



April 26, 2018

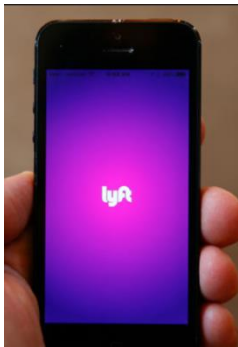
TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

SUBJECT: Executive Director's Report – Agenda Item 3 (Discussion)

LOCAL

TAM's GetSMART17 Program Update: All Lyft Rides Are Now Carbon Neutral!



In September 2017, the Transportation Authority of Marin announced its GetSMART17 Pilot with Lyft and Whistlestop to provide discounted rides to passengers using Lyft's shared ride service, Lyft Line, to get to and from SMART Stations in Marin County. This past March the program reported utilization of 1079 rides on Lyft Line during the first six months, as the program was extended until September 1st 2018.

Announced on April 19th, Lyft rides are now carbon-neutral through the direct funding of emission mitigation efforts, including the reduction of emissions in the automotive manufacturing process, renewable energy programs, forestry projects, and the capture of emissions from landfills.

This is positive news as Lyft Line has become increasingly popular for first/last mile connections to transit locally in Marin County. TAM will share more updates in future meeting regarding the GetSMART17 Program, and exciting developments such as this announcement from Lyft.

TAM Participation in Bike to Work Day 2018

On Thursday, May 10 from 6:00 a.m. to 9:00 a.m. TAM is sponsoring a Super Energizer Station in conjunction with MCBC, and other sponsors at Bike to Work Day. For the sixth consecutive year, TAM will have a booth provided to promote bicycling to work and a variety of TAM's commute programs.

The energizer station will be located at the base of the Central Marin Ferry Connection Bridge along the Corte Madera Creek path, which was the location of TAM's booth last year. The TAM logo will be presented on Bike to Work Day posters and materials and staff will be handing out bike lights to commuters at the event.



San Rafael Pilot to Convert Tamalpais Avenue to One-Way Traffic for Bike to Work Week



The City of San Rafael is planning to temporarily convert Tamalpais Avenue to one-way traffic and create a two-way cycle track from Mission Avenue to Third Street. The pilot program will support bike to work week from May 7th to May 11th and encourage commuters and others to get out of their car and use a bicycle to get to and from work. The City continues to look for opportunities to improve pedestrian and bicycle access in the downtown area. The concept has been evaluated in a number of studies such as the Bicycle/Pedestrian Master Plan or the Downtown Parking & Wayfinding Study. This pilot will provide a good opportunity for public feedback and to evaluate the usage and effects on traffic. If the results indicate a change is desirable, they will consider a permanent conversion at a later date.

TAM is Hosting an Electric Vehicle Test Drive Event at San Rafael's May Madness Event – May 12



SAVE THE DATE! Saturday, May 12, from 11 a.m. to 4:00 p.m.

TAM will be hosting an Electric Vehicle Test Drive Event at the San Rafael's May Madness Car Show and Parade. The test drive event will provide people with a direct experience in various electric vehicles from a variety of automakers to help inform the public and build market momentum.

We plan to have up to ten vehicles to test drive on a 1-mile course.

Where: DOWNTOWN SAN RAFAEL @ MAY MADNESS *Date:* SATURDAY, MAY 12TH, 2018

Time: 12 PM - 4 PM | ****VALID DRIVER'S LICENSE REQUIRED**

The booth will include information about TAM's Electric Vehicle program and general information about TAM's projects and programs.

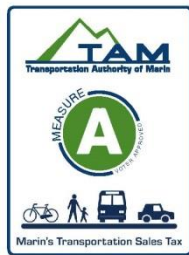
TAM is coordinating with the festival organizers, the San Rafael Business Improvement District, the Chamber of Commerce and the City of San Rafael.

Mill Valley Selected for Targeted Carpool Promotion

MTC's regional carpool program has been coordinating with TAM staff around local carpool promotions, using technology services like Waze Carpool and Scoop, to encourage carpooling through direct community engagement. MTC will be kicking off this campaign on May 7th through June 30th directly to Mill Valley residents and the community through a direct to consumer effort involving door hangers, digital ads, events and more. TAM staff is pleased to support and coordinate this effort.



TAM Staff Completes Outreach/Input Presentations to 11 Cities and Towns and the County



TAM staff completed 12 meetings with local municipalities to solicit input on the Draft EPAC recommended Expenditure Plan for the proposed 30-year extension to the current ½-cent Transportation Sales Tax. These meetings are part of an ongoing public outreach process that has included public and stakeholder input as well as a public opinion survey; the survey indicated very strong support for the continuation of the ½-cent Transportation Sales Tax.

Meeting Locations and Dates

Mill Valley, March 5
Larkspur, March 7
San Rafael, March 19
Novato, March 27
Sausalito, April 3
Fairfax, April 4

Ross, April 5
Belvedere, April 9
Corte Madera, April 17
Tiburon, April 18
County of Marin, April 24
San Anselmo, April 24

East Sir Francis Drake Blvd Approaching the Richmond San Rafael Bridge

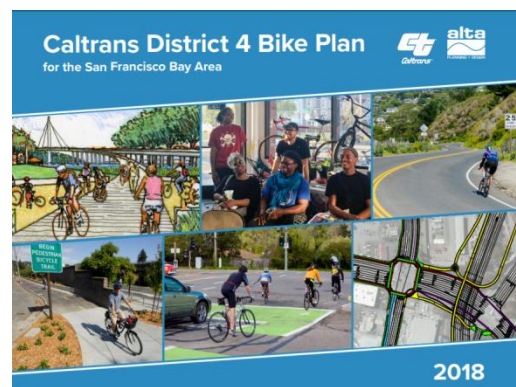


Construction is wrapping up on the improvements to East Sir Francis Drake Blvd. The eastbound lane drop has been relocated and is in operation in time for the opening of the third lane on the bridge. We are told there was an immediate improvement to travel times in the corridor. The new striping has greatly improved the lane delineation for drivers and the crossing walk striping has improved pedestrian safety. Signal re-timing remains at Larkspur Landing Circle and will be done over the next few weeks which will yield additional travel time improvements.

