

Date: March 25, 2020  
W.I.: 1258  
Referred by: PAC  
Revised: 05/27/20-C 06/23/21-C  
07/28/21-C 11/16/22-C  
06/26/24-C

ABSTRACT

Resolution No. 4411, Revised

This resolution establishes programming for Regional Measure 3 (RM3) capital projects sponsored or co-sponsored by MTC or BATA.

This resolution includes the following attachments:

Attachment A – Goods Movement and Mitigation Program of Projects

Attachment B – Bay Area Corridor Express Lanes Program of Projects

Attachment C – North Bay Transit Access Improvements Program of Projects

Attachment D – Dumbarton Corridor Improvements Program of Projects

This resolution was revised on May 27, 2020 by Commission Action to add Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on June 23, 2021 by Commission Action to add Attachment C – North Bay Transit Access Improvements Program of Projects.

This resolution was revised on July 28, 2021 by Commission Action to amend Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on November 16, 2022 by Commission Action to amend Attachment A – Goods Movement and Mitigation Program of Projects.

This resolution was revised on June 26, 2024 by Commission Action to add Attachment D – Dumbarton Corridor Improvements Program of Projects, and to amend Attachments B and C to conform to programming and allocation actions taken by the Commission, including the addition of funds to the Bay Area Corridor Express Lanes program and further specification of a separate programming and allocation resolution for county programs under the North Bay Transit Access Improvements program.

Additional discussion of this allocation is contained in the Executive Director’s memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020, May 13, 2020, June 9, 2021, July 14, 2021, November 9, 2022, and June 12, 2024.

Date: March 25, 2020  
W.I.: 1258  
Referred by: PAC

Re: Programming of Regional Measure 3 Capital Projects Sponsored or Co-Sponsored by MTC or BATA

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4411

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority (“Authority”) adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the RM3 Expenditure Plan gives certain responsibilities to MTC or BATA for specific projects, including project sponsorship or co-sponsorship, making funds available for projects, providing funding for competitive grant programs, allocating funding to an agency designated to build a project, or consulting with entities to determine a project sponsor, as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 30914.7(a) of the California Streets and Highways Code, other entities are joint project sponsors of certain RM3 capital projects or otherwise listed in determining the project sponsor;

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list project programming determinations for specific projects pursuant as Section 30914.7(a) of the California Streets and Highways Code; now, therefore, be it

RESOLVED, that MTC approves the programs of projects as set forth in the Attachments; and be it further

RESOLVED, that MTC may take further action to issue RM3 Letters of No Prejudice based on the programs of projects as set forth in the Attachments; and, be it further

RESOLVED, that further MTC action in the form of approved allocations are required to expend RM3 funds; and, be it further

RESOLVED, that MTC will meet all obligations for these projects regarding joint sponsors and other entities pursuant to Section 30914.7(a) of the California Streets and Highways Code; and be it further

RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to any applicable project sponsor, co-sponsor, or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION

---

Scott Haggerty, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on March 25, 2020.

PROJECT	IMPLEMENTING AGENCY	PROGRAMMING RECOMMENDATIONS				
		ALA - \$32.5M	BATA - \$32.5M	SM - \$32.5M	Competitive Funding - \$32.5 M	Total RM3 Funding
UNION CITY BART EAST ENTRANCE AND AT GRADE CROSSING	UNION CITY	\$ 3,000,000				\$ 3,000,000
DECOTO ROAD COMPLETE STREETS	FREMONT	\$ 11,200,000			\$ 7,000,000	\$ 18,200,000
I-880/DECOTO INTERCHANGE MODERNIZATION	FREMONT					
QUARRY LAKES PARKWAY	UNION CITY	\$ 18,300,000	\$ 6,700,000			\$ 25,000,000
THORNTON AVENUE COMPLETE STREETS & BAY TRAIL	NEWARK				\$ 15,000,000	\$ 15,000,000
DUMBARTON BRIDGE TO QUARRY LAKES TRAIL	FREMONT		\$ 10,800,000			\$ 10,800,000
SAN MATEO DUMBARTON BUSWAY	SAMTRANS			\$ 5,000,000		\$ 5,000,000
101/84 INTERCHANGE REIMAGINED*	RWCity/SMCTA		\$ 10,000,000	\$ 27,500,000	\$ 10,500,000	\$ 48,000,000
DUMBARTON FORWARD OPERATIONAL IMPROVEMENTS	BATA		\$ 5,000,000			\$ 5,000,000
<b>TOTAL</b>		\$ 32,500,000	\$ 32,500,000	\$ 32,500,000	\$ 32,500,000	\$ 130,000,000

\* \$20.5 Million of funding is conditionally committed to the San Mateo US 101/84 Interchange Reimagined Project contingent on award of 2024 Cycle SB1 Trade Corridors Enhancement Program funding, and commitment of \$27.5 Million of San Mateo's programmed share. If the project is not awarded the current round Senate Bill 1 TCEP funding, the \$20.5 million in RM3 funds will be re-evaluated and could be returned to the reserve for a future competitive funding cycle open to all four project sponsors.

