Major Project Advancement Policy (MAP) Development and Outreach

Subject:

Overview of the MAP including overarching framework, process for development and stakeholder engagement.

Background:

First adopted in 2001, the Regional Transit Expansion Program, MTC Resolution No. 3434, identified the top priorities for Bay Area transit megaprojects and helped the region deliver the last generation of transit megaprojects. More recently, the Commission and the Blue Ribbon Transit Recovery Task Force (BRTRTF) have noted the importance of regional leadership and coordination to support development and delivery of large and regionally-significant transportation projects across all modes. Following the recent adoption of Plan Bay Area 2050, there is a need and an opportunity for regional coordination to meet the funding and project delivery challenges of the current and future set of major transportation projects in the region. To further this regional coordination, MTC is developing the Major Project Advancement Policy (MAP). PAC received a brief update on the MAP process in April and requested that staff return in the coming months to provide additional information. Today's update includes information on the recently completed Call for Project Information and an overview of the evaluation process.

What is the MAP?

The MAP will be a regional policy to support implementation of Plan Bay Area 2050, aimed at delivering the next round of major transportation projects. For large, regionally significant projects in Plan Bay Area 2050, the MAP will seek to achieve regional coordination on federal, state, and regional discretionary funding requests and develop MTC's role in risk management and ensuring consistency with regional policies.

The MAP will consist of three components:

- Funding Strategy: Develop full funding plans for projects in the MAP. Identify appropriate discretionary funding sources and prioritize or sequence funding requests. Endorsements and sequencing strategies may be developed for fund sources such as Federal Transit Agency Capital Investments Grant program (New Starts, Small Starts and

    Core Capacity) and programs of the federal Bipartisan Infrastructure Law, state sources such as the Transit and Intercity Rail Capital Program, Senate Bill 1 programs, general state budget augmentations and other state sources. Other non-local fund sources may also be considered for endorsement and sequencing strategies.

- Policy Reinforcements: Monitor project progress and consistency with policy commitments in Plan Bay Area 2050 and other regional policies. The policy areas covered may include benefit/cost ratios, equity, land use, and connected mobility.

- Risk Management: Develop a regional risk management approach to evaluate and monitor risks throughout project lifecycles, from early project development and network coordination through construction.

MAP Call for Projects:

In April 2022, staff held a call for projects to collect information on MAP candidate projects meeting the following initial criteria:

- Plan Bay Area 2050 Tier-1 projects with capital costs over $250 million (year-of-expenditure), or

- Plan Bay Area 2050 Tier 2 projects with capital costs over $1 billion (year-of-expenditure) for early phases only

Sponsors of projects not meeting these criteria were also allowed to request inclusion in the MAP by submitting the form and providing a justification for inclusion in the MAP.

Over 70 information forms were returned for projects consistent with the criteria or requesting inclusion for other reasons. The requests total $124 billion in capital costs, with $6 billion, or about 5% of the total cost, in committed funding.

Staff have begun developing an evaluation of the projects, which is proposed to consist of scoring the projects across several criteria. The criteria are proposed to include funding commitment levels, schedule, and policy metrics consistent with the five focus areas of Plan Bay Area 2050, which aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant. The Plan Bay Area 2050 project tiers will also factor into timing and sequencing aspects of the evaluation.

MAP Timeline and Engagement Strategy:

Staff presented a MAP overview to the Bay Area Partnership Board on March 30th. Feedback was generally positive, and staff will endeavor to incorporate Board member input into the MAP framework. Two specific areas of interest expressed at the Board meeting were the inclusion of an umbrella category in the MAP for zero emission vehicles and infrastructure, and the importance of a robust evaluation criterion and evaluation process for prioritization and sequencing of projects.

Staff will continue with outreach and development of the MAP through spring and early summer and expect to bring a recommendation to the Commission for adoption in July 2022. Additional planned outreach and engagement include the May Policy Advisory Council meeting and future MTC Committee and Commission meetings, ongoing direct engagement with operators, and engagement with federal, state and local funding partners and sponsors. Other outreach and engagement opportunities will be developed in the coming months.

Key Dates for Public/Partner/Stakeholder Engagement and Input (other opportunities may be added):

March 30	Partnership Board*
April/May/June	Outreach to Partnership Board, Transit Agencies, County Transportation Agencies, Federal and State and Local funding partners
April/May/June	Targeted outreach to transit agencies, funding partners, and stakeholders
April 6	Partnership Transit Finance Working Group
April 13	MTC Programming and Allocations Committee*
May 11	MTC Programming and Allocations Committee*
May 11	MTC Policy Advisory Council*
May 25-26	MTC Commission Workshop*
June 8	MTC Programming and Allocations Committee*
July 13	MTC Programming and Allocations Committee*
July 27	MAP Recommendations to MTC for Approval*

*Denotes opportunity for public comment

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Presentation Slides

Therese W. McMillan