REGIONAL

Caltrans District 4 Bike Plan

On April 16th, the Caltrans District 4 Bike Plan for the Bay Area was circulated which builds on the California State Bicycle and Pedestrian Plan, Toward an Active California. The regional district plan evaluates bicycle needs specifically raised through button-up public outreach and a collection of new ideas, many of which are conceptual and will require further study and coordination with local jurisdictions and stakeholders. TAM participated along with the Marin County Bicycle Coalition on the plan Technical Advisory Committee, which promoted workshops and online surveys to gather direct public input during the plan development. TAM staff also worked with the TAM BPAC to coordinate a range of individual survey responses and promoted surveys heavily through TAM's online platforms.



The final report, which summarizes the development of the Plan and highlights key findings, along with a web map of priority improvements, are now available at: www.dot.ca.gov/d4/bikeplan, on page 38 of the plan, the top prioritized local improvements from Marin are identified in this regional plan.

MTC and ABAG Horizons Effort -Update



MTC and ABAG, the San Francisco Bay Area's transportation and land use planning agencies, have launched the Horizon initiative, previously referred to as Futures, which will allow planners, policymakers and the public to wrestle with challenging questions about the forces that could shape the Bay Area through 2050. The 18-month Horizon effort will explore a range of pressing issues in order to better prepare the Bay Area for the many challenges it may face between now and the year 2050.

In order to shape a trajectory that is both equitable and resilient, planners conducted pop-up outreach efforts and gathered over 9,000 unique responses from the public. based on this public outreach guiding principles have been developed for this planning effort in 4 areas; affordable, connected, healthy and diverse. Approximately 10 unique scenarios will be developed and 3-4 likely scenarios for the future will be evaluated based on their ability to contribute to these goals. The preferred scenario will be taken forth into the next round of Plan Bay Area.

STATE

SB1 Local Streets and Roads Program (LSRP)



SB 1 dedicated approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. To be eligible to receive funding, each year cities and counties are required to submit a list of proposed projects to the California Transportation Commission (CTC) and a project expenditure report at the end of the year detailing the description, location, amount of funds expended, and estimated useful life of improvements constructed with program funding.

MTC estimates that Marin jurisdictions will receive approximately \$7.8 million annually. LSRP funds for FY 17/18 were allocated last year by the CTC and jurisdictions have been receiving periodic funding starting February. The process for allocating LSRP funding for FY 18/19 has started with project lists due to the CTC on May 1, 2018. All Marin jurisdictions have been notified of the deadline and application process.

FEDERAL

N/A

The Solutions for Congested Corridors Program (Congested Corridors Program), created by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provides \$250 million annually to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.

In June 2017, the California Transportation Commission (Commission) initiated the process to implement the Congested Corridors Program by developing the Congested Corridors Program Guidelines (guidelines). The Commission held five public workshops and two public hearings to consult and seek input from stakeholders representing state agencies, including the California Air Resources Board, regional transportation planning agencies, local governments, private industry, and other advocates. Thirty days prior to adoption, the Commission provided the proposed guidelines to the Joint Legislative Budget Committee and the transportation policy committees in the Senate and Assembly. The Commission's guidelines, adopted in December 2017, describe the policy, standards, criteria and procedures for the development and management of the initial Congested Corridors Program funding cycle.

The Commission established the initial funding cycle as a 4-year, \$1 billion program. Project nominations were due to the Commission on, or postmarked by, February 16, 2018. The Commission received 32 project nominations seeking over \$2.5 billion in funding. The projects nominated and the funding requested reflects the great need for projects to address congestion across the state. Since SB 1 provides an on-going funding source for the Congested Corridors Program, agencies will have the opportunity to apply for funding in subsequent cycles.

An evaluation team, consisting of Commission and Caltrans staff, utilized the criteria set forth in the Commission's adopted guidelines to evaluate the information presented in each project nomination. Due to the competitive nature of the program, staff evaluations were limited to the documentation submitted with the application package.

Recommendations for funding are set forth on the attached list of projects. The recommended projects were determined to be the projects that best address the criteria as outlined in the guidelines. Staff recommends Congested Corridor Program funds totaling \$1.006 billion for nine projects valued at approximately \$3.5 billion. The recommendations include projects that provide a variety of multimodal transportation improvements in highly traveled and highly congested corridors. Recommendations include, but are not limited to, projects that will provide for transit stations, tracks for passenger and commuter rail, high occupancy vehicle and express lanes, active transportation improvements, transportation management systems, bus purchases, and local road improvements. These projects will reduce congestion in highly traveled corridors, have positive environmental impacts and provide benefits to communities throughout California.

Projects not recommended for funding were determined to be less competitive for a variety of reasons including, but not limited to: lower priority of the nominating agency; required information missing or unclear; non-compliance with guidelines and/or statutory requirements; or projects recommended for funding in other SB1 programs. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this first program cycle.

The Commission will consider staff recommendations and adoption at the Commission's May 16-17, 2018 meeting in San Diego, California.