**RM3 Program of Projects – Bay Area Corridor Express Lanes**

<b>RM3 Project No.</b>	<b>2</b>
<b>Project Title</b>	<b>Bay Area Corridor Express Lanes</b>
<b>Funding Amount</b>	<b>\$300,000,000</b>
<b>Statute Project Description</b>	
Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara.	
<b>Statute Project Sponsor</b>	
Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness.	
<b>Other Project Sponsor Action Required for Programming</b>	
Sponsors must agree to follow regionally consistent toll policies established by MTC/BAIFA	

**Program of Projects**

<b>Project Sponsor</b>	<b>Project Title</b>	<b>RM3 Amount (\$ millions)</b>
San Mateo County Transportation Authority	US 101 Express Lanes: I-380 to Santa Clara County Line <sup>1</sup>	\$75
Solano Transportation Authority	Interstate 80 Express Lanes: Red Top Road to I-505 <sup>2</sup>	\$70.424
Bay Area Infrastructure Financing Authority	Interstate 80 Express Lanes: Red Top Road to I-505 (Toll System) <sup>2</sup>	\$31.276
Alameda County Transportation Commission	Interstate 680 Southbound Express Lane: Alcosta Boulevard to SR-84 <sup>2</sup>	\$80
Express Lanes Program Reserve	TBD <sup>3</sup>	\$60
<b>Total</b>		<b>\$316.7</b>

<sup>1</sup> Project exempt for requirement to follow regionally consistent toll policies established by MTC/BAIFA since toll funds were committed through prior BATA action.

<sup>2</sup> Funds programmed to these projects are intended as leverage for 2020 Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP). If the I-80 project fails to secure sufficient 2020 SB1 funding to fully fund the project and start construction as planned in 2021, the \$80 million in RM3 programmed to this project will be returned to the RM3 Express Lanes Program Reserve. If the I-680 project fails to secure fully funding and meet environmental and regulatory requirements to start construction by the end of calendar year 2022, the \$80 million in RM3 programmed to this project will be returned to the RM3 program reserve.

May 27, 2020  
MTC Resolution No. 4411  
Attachment B  
Bay Area Corridor Express Lanes  
Revised: 07/28/21-C; 6/26/24-C

Note updated 6/26/24: \$16.7 million added to total to conform to January 24, 2024 action to redirect same amount from RM3 Project 21, Solano County I-80/I-680/SR-12 Interchange Project to the Express Lanes project.

<sup>3</sup> Projects may include development or construction of express lanes or supportive operational improvements. Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending completion of environmental review, sufficient design to determine the benefit-cost ratio and development of a full funding plan.

**North Bay Transit Access Improvements**

<b>RM3 Project No.</b>	<b>26</b>
<b>Project Title</b>	<b>North Bay Transit Access Improvements</b>
<b>Funding Amount</b>	<b>\$100,000,000</b>
<b>Statute Project Description</b>	
Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	
<b>Statute Project Sponsor Description</b>	
The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma.	
<b>Other Project Sponsor Action Required for Programming</b>	
MTC is delegating project selection for each county to the applicable County Transportation Agency, subject to review of consistency with RM3 legislation and RM3 policies and procedures. Prior to MTC programming projects in this category, a Board resolution from relevant County Transportation Agency will be required.	

**Program of Projects**

<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Napa	Napa Valley Transportation Authority	Vine Transit Maintenance Facility	\$20
Contra Costa	TBD	TBD	\$20
Marin	TBD	TBD	\$20
Solano	TBD	TBD	\$20
Sonoma	TBD	TBD	\$20
<b>Total</b>			<b>\$100</b>

Note Updated 6/26/2024: Further programming and allocation of this program takes place through MTC Resolution No. 4584, Revised, *Approval of Regional Measure 3 Funds for North Bay Transit Access Improvements*, or other such allocation resolutions to be taken by the Commission.



