multimodal corridor improvements along the SFMTA 22 Fillmore route in San Francisco, a bicycle/pedestrian trail in San Jose linking the new Berryessa BART station to the VTA Bus Rapid Transit network, and a safety project on Vasco Road in Contra Costa County. A summary of the project submittals is included as Attachment A. Attachment B provides additional information about the projects proposed for endorsement.

Staff believes that limiting regional endorsement to five projects is the best approach to securing the competitive TIGER funding in this cycle. As in past

TIGER rounds, eligible agencies are permitted to submit projects without a regional endorsement.

Issues: None

Recommendation: Staff recommends that the Committee refer the TIGER 7 endorsement list to the Commission for approval.

Attachments: Attachment A: All Projects Submitting Applications
Attachment B: Proposed Regional Endorsement Project Summaries
Letters of Support

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Attachment A

Federal TIGER 7 Program

All Projects Submitting Applications

Sponsor	Project Title	TIGER 7 Request ($ millions)	Total Project Cost ($ millions)
PROPOSED REGIONAL ENDORSEMENTS			
SFMTA	22 Fillmore Transit Priority	$ 20.0	$ 67.0
City of San Jose	Coyote Creek Trail Connector	$ 11.3	$ 14.1
BART	El Cerrito del Norte Hub Station and Community Revitalization	$ 18.2	$ 42.3
Caltrain	South San Francisco Caltrain Station Access and Improvement Project	$ 10.0	$ 55.0
Contra Costa County	Vasco Road Safety Improvements - Phase 2*	$ 11.3	$ 15.0
	SUBTOTAL	**$ 70.8**	**$ 193.5**
OTHER PROJECTS SUBMITTING LETTERS OF INTEREST			
City of Alameda	Naval Air Station Alameda Multi-modal Regional Connections	$ 9.0	$ 20.5
City of Richmond	Richmond 'Route'	$ 10.0	$ 12.5
BART	Improvements	$ 18.1	$ 30.1
City of Hercules	Hercules California Intermodal Transit Center	$ 36.8	$ 79.1
City of Belmont	Ralston Corridor Improvements	$ 12.7	$ 12.7
TAM/SCTA	Marin-Sonoma Narrows (MSN) Project - Segments A4 and B2 Phase 2	$ 57.3	$ 71.6
VTA	Silicon Valley Express Lanes Project - Phase 3	$ 29.0	$ 40.0
Contra Costa County	Kirker Pass Road Northbound Truck Lanes Project*	$ 6.6	$ 17.4
	SUBTOTAL	**$ 179.4**	**$ 283.8**
	TOTAL	**$ 250.3**	**$ 477.3**

* Proposed for rural area set-aside

Proposed Regional Endorsement Project Summaries

1. **San Francisco Municipal Transportation Agency (SFMTA)'s 22 Fillmore Transit Priority** project builds on local and regional planning efforts to enhance multimodal transportation and the streetscape along two miles of 16th Street, from Church Street to 3rd Street. Transit improvements will include an extension of the overhead electrification for Muni's 22-Fillmore route, as well as transit-only lanes, bus stop changes, new traffic lights, better boarding infrastructure, etc., to reduce travel times. Multimodal transportation and streetscape enhancements will include pedestrian facilities, a contiguous bicycle route on 17th Street, commercial delivery access, and bicycle sharing. Project strengths include quality of life, environmental sustainability, partnerships, and connecting communities to centers of employment, education, and services.

2. The **City of San Jose's Coyote Creek Trail Connector** project will design and construct a 1.3 mile trail with an under-crossing beneath US-101, two pedestrian bridges and boardwalk structures for a continuous off-street route that connects the under-construction Berryessa BART station and the Santa Clara-Alum Rock BRT route. The trail project will be enhanced with way-finding signage, public art elements, and seating along the creek. Projects strengths include environmental sustainability, economic competitiveness, safety, and quality of life.