PROJECTS RECOMMENDED FOR FUNDING

County	Applicant Agency	Project Title	Congested Corridor	Agency Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Total Recommended Funding	Fiscal Year
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Airport Metro Connector 96th Street Transit Station	Rt 405 Rt 105	Metro 1 of 4	High	\$ 525,200	\$ 150,000	\$ 150,000	2019-20
Orange	Orange County Transportation Authority	Orange County Central Corridor Improvements ⁽¹⁾	Rt 55	OCTA 1 of 1 Caltrans 11 of 13 SACOG	Medium High	\$ 365,563	\$ 101,982	\$ 19,918	2019-20 2020-21
Sacramento	Department of Transportation / Sacramento Area Council of Governments	Sac 5 Corridor Enhancements/1-5 HOV Lanes-Phase 1	Rt 5	- Caltrans 10 of 13 SACOG	Medium High	\$ 319,665	\$ 15,000	\$ 15,000	2017-18
Sacramento	Department of Transportation / Sacramento Area Council of Governments	US 50 Multimodal Corridor Enhancements ⁽²⁾	Rt 50	- Caltrans 4 of 13	Medium High	\$ 452,145	\$ 115,300	\$ 110,300	2019-20
San Bernardino	San Bernardino County Transportation Authority	Redlands Passenger Rail	Rt 10 Rt 215	SBD 1 of 3	High	\$ 282,277	\$ 65,000	\$ 65,000	2018-19
San Diego	Department of Transportation / San Diego Association of Governments	San Diego North Coast Corridor: Phase 1	Rt 5	SANDAG 1 of 2 Caltrans 5 of 13	High	\$ 601,367	\$ 195,000	\$ 195,000	2018-19
San Mateo / Santa Clara	Department of Transportation / Metropolitan Transportation Commission	San Mateo and Santa Clara US 101 Managed Lanes	Rt 101 Rt 85	MTC Caltrans 1 of 13	Medium High	\$ 570,618	\$ 233,200	\$ 233,200	2019-20
Santa Barbara	Department of Transportation / Santa Barbara County Association of Governments	US 101 Santa Barbara Multimodal Corridor ⁽³⁾	Rt 101 Rt 44	SB 1 of 1 Caltrans 2 of 13	Medium High	\$ 311,575	\$ 167,880	\$ 132,880	2019-20 2020-21
Sonoma	Department of Transportation / Metropolitan Transportation Commission	Marin-Sonoma Narrows Segment C2 - HOV Lanes Gap Closure	Rt 101 Rt 116	MTC Caltrans 9 of 13	Medium High	\$ 121,525	\$ 84,791	\$ 84,791	2018-19
						\$ 3,549,935	\$ 1,128,153	\$ 1,006,089	

(1) Recommending only the following components: TLSP, Bravo Bus, and 4 ATP projects

(2) Recommending the HOV lanes and Light Rail components

(3) Recommended less than the requested amount, difference funded in the Trade Corridor Enhancement Program

The Local Partnership Program, created under Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), rewards counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. Consistent with the intent behind SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

In June 2017, the California Transportation Commission (Commission) initiated the process to implement the Local Partnership Program by developing the Local Partnership Program Guidelines. The Commission held multiple workshops between June 2017 and October 2017 to solicit input on the development of the Local Partnership Program Guidelines. These workshops included consultation with stakeholders representing regional agencies, local governments, private industry, and other advocates. The Commission's guidelines, adopted at its October 18, 2017 meeting, describe the policy, standards, criteria and procedures for the development and management of the 2018 Local Partnership Competitive Program.

The Commission established the 2018 Local Partnership Competitive Program as a three year, \$300 million (fiscal years 2017-18 through 2019-20) program. Project nominations were due to the Commission on, or postmarked by, January 30, 2018. The Commission received 90 project nominations seeking over \$900 million. Since SB 1 provides an on-going funding source for the Local Partnership Program, agencies with projects not recommended for funding in this cycle will have the opportunity to apply for funding in subsequent cycles.

An evaluation team, consisting of Commission and Caltrans staff, reviewed all 90 project nominations based on the screening and evaluation criteria set forth in the Commission's adopted guidelines. Due to the competitive nature of this program, staff evaluations were limited to the documentation submitted with the application package. All projects nominated for funding provided significant value to their respective sponsors, and the amount of funding requested clearly reflects the significant need to address transportation improvements across all localities in the state.

Recommendations for funding are set forth on the attached list of projects. The recommended projects were determined to be the projects that best address the criteria as outlined in the guidelines. Staff recommends Local Partnership Competitive funds totaling \$308.8 million for 27 projects valued at more than \$1.7 billion. The recommendation includes a variety of projects that provide multimodal transportation improvements in localities across the state. Collectively, the projects recommended will construct new transit stations, tracks for passenger rail, high occupancy vehicle and express lanes, active transportation improvements, traffic light synchronization, bus purchases, and local road improvements and rehabilitation.

The projects proposed for funding meet the following requirements: applicant agencies possess an eligible tax or fee within their jurisdiction that solely dedicates revenue to transportation, programming is for construction in an eligible fiscal year, each project has a construction funding plan, and there is a commitment by the applicants to fund cost increases. All applications were organized into eligibility types and population categories pursuant to the guidelines, and the recommended list of projects resembles a similar proportion of these types/categories when compared to all projects submitted.

Projects not recommended for funding were considered less competitive based on the following reasons: construction to commence later in the funding cycle; less committed funds per program dollar leveraged; less benefit demonstrated when compared to cost, or minimal quantifiable air quality improvements demonstrated. Lastly, some projects were deemed ineligible based on a lack of information provided in the application. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this first program cycle.

The Commission will consider staff recommendations and adoption at the Commission's May 16-17, 2018 meeting in San Diego, California.