**Dumbarton Corridor Improvements**

<b>RM3 Project No.</b>	<b>17</b>
<b>Project Title</b>	<b>Dumbarton Corridor Improvements</b>
<b>Funding Amount</b>	<b>\$130,000,000</b>
<b>Statute Project Description</b>	
Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. One hundred thirty million dollars (\$130,000,000).	
<b>Statute Project Sponsor Description</b>	
The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority.	
<b>Other Project Sponsor Action Required for Programming</b>	
Designated project sponsors Alameda County Transportation Commission and San Mateo County Transit District / San Mateo County Transportation Authority will take board action approving initial project reports and allocation requests for projects from their respective county prior to MTC consideration. Implementing agencies (if different from designated project sponsor) will also take board action approving initial project report and allocation request prior to MTC consideration.	

**Program of Projects**

The program of projects is split into four categories, each totaling \$32.5 million: Alameda County priority projects, San Mateo County priority projects, BATA priority projects (may include bridge projects or projects in either Alameda or San Mateo counties), and competitive (may include any corridor project).

<b>ALAMEDA COUNTY PRIORITY PROJECTS</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Alameda	Union City	Union City BART Station: Pedestrian At-Grade Crossing at Oakland Rail Subdivision, New Station East Entrance	\$3.0
Alameda	Fremont	Decoto Road Complete Streets and I-880/Decoto Interchange Modernization <sup>1</sup>	\$11.2
Alameda	Union City	Quarry Lakes Parkway <sup>2</sup>	\$18.3
<b>Total</b>			<b>\$32.5</b>

<b>SAN MATEO COUNTY PRIORITY PROJECTS</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
San Mateo	SamTrans	San Mateo Dumbarton Busway	\$5.0
<i>San Mateo<sup>3</sup></i>	<i>Redwood City/SMCTA</i>	<i>US 101/SR 84 Interchange Improvement Project</i>	\$27.5
<b>Total</b>			<b>\$32.5</b>

<b>BATA PRIORITY PROJECTS</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Multiple	BATA	BATA Programming/ Dumbarton Forward Operational Improvements	\$5.0
Alameda	Union City	Quarry Lakes Parkway <sup>2</sup>	\$6.7
Alameda	Fremont	Dumbarton Bridge to Quarry Lakes Trail	\$10.8
<i>San Mateo<sup>3</sup></i>	<i>Redwood City/SMCTA</i>	<i>US 101/SR 84 Interchange Improvement Project</i>	\$10.0
<b>Total</b>			<b>\$32.5</b>

<b>COMPETITIVE FUNDING</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Alameda	Fremont	Decoto Road Complete Streets and I-880/Decoto Interchange Modernization <sup>1</sup>	\$7.0
Alameda	Newark	Thornton Avenue Complete Streets & Bay Trail	\$15.0
<i>San Mateo<sup>3</sup></i>	<i>Redwood City/SMCTA</i>	<i>US 101/SR 84 Interchange Improvement Project</i>	\$10.5
<b>Total</b>			<b>\$32.5</b>

Project Funding Notes

1. The Decoto Road Complete Streets project is adjacent to the I-880/Decoto Interchange Modernization project. Funding for this corridor is prioritized under both Alameda County (\$11.2 million) and Competitive Funding (\$7 million) for a total of \$18.2 million. Both projects consist of continuous active transportation and bus priority improvements. The intent of funding from both Alameda and Competitive categories is to prioritize the Decoto Road Complete Streets project and pursue a full funding plan that would deliver both active transportation and transit priority elements for that project. However, if alternate funding for the Decoto Road Complete Streets project is found, RM3 allocations may be recommended for the I-880/ Decoto Interchange Modernization

project so that the continuous active transportation and bus priority improvements may be made throughout this corridor.

2. The Quarry Lakes Parkway project is prioritized under both Alameda County (\$18.3 million) and BATA Funding (\$6.7 million) for a total of \$25 million.
3. Pending confirmation from San Mateo project sponsors (San Mateo County Transit District and San Mateo County Transportation Authority) of the \$27.5 million San Mateo share to the 101/84 Interchange Project in Redwood City, the remaining RM3 Dumbarton \$20.5 million in reserve will be available to the same project. This combined \$48 million would demonstrate significant leverage and local commitment to compete for the current round of Senate Bill 1 TCEP funding. This commitment is consistent with the distribution principles and could fund a project starting construction as early as 2027. If the project is not awarded the current round Senate Bill 1 TCEP funding, the \$20.5 million in RM3 funds will be re-evaluated and could be returned to the reserve for a future competitive funding cycle open to all four project sponsors.