

# Metropolitan Transportation Commission

## Programming and Allocations Committee

March 11, 2020

Agenda Item 3a.i

### Regional Measure 3: Introduction to MTC/BATA Programmatic Categories

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**Subject:** An introduction to Regional Measure 3 (RM3) programmatic categories sponsored by MTC / BATA, with a focus on those programs that could be part of leveraging state competitive programs this spring.

**Background:** Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a \$4.5 billion comprehensive traffic relief program of capital projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. RM3's expenditure plan (California Streets and Highways Code Section 30914.7) includes 35 named capital projects or programs, six of which are programmatic categories sponsored by MTC or the Bay Area Toll Authority (BATA). These programmatic categories are subject to further programming by MTC/BATA and other listed project sponsors as applicable.

In December 2019, the Commission approved the RM3 Policies and Procedures, which include a provision for Letters of No Prejudice (LONPs), to allow project sponsors to obtain Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work, and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate funds.

The RM3 Policies and Procedures state that for MTC-sponsored or co-sponsored projects, no LONPs will be issued unless the project or program is fully defined or programmed. As a follow-up to December's discussion, the programmatic categories to which this provision applies are listed in the following table. This month, under agenda items 3a.ii, staff proposes a programming framework and initial programming of the Goods Movement and Mitigation Program category highlighted in the table on the following page. Initial programming action is required to address upcoming competitive funding rounds and to address immediate cost increases, including consideration of LONPs in the coming months. Staff is also presenting an informational item under agenda item 3a.iii, for the Bay Area Corridor Express Lanes Programmatic Category. Staff plans to return to the Commission for initial programming of this programmatic category next month.

#	MTC/BATA-Led or Co-Led Programmatic Categories	Sponsor(s)	RM3 Amount in \$Millions
2	Bay Area Corridor Express Lanes	MTC	300
3	Goods Movement and Mitigation	MTC, ACTC	160
4	San Francisco Bay Trail/Safe Routes to Transit	MTC	150
11	Core Capacity Transit Improvements	MTC, ACTC, AC Transit	140
17	Dumbarton Corridor Improvements	BATA, ACTC, SMCTD, SMCTA	130
26	North Bay Transit Access Improvements	MTC	100

Staff intends to return to this committee to discuss framework options and program projects for other programmatic categories in the future, via amendment to MTC Resolution No. 4411.

**Issues:** None.

**Recommendation:** Information

**Attachments:** Presentation

  
Therese W. McMillan

# **Regional Measure 3**

## **Introduction, Initial Programming, Discussion, and Letter of No Prejudice**



March 11, 2020

Programming and Allocations Committee

## Today's RM3 Items

- i. **Information:** Receive general update on implementation planning on MTC/BATA programmatic categories, with a focus on programs leveraging state competitive investment
- ii. **Action:** Approve initial program framework for Goods Movement and Mitigation
- iii. **Information:** Discussion of programming considerations for Bay Area Corridor Express Lanes
- iv. **Action:** Approve Letter of No Prejudice to WETA for the Mission Bay Ferry Landing project, under the Ferry Enhancement Program



## **i. MTC/BATA Projects Implementation Introduction**



## RM3 Expenditure Plan Context

- **35** named capital projects totaling \$4.5 billion:
  - **6** projects are **MTC/BATA programmatic categories**, subject to further programming by MTC/BATA and all other listed project sponsors.

#	Title	Sponsor(s)	\$M	MTC/BATA Role
2	Bay Area Corridor Express Lanes	MTC	300	Program/ Implement
3	Goods Movement and Mitigation	MTC, ACTC	160	Program in collaboration
4	San Francisco Bay Trail/Safe Routes to Transit	MTC	150	Program/ Implement
11	Core Capacity Transit Improvements	MTC, ACTC, AC Transit	140	Program in collaboration
17	Dumbarton Corridor Improvements	BATA, ACTC, SMCTD, SMCTA	130	Program/ Implement
26	North Bay Transit Access Improvements	MTC	100	Program
	<i>Total</i>		<b>980</b>	

## RM3 Implementation Context

- While awaiting results of litigation, MTC staff and project sponsors want to be ready to implement if/when RM3 cleared.
  - Issue Letters of No Prejudice (LONP) in meantime, as applicable, per RM3 Policies and Procedures
  - On programmatic categories:
    - Plan for programming/decision-making/eventual implementation
    - Programming and decision making now, as applicable

## Leveraging State Competitive Programs

- **Bay Area Corridor Express Lanes and Goods Movement and Mitigation** programmatic categories: staff recommends discussion and action in March/April to prepare for upcoming state competitive funding rounds and address immediate cost increases
- **Remaining MTC/BATA programmatic categories:** staff will return to discuss program framework and projects in future
  - San Francisco Bay Trail/Safe Routes to Transit
  - Core Capacity Transit Improvements
  - Dumbarton Corridor Improvements
  - North Bay Transit Access Improvements

## **Goods Movement and Mitigation (\$160M)**

- Provide funding to reduce truck traffic congestion and mitigate its environmental effects.
- MTC shall consult and coordinate with Alameda CTC to select projects for the program.

## **Bay Area Corridor Express Lanes (\$300M)**

- Fund environmental review, design, and construction