Item 3 - Supplement to EDR

County	Applicant Agency	Project Title	Consensus Score	Total Project Cost	Total Requested Funding	Total Recommended Funding	Construction Fiscal Year	Agency Priority	Voter-Approved (V) or Imposed (I) Fee?	Population Category
Alameda/Contra Costa	Alameda-Contra Costa Transit District	Purchase Hybrid Buses	MED/HIGH	\$47,200	\$15,000	\$15,000	2018-19	1	V	1
Contra Costa	Contra Costa Transportation Authority	Rt 680/4 Interchange, Phase 3	MED/HIGH	\$135,099	\$33,600	\$33,600	2018-19	1	V	2
Contra Costa	San Pablo	San Pablo: Rumrill Boulevard Complete Streets	MED/HIGH	\$15,267	\$3,200	\$3,200	2019-20	1	I	5
El Dorado	Placerville	Placerville: Western Placerville Interchanges Phase 2	MED/HIGH	\$12,725	\$1,070	\$1,070	2017-18	1	I	5
Los Angeles	Claremont	Claremont: Foothill Blvd Master Plan Green Streets Improvements	HIGH	\$16,000	\$7,000	\$7,000	2018-19	1	I	5
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Metro Orange Line Bus Rapid Transit Improvements ⁽¹⁾	MED/HIGH	\$320,300	\$80,000	\$75,000	2019-20	2	V	1
		La Cañada Flintridge Soundwalls	N/A	\$10,720	\$5,000	\$5,000	2019-20	4	V	1
Los Angeles	Santa Clarita	Vista Canyon Metrolink Station	MED/HIGH	\$28,210	\$8,908	\$8,908	2019-20	1	I	4
Madera	Madera County Transportation Authority	Oakhurst Midtown Connector	MED/HIGH	\$12,807	\$5,000	\$5,000	2018-19	1	V	4
Monterey	Transportation Agency for Monterey County	Marina Salinas Multimodal Corridor: Imjin Parkway	MED/HIGH	\$42,300	\$19,000	\$19,000	2019-20	1	V	3
Orange	Orange County Transportation Authority	Orange County Signal Synchronization	MED/HIGH	\$13,691	\$6,845	\$6,845	2018-19	1	V	1
Riverside	Riverside County Transportation Commission	Rt 15 Railroad Canyon Road Interchange	MED/HIGH	\$35,000	\$15,000	\$15,000	2019-20	1	V	1
Riverside/San Bernardino	Calimesa and Yucaipa	Calimesa and Yucaipa: County Line Road Transportation Corridor	MED/HIGH	\$10,050	\$3,747	\$3,747	2018-19	1	I	5
Sacramento	Sacramento Transportation Authority	Capital SouthEast Connector Expressway	MED/HIGH	\$40,000	\$20,000	\$20,000	2019-20	1	V	1
Sacramento	Sacramento	Downtown Sacramento Grid 3.0 Mobility: Network Improvements on the Grid	MED/HIGH	\$11,870	\$5,000	\$5,000	2019-20	1	I	3
San Bernardino	Hesperia	Hesperia: Rancho Road Widening	HIGH	\$37,000	\$3,900	\$3,900	2018-19	1	I	5
San Bernardino	Highland	Highland: 3rd Street/5th Street Corridor Improvements	HIGH	\$7,057	\$1,700	\$1,700	2019-20	2	I	5
San Bernardino	Rialto	Rialto: Alder Avenue/Randall Avenue Road Way Improvements	MED/HIGH	\$4,582	\$2,291	\$2,291	2018-19	1	I	4
San Bernardino	Apple Valley	Rt 18 West End Widening/Ph1 - Apple Valley Rd Realignment	MED/HIGH	\$8,910	\$4,450	\$4,450	2019-20	1	I	5
San Bernardino	San Bernardino County Transportation Authority	Redlands Passenger Rail ⁽²⁾	MED/HIGH	\$282,277	\$17,000	\$10,831	2018-19	1	V	1
San Diego	Escondido	Citracado Parkway Transportation Connections	MED/HIGH	\$34,193	\$12,500	\$12,500	2019-20	1	I	4
San Francisco	San Francisco County Transportation Authority	San Francisco: Jefferson Street Improvements, Phase II	MED/HIGH	\$14,883	\$6,782	\$6,782	2018-19	2	V	2
San Mateo	San Mateo County Transportation Authority	Rt 101 San Mateo and Santa Clara Managed Lanes	MED/HIGH	\$534,000	\$20,000	\$20,000	2019-20	1	V	2
Santa Clara	Santa Clara Valley Transportation Authority	Mathilda Avenue Improvements at Rt 237 and Rt 101	MED/HIGH	\$42,000	\$17,000	\$17,000	2018-19	1	V	1
Santa Cruz	Santa Cruz County Regional Transportation Commission	Scotts Valley: Glenwood Active Transportation	MED/HIGH	\$2,000	\$1,000	\$1,000	2018-19	2	V	4
Stanislaus	Stanislaus Council of Governments	Rt 99/Fulkerth Road Interchange Improvement	MED/HIGH	\$11,020	\$3,009	\$3,009	2018-19	1	V	3
Yolo	Woodland	Woodland: West Main Street Bicycle/Pedestrian Mobility and Safety	MED/HIGH	\$10,744	\$2,000	\$2,000	2018-19	1	I	5
				\$1,739,905	\$320,002	\$308,834				

(1) Recommending less than requested amount

(2) Recommending less than requested amount - funding available in Local Partnership Formulaic Program