3. **The Bay Area Rapid Transit (BART) El Cerrito del Norte Hub Station and Community Revitalization** project will expand and upgrade this 40+ year old station. The project will include additional capacity improvements such as two escalators, new faregates, access improvements such as upgrades to the lighting and signage along the Ohlone Greeenway, and transit improvements such as the innovative dynamic bus bay allocation system. Project strengths include State of Good Repair, economic competitiveness, quality of life, environmental sustainability, and safety.

4. **Caltrain and the City of South San Francisco's Caltrain Station Access and Improvement** includes a new platform, shuttle bays, track, signal and station improvements, as well as a pedestrian/bicycle undercrossing. Completion of the project will link east and west parts of the city bisected by the Caltrain tracks and the US-101 freeway; and increase Caltrain ridership. Project strengths include State of Good Repair, economic competitiveness, safety and Ladders of Opportunity.

5. **Contra Costa County's Vasco Road Safety Improvements – Phase 2** project will construct a permanent median barrier. The project is approximately 1.5 miles in length and includes roadway and bridge widening (single span bridge crossing over Brushy Creek) to accommodate the installation of the median barrier; constructing retaining walls including mechanically stabilized earth walls; constructing drainage, storm water and erosion control facilities; constructing wildlife crossing systems, directional fencing, and jump-outs. Project strengths include State of Good Repair, economic competitiveness, quality of life, environmental sustainability, safety, innovation and partnership.

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GUN VIOLENCE PREVENTION TASK FORCE
Vice Chair

April 24, 2015

Anne Richman
Director, Programming and Allocations
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Dear Ms. Richman:

I write to respectfully urge consideration of the application of the San Francisco Municipal Transportation Agency (MTA) for $20 million for TIGER VII funding. There are several reasons that I believe this application for the 22 Fillmore bus line merits consideration.

The West Portal tunnel is a very large transit hub for my constituents. Current residents go through Twin Peaks via the West Portal Tunnel and arrive within minutes at 16th and Market. Current bus service along the 16th Street corridor is highly congested and sluggish, limiting the use of this corridor for those seeking to reach Mission Bay. Under the MTA's proposal, bus service enhanced with a dedicated lane straight through to Mission Bay will greatly reduce the travel time and make the entire MUNI system much more useful for my San Francisco constituents. Similarly, north Peninsula residents of my district can take BART to the 16th Street BART station and then take the enhanced 22 Fillmore to the 3rd Street corridor.

Ironically, the necessity to cross Caltrain's tracks contorts the current alignment of the 22 Fillmore line and greatly delays bus service. The proposed new configuration will allow Caltrain and MUNI to avoid conflict, something of benefit to both, while allowing 16th Street to be used along its entire length from Church to 3rd Street. Moving bicycles to 17th Street and greatly improving the walkability of 16th Street will reduce pedestrian and bicyclist injuries and deaths, a citywide priority.

Housing and walkability are regional priorities. The 16th Street corridor is not within my district, but San Franciscans make housing choices based upon MUNI service and proximity to jobs. If the 16th Street corridor is enhanced by establishing a highly efficient electric bus line this will, in effect, extend the 16th Street corridor throughout the area adjacent to MUNI's lines in the West of Twin Peaks neighborhoods all the way to San Francisco State University. Housing in these

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areas will be more useful to tens of thousands, while also permitting 16th and adjacent streets to comfortably absorb more units.

I respectfully urge your careful consideration of the MTA's proposal for its benefits and compliance with federal requirements as part of your thorough evaluation of projects proposed for TIGER VII grant funding. If relevant in your application to the federal government, it should also be noted that, district boundaries notwithstanding, the project directly benefits residents in at least two Congressional districts.

All the best,

Jackie Speier

KJS/bp

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COMMITTEE ON ENERGY AND COMMERCE
RANKING MEMBER, SUBCOMMITTEE ON COMMUNICATIONS AND TECHNOLOGY

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April 9, 2015

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 8th Street
Oakland, California 94607-4700

Dear Mr. Heminger,

Because of your role in providing critical transportation infrastructure, I thought you'd be interested in the following.