Item 3 - Supplement to EDR

County	Nominating Agency	Project Title	Consensus Score	Total LPP Requested Funds	Voter-Approved (V) or Imposed (I) Fee?	Population Category
BART	Bay Area Rapid Transit District	Transbay Core Capacity Program- Train Control Modernization Project ⁽³⁾	MED/HIGH	\$50,000	V	1
Contra Costa	City of Orinda	2018 Annual and Measure J & L Pavement Rehabilitation	MEDIUM	\$3,162	V	5
Contra Costa	Town of Moraga	2018, 2019, 2020 Annual Pavement Rehabilitation Program	MED/LOW	\$2,685	I	5
El Dorado	County of El Dorado	Pioneer Trail / U.S. 50 Intersection Safety Improvement Project	MEDIUM	\$1,000	I	4
El Dorado	County of El Dorado	U.S. Highway 50 Camino Safety Project	MEDIUM	\$5,650	I	4
El Dorado	City of Placerville	Upper Broadway Bike Lanes and Pedestrian Connection Project ⁽⁶⁾	MEDIUM	\$2,335	I	5
El Dorado	City of Placerville	Broadway Sidewalks Project ⁽⁶⁾	MEDIUM	\$1,240	I	5
El Dorado	City of Placerville	Ray Lawyer Drive Overlay Project ⁽⁶⁾	MEDIUM	\$300	I	5
Fresno	Fresno County Transportation Authority	Veterans Boulevard Interchange and Extension Project	MEDIUM	\$23,000	V	1
Kings	City of Hanford	East Lacey Boulevard Reconstruction, between 10th Avenue and Sierra Drive ⁽⁵⁾	MEDIUM	\$4,000	I	5
Kings	City of Lemoore	2018 Summer Overlay/Reconstruction Road Projects ⁽⁵⁾	MED/LOW	\$730	I	5
Lake	City of Clearlake	Country Club Drive Reconstruction Project	MEDIUM	\$314	V	5
Los Angeles	City of Pasadena	SB1 Local Partnership Program Competitive Application - Cordova Street	MEDIUM	\$2,255	I	4
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Airport Metro Connector 96th Street Transit Station ⁽⁴⁾⁽⁶⁾	MED/HIGH	\$150,000	V	1
Los Angeles	Los Angeles County Metropolitan Transportation Authority	State Route 71 Freeway Conversion Project ⁽⁴⁾⁽⁶⁾	MED/HIGH	\$44,000	V	4
Marin	Transportation Authority of Marin	North - South Greenway Gap Closure Project (Multi-Use Path)	MEDIUM	\$2,000	V	4
Marin	Transportation Authority of Marin	Sir Francis Drake Boulevard Rehabilitation Project	MEDIUM	\$5,200	V	4
Marin	Transportation Authority of Marin	Bellam Boulevard Off-ramp	MED/LOW	\$1,500	V	4
Mendocino	City of Willits	Blosser Lane Rehabilitation Project	MEDIUM	\$649	V	5
Napa	Napa County and City of American Canyon	Devlin Road Extension Project	MEDIUM	\$3,600	I	1
Nevada	Town of Truckee	Donner Pass Road/Northwoods Boulevard Roundabout	MEDIUM	\$1,000	V	5
Orange	City of Santa Ana	Bristol Street Improvements and Widening from Warner Avenue to St Andrew Place	MEDIUM	\$3,776	I	3
Orange	City of Santa Ana	Bristol Street Between Civic Center Dr and Washington Ave	MEDIUM	\$2,205	I	3
Placer	Placer County Transportation Planning Agency	Highway 65 Gap Closure Project	MED/LOW	\$4,500	I	3
Riverside	City of Wildomar	Bundy Canyon Road Widening	MEDIUM	\$9,161	I	5
Riverside	City of Murrieta	The California Oaks Road and Hancock Avenue Roadway Rehabilitation Project ⁽⁵⁾	MEDIUM	\$1,600	I	4
Riverside	City of Moreno Valley	Juan Bautista De Anza Multi-Use Trail ⁽⁵⁾	MEDIUM	\$3,100	I	4
Riverside	City of Hemet	Citywide Street Improvement ⁽⁵⁾	MED/LOW	\$590	I	5
Riverside	City of Riverside	Iowa Avenue Widening Project ⁽⁵⁾	LOW	\$1,000	I	3
Riverside	City of Temecula	Ynez Road Improvements ⁽⁵⁾	LOW	\$1,295	I	4
Sacramento	Sacramento Transportation Authority	Hazel Avenue Improvement Project - Phase III ⁽⁶⁾	MED/HIGH	\$5,000	V	1
Sacramento	County of Sacramento	Watt Avenue Complete Street Improvements, Phase 1	MEDIUM	\$2,000	I	1
Sacramento	Sacramento Transportation Authority	South Watt Avenue Improvement Project, Phase 1 ⁽⁶⁾	MEDIUM	\$5,000	V	1
Sacramento	Sacramento Transportation Authority	Downtown Sacramento Grid 3.0 Mobility Project: Network Improvements on the Grid ⁽⁴⁾⁽⁶⁾	MEDIUM	\$5,000	V	1
Sacramento	City of Rancho Cordova	White Rock Road Four and Two Lane Improvements	MEDIUM	\$15,000	I	5
Sacramento	County of Sacramento	Greenback Lane Complete Street Improvements, Phase 1	MEDIUM	\$2,000	I	1
Sacramento	Sacramento Transportation Authority	White Rock Road Two Lane Improvements ⁽⁶⁾	MEDIUM	\$10,500	V	1
Sacramento	City of Elk Grove	Grant Line Road Operational Improvements Project	MED/LOW	\$1,904	I	4
Sacramento	Sacramento Transportation Authority	Elverta Road Widening Project: Dutch Haven Boulevard to Watt Avenue ⁽⁶⁾	MED/LOW	\$5,000	V	1
San Benito	City of Hollister	San Felipe Road/Gateway Drive Roundabout Safety Improvements ⁽⁵⁾	MEDIUM	\$750	I	5
San Bernardino	City of Highland	SR-210/Base Line Interchange Improvements ⁽⁶⁾	MED/HIGH	\$3,450	I	5
San Bernardino	San Bernardino County Transportation Authority	I-10 Corridor Contract 1 Project (Express Lanes) ⁽⁴⁾⁽⁶⁾	MED/HIGH	\$15,000	V	1
San Bernardino	City of Rancho Cucamonga	Advanced Traffic Management System - Phase I ⁽⁵⁾	MED/LOW	\$2,860	I	4
San Bernardino	County of San Bernardino	Desert Supplemental Road Maintenance Priority #1 ⁽⁵⁾	MED/LOW	\$3,388	I	1
San Bernardino	County of San Bernardino	Desert Supplemental Road Maintenance Priority #2 ⁽⁵⁾	MED/LOW	\$2,550	I	1
San Bernardino	County of San Bernardino	Desert Supplemental Road Maintenance Priority #3 ⁽⁵⁾	MED/LOW	\$2,356	I	5
San Diego	San Diego Association of Governments	Accelerating to Zero - San Diego Transit	MEDIUM	\$11,916	V	1
San Diego	San Diego Association of Governments	San Diego North Coast Corridor: Multi-Modal Improvements	MED/LOW	\$20,000	V	1
San Francisco	City and County of San Francisco	Jefferson Street Improvements, Phase II ⁽⁴⁾	MED/HIGH	\$6,782	I	2
San Francisco	San Francisco County Transportation Authority	Mission Bay Ferry Landing ⁽⁶⁾	MEDIUM	\$11,000	V	2
San Francisco	City and County of San Francisco	Better Market Street	MEDIUM	\$38,802	I	2
San Francisco	City and County of San Francisco	Mission Bay Ferry Landing	MEDIUM	\$11,000	I	2
San Francisco	San Francisco County Transportation Authority	Better Market Street ⁽⁶⁾	MEDIUM	\$38,802	V	2
San Luis Obispo	City of Paso Robles	Dry Creek Road- Airport Road to Jardine Road ⁽⁵⁾	MEDIUM	\$3,254	I	5
Santa Barbara	Santa Barbara County Association of Governments	Santa Barbara U.S. 101 Multimodal Corridor ⁽⁴⁾	MEDIUM	\$16,000	V	3
Santa Clara	City of Cupertino	Stevens Creek Blvd Separated Bike Lane Project ⁽⁵⁾	MED/LOW	\$1,390	I	5
Santa Clara	City of Cupertino	McClellan Road Separated Bike Lane Project ⁽⁵⁾	MED/LOW	\$2,560	I	5
Santa Cruz	Santa Cruz Metropolitan Transit District	Replacement of 9 Diesel Buses	MEDIUM	\$2,767	V	4
Santa Cruz	Santa Cruz County Regional Transportation Commission	Highway 152/ Holohan Road Intersection ⁽⁶⁾	MED/LOW	\$1,579	V	4
Santa Cruz	Santa Cruz County Regional Transportation Commission	Greenvalley Road Improvement Project ⁽⁶⁾	MED/LOW	\$1,000	V	4
Santa Cruz	Santa Cruz County Regional Transportation Commission	Roadway Maintenance and Rehabilitation: Water, River, and Center Streets and Soquel Ave ⁽⁶⁾	MED/LOW	\$2,538	V	4
Stanislaus	Stanislaus Council of Governments	McHenry Avenue Widening ⁽⁶⁾	MEDIUM	\$2,000	V	3
Yuba	County of Yuba	North Beale Road Complete Streets Project- Phase II	MEDIUM	\$2,048	V	2

(3) Includes uncommitted funds, not consistent with guidelines

(4) Project is recommended for funding in another SB1 program

(5) Could not determine eligibility based on application

(6) A higher-scoring project from the same agency is recommended for funding

California Transportation Commission
2018 Trade Corridor Enhancement Program
Staff Recommendations

The Trade Corridor Enhancement Program, created by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provides approximately \$300 million annually for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement.

Following the passage of Assembly Bill 135 (Committee on Budget, Chapter 255, Statutes of 2017), the California Transportation Commission (Commission) initiated the process to implement the Trade Corridor Enhancement Program by developing the Trade Corridor Enhancement Program Guidelines. The Commission held numerous public workshops between November 2016 and October 2017 to solicit input on the development of program guidelines; first for federal freight funding which later expanded to include the Trade Corridor Enhancement Program. These workshops included consultation with stakeholders representing state agencies, including the state agencies identified in the Governor's Executive Order B-32-15, regional agencies, local governments, private industry, and other advocates. The Commission's guidelines, adopted at its October 18, 2017 meeting, describe the policy, standards, criteria and procedures for the development and management of the initial Trade Corridor Enhancement Program funding cycle.

The Commission established the initial funding cycle as a \$1.34 billion program covering five years of federal FAST Act funding and three years of state funding authorized by SB 1. Project nominations were due to the Commission on, or postmarked by, January 30, 2018. The Commission received 42 project nominations consisting of 55 individual projects seeking over \$1.96 billion. The projects nominated and the funding requested reflects the significant need to address trade corridor infrastructure throughout the state. Since SB 1 provides an on-going funding source for the Trade Corridor Enhancement Program, agencies with projects not recommended for funding in this cycle will have the opportunity to apply for funding in subsequent cycles.

An evaluation team, consisting of Commission and Caltrans staff, reviewed all 42 project nominations based on the screening and evaluation criteria set forth in the Commission's adopted guidelines. Due to the competitive nature of the program, staff evaluations were limited to the documentation submitted with the application package.

Commission staff recommendations for funding are set forth on the attached list of projects. The recommended projects were determined by staff to be the projects that best address the objectives of the program and the established screening and evaluation criteria. Staff recommends funds totaling \$1.39 billion for 28 projects valued at more than \$4 billion. The recommended projects include a variety of improvements to goods movement on corridors with high volumes of freight including, but not limited to, projects that increase the use of on-dock rail; improve safety by eliminating at-grade crossings; reduce impacts to surrounding communities; reduce border wait times; and increase rail capacity with double tracking.

Projects not recommended were found less competitive for a variety of reasons including, but not limited to: lower priority of the nominating agency; required information missing or unclear; area(s) of non-compliance with statute and/or guidelines; limited federal funding for projects on port property; goods movement benefits unclear or minimal; and the prioritization of construction funding over pre-construction funding consistent with the program guidelines. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this first program cycle.

The Commission will consider staff recommendations and adoption at the Commission's May 16-17, 2018 meeting in San Diego, California.