I recently sent a letter to the Transportation, Housing and Urban Development, and Related Agencies Appropriations Subcommittee in support of the Transportation Investment Generating Economic Recovery (TIGER) program. TIGER is a nationwide competitive grant program that funds investments in transportation infrastructure. TIGER funds innovative projects that will have a significant impact on the nation, a region, or a metropolitan area.

Investment in transportation infrastructure is essential for economic growth. The American Society of Civil Engineers (ASCE) evaluated the condition of America's public infrastructure in 2013 and gave our country a grade of "D+". ASCE estimates that we will need to invest $3.6 trillion by 2020 in order to improve our nation's infrastructure.

Now is the time to make long-term investments in our infrastructure. Infrastructure investment creates jobs that cannot be outsourced and has long-term benefits to our local communities including transportation, energy, environmental, and telecommunications infrastructure.

If you have any questions or comments, let me hear from you. I value what my constituents say to me, and I always need your thoughts and benefit from your ideas.

To stay in touch, please visit my website at eshoo.house.gov, follow me on Twitter: @RepAnnaEshoo, or connect with me on Facebook: www.facebook.com/RepAnnaEshoo.

Most gratefully,

Anna Eshoo

Anna G. Eshoo
Member of Congress

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Congress of the United States
Washington, D.C. 20515

March 23, 2015

The Honorable Mario Diaz-Balart
Chairman
House Transportation and Housing and
Urban Development Subcommittee
Washington, D.C. 20515

The Honorable David Price
Ranking Member
House Transportation and Housing and
Urban Development Subcommittee
Washington, D.C. 20515

Dear Chairman Diaz-Balart and Ranking Member Price:

We write to request that you fully fund the President's request for $1.25 billion for the TIGER program in the Transportation and Housing and Urban Development (T-HUD) Appropriations bill for fiscal year 2016.

TIGER – formally known as Transportation Investment Generating Economic Recovery – is a nationwide competitive grant program that creates jobs by funding investments in transportation infrastructure by states, local governments, and transit agencies. The TIGER program funds innovative projects that will have a significant impact on the nation, a region, or a metropolitan area. TIGER projects are required to deliver benefits in five critical national objectives, including safety, economic competitiveness, state of good repair, livability, and environmental sustainability.

Investment in transportation infrastructure is essential for economic growth. The American Society of Civil Engineers (ASCE) evaluated the condition of America's public infrastructure in 2013 and gave our country a grade of "D+". ASCE estimates that we will need to invest $3.6 trillion by 2020 in order to improve our nation's infrastructure. Furthermore, investment in infrastructure creates jobs for American workers tasked with building and repairing our nation's highways, railways, ports, and mass transit.

The President requested $1.25 billion for TIGER in FY 2016, as part of an expanded TIGER program that provides $7.5 billion over 6 years. This expanded TIGER program will create jobs, encourage innovation, and modernize transportation infrastructure for the 21st century.

We also request that the T-HUD bill not include any language restricting the types of projects that can qualify for TIGER. Last year, the House version of the FY 2015 T-HUD bill included restrictive language that would have prohibited certain types of transportation projects – such as mass transit – from receiving TIGER funding. In order to address the tremendous need for infrastructure across our nation and make certain that all communities benefit, it is important that all types of transportation projects are eligible to receive TIGER funding.

We therefore urge you to provide full funding of the President's request for $1.25 billion for TIGER grants in FY 2016 without restrictive language. We appreciate your attention to our concerns.

Sincerely,

Maxine Waters
Raúl M. Grijalva
Jim Van Hollen
Brenda L. Lawrence
Eric Swalwell
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Eleanor H. Norton
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Gregorio Sablan
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TIGER Appropriations, FY 2016

TIGER Appropriations, FY 2016

TIGER Appropriations, FY 2016

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TIGER Appropriations, FY 2016

TIGER Appropriations, FY 2016
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March 23, 2014

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