Region	CO	Applicant Agency	Project Title	Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Recommended Regional Funding	Recommended State Funding	2017-18	2018-19	2019-20	CON	R/W	PS&E	PA&ED
North	ALA	Caltrans, MTC, ACTC	7th Street Grade Separation (East)	ACTC 1 of 3 Caltrans 7 of 12	High	\$ 252,000	\$ 175,000	\$ 105,000	\$ 70,000		\$ 12,456	\$ 175,000	\$ 175,000			
North	ALA	MTC, ACTC	Freight Intelligent Transportation System (FITS)	ACTC 2 of 3	High	\$ 30,600	\$ 12,456	\$ 12,456	\$ -		\$ 4,200	\$ 12,456	\$ 12,456			
North	ALA	City of Emeryville	Quiet Zone Safety Engineering Measures	1 of 1	Medium	\$ 6,480	\$ 4,200	\$ 4,200	\$ -		\$ 4,200	\$ 4,200	\$ 4,200			
North	KER	KCOG	Rt 58 / 99 Bakersfield Freeway Connector	1 of 1	Medium High	\$ 50,000	\$ 25,000	\$ 25,000	\$ -		\$ 25,000	\$ 25,000	\$ 25,000			
North	MER	Caltrans, MCAG	Rt 99 Livingston Widening, North Bound	Caltrans 12 of 12	Medium	\$ 37,420	\$ 29,050	\$ 14,050	\$ 15,000		\$ 29,050	\$ 29,050	\$ 29,050			
North	SI	Port of Stockton	Fyffe Avenue Grade Separation	1 of 1	High	\$ 13,000	\$ 9,000	\$ 9,000	\$ -		\$ 1,000	\$ 8,000	\$ 8,000		\$ 1,000	
North	SI	City of Tracy	Central Valley Gateway (2 projects):	1 of 1	Medium	\$ 15,690	\$ 7,600	\$ 7,600	\$ -		\$ 7,600	\$ 7,600	\$ 7,150	\$ 450		
		City of Tracy	1. Rt 205 / International Parkway Interchange Improvements			\$ 8,970	\$ 5,180	\$ 5,180	\$ -		\$ 4,200	\$ 5,180	\$ 5,180			
		City of Tracy	2. Rt 580 / International Parkway Interchange Improvements			\$ 65,000	\$ 4,200	\$ 4,200	\$ -		\$ 4,200	\$ 4,200	\$ 4,200			\$ 4,200
North	SCL	Santa Clara VTA	Rt 101 / 25 Interchange Improvements Phase 1	1 of 1	Medium	\$ 76,000	\$ 53,200	\$ 53,200	\$ -		\$ 53,200	\$ 53,200	\$ 53,200			
North	SOL	STA	Rt 80/680/12 Interchange, Package 2A	1 of 1	Medium +	\$ 149,400	\$ 30,000	\$ 21,000	\$ -		\$ 21,000	\$ 21,000	\$ 21,000			
North	STA	StanCOG	Rt 132 West Freeway / Expressway Phase 1	1 of 1	Medium	\$ 704,560	\$ 354,886	\$ 260,886	\$ 85,000		\$ 217,000	\$ 217,000	\$ 217,000			
TOTAL - NORTH REGION							\$ 704,560	\$ 354,886	\$ 260,886	\$ 85,000	\$ 217,000	\$ 217,000	\$ 217,000			

South	LA	LA Metro	Southern California Rail Projects (6 of 8 projects):	LA Metro 2 of 4	High	\$ 9,529	\$ 5,992	\$ 5,992	\$ -		\$ 5,992	\$ 5,992	\$ 5,992			
		LA Metro	1. Southern Terminus Gap Closure			\$ 34,015	\$ 21,645	\$ 21,645	\$ -		\$ 21,645	\$ 21,645	\$ 21,645			
		LA Metro	2. Terminal Island Railroad Enhancements			\$ 14,000	\$ 14,000	\$ 14,000	\$ -		\$ 14,000	\$ 14,000	\$ 14,000			
		LA Metro	4. Pier G & J Double Track			\$ 128,611	\$ 49,000	\$ 49,000	\$ -		\$ 49,000	\$ 49,000	\$ 49,000			
		LA Metro	6. Maniella Boulevard Grade Separation			\$ 86,246	\$ 29,000	\$ 29,000	\$ -		\$ 29,000	\$ 29,000	\$ 29,000			
		LA Metro	7. Turnbull Canyon Road Grade Separation			\$ 155,300	\$ 9,000	\$ 9,000	\$ -		\$ 9,000	\$ 9,000	\$ 9,000			
		LA Metro	8. Rosserans/Marquardt Grade Crossing			\$ 187,800	\$ 90,000	\$ 32,000	\$ -		\$ 32,000	\$ 32,000	\$ 29,000	\$ 3,000		
South	LA	LA Metro	Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	LA Metro 3 of 4	Medium High	\$ 539,200	\$ 247,000	\$ 167,000	\$ 80,000		\$ 247,000	\$ 247,000	\$ 247,000			
South	LA	Caltrans, LA Metro	Rt 5 Golden State Chokepoint Relief	LA Metro 1 of 4 Caltrans 1 of 12	High	\$ 175,519	\$ 44,000	\$ 44,000	\$ -		\$ 44,000	\$ 44,000	\$ 44,000			
South	LA	LA Metro	Rt 71 Freeway Conversion	LA Metro 4 of 4	Medium High	\$ 288,600	\$ 180,000	\$ 2,000	\$ 20,000		\$ 22,000	\$ 22,000	\$ 22,000			
South	LA	Caltrans, LA Metro	Rt 57 / 60 Confluence: Chokepoint Relief Program	LA Metro - Caltrans 10 of 12	Medium High	\$ 100,000	\$ 65,705	\$ 27,055	\$ 38,650		\$ 65,705	\$ 65,705	\$ 65,705			
South	ORA	Caltrans, City of Brea	Rt 57 / Lambert Road Interchange Improvement	Caltrans 5 of 12	Medium	\$ 24,000	\$ 16,800	\$ 16,800	\$ -		\$ 16,800	\$ 16,800	\$ 16,800			
South	RIV	City of Moreno Valley	Rt 60 Truck Safety and Efficiency, Phase 1A	1 of 1	Medium	\$ 52,321	\$ 24,292	\$ 23,292	\$ 1,000		\$ 24,292	\$ 24,292	\$ 24,292			
South	SBD	SBCTA, Caltrans	Rt 395 Widening from SR 18 to Chamberlaine Way	SBCTA 2 of 2 Caltrans 11 of 12	Medium High	\$ 625,400	\$ 64,000	\$ 53,831	\$ 64,000	\$ 117,831			\$ 117,831			
South	SBD	Caltrans, SBCTA	Rt 10 Corridor, Contract 1 (Express Lanes)	SBCTA 1 of 2 Caltrans 8 of 12	Medium High	\$ 60,000	\$ 60,000	\$ -	\$ 60,000		\$ 7,850	\$ 52,150	\$ 52,150	\$ 5,000	\$ 2,000	\$ 850
South	SBD	Caltrans, City of Rancho Cucamonga	Etiwanda Avenue Grade Separation	Caltrans 4 of 12	Medium	\$ 79,132	\$ 68,606	\$ -	\$ 68,606		\$ 12,406	\$ 56,200	\$ 56,200	\$ 8,000	\$ 4,406	
South	VEN	Caltrans	Rt 34 / Rice Avenue Grade Separation	Caltrans 3 of 12	High	\$ 2,570,733	\$ 989,040	\$ 494,615	\$ 332,256		\$ 467,000	\$ 467,000	\$ 467,000			
TOTAL - SOUTH REGION							\$ 989,040	\$ 494,615	\$ 332,256	\$ 467,000	\$ 467,000	\$ 467,000	\$ 467,000			

Region	CO	Applicant Agency	Project Title	Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Recommended Regional Funding	Recommended State Funding	2017-18	2018-19	2019-20	CON	R/W	PS&E	PA&ED
Border	SD	Caltrans, SANDAG, ICTC, SCAG	California-Mexico Border System Network Improvements (6 projects):	Caltrans 2 of 12	Medium High	\$ 36,255	\$ 21,980	\$ 21,980	\$ -		\$ 21,980	\$ 21,980	\$ 21,980			
		Caltrans, SANDAG, ICTC, SCAG	1. Rt 125/905 Connector			\$ 45,400	\$ 45,400	\$ -	\$ 37,118		\$ 4,810	\$ 32,308	\$ 32,308	\$ 200	\$ 4,610	
		Caltrans, SANDAG, ICTC, SCAG	2. Rt 14/Steinbo Via Interchange and Commercial Vehicle Enforcement Facility, Segment 2B			\$ 40,350	\$ 29,770	\$ -	\$ 5,050		\$ 5,050	\$ 5,050	\$ 5,050	\$ 1,150	\$ 3,900	
		Caltrans, SANDAG, ICTC, SCAG	3. Otay Mesa East Port of Entry Segment 3A			\$ 39,175	\$ 11,969	\$ -	\$ 11,969		\$ 2,317	\$ 9,652	\$ 9,652	\$ 3,370	\$ 2,317	
		Caltrans, SANDAG, ICTC, SCAG	4. Advanced Technology Corridors at Border POEs			\$ 11,650	\$ 3,370	\$ -	\$ 3,370		\$ 3,000	\$ 3,370	\$ 3,370			
		Caltrans, SANDAG, ICTC, SCAG	5. Rt 98 Improvements			\$ 29,844	\$ 3,000	\$ -	\$ 3,000		\$ 3,000	\$ 3,000	\$ 3,000			\$ 3,000
		Caltrans, SANDAG, ICTC, SCAG	6. Cabrero East POE Truck Crossing Improvement			\$ 129,037	\$ 10,500	\$ 10,500	\$ -		\$ 6,000	\$ 10,500	\$ 10,500	\$ 10,500		
Border	SD	SANDAG	Sorrento to Miramar, Ph2 Intermodal Improvements	1 of 1	Medium High	\$ 19,530	\$ 6,000	\$ 6,000	\$ -		\$ 6,000	\$ 6,000	\$ 6,000			
Border	SD	City of San Diego	Otay Mesa Truck Route, Phase 4A	1 of 1	Medium +	\$ 13,120	\$ 9,184	\$ 585	\$ -		\$ 585	\$ -	\$ 585			
Border	SD	SD Unified Port District	National City Marine Terminal Rail Track Extension	Port 2 of 2	Medium	\$ 8,100	\$ 5,670	\$ 5,600	\$ -		\$ 5,600	\$ 5,600	\$ 5,600			
Border	SD	SD Unified Port District	Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancements	Port 1 of 2	Medium	\$ 372,461	\$ 146,843	\$ 44,665	\$ 60,507		\$ 89,000	\$ 89,000	\$ 89,000			
TOTAL - BORDER REGION							\$ 372,461	\$ 146,843	\$ 44,665	\$ 60,507	\$ 89,000	\$ 89,000	\$ 89,000			

Item 3 - Supplement to EDR

Region	CO	Applicant Agency	Project Title	Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Recommended Regional Funding	Recommended State Funding	2017-18	2018-19	2019-20	CON	R/W	PS&E	PA&ED	
Central	SB	SBCAG	Rt.101 Multimodal Corridor	Caltrans 6 of 12	Medium	\$ 276,575	\$ 16,000	\$ 16,000	\$ 35,000			\$ 51,000	\$ 51,000				
							Central Target \$	16,000									
Other	SHA	Caltrans, SRTA	Rt.5, Redding to Anderson Widening, Phase 2	Caltrans 9 of 12	Medium+	\$ 126,258	\$ 65,700	\$ 24,000	\$ 41,700	\$ 65,700			\$ 65,700				
							Other Target \$	16,000									
							GRAND TOTAL	\$ 4,050,587	\$ 1,572,469	\$ 840,166	\$ 554,463						

SUMMARY	REGIONAL	STATE	TOTAL
TARGETS	\$ 805,000	\$ 536,000	\$ 1,341,000
RECOMMENDATION	\$ 840,166	\$ 554,463	\$ 1,394,629
DIFFERENCE	\$ 35,166	\$ 18,463	\$ 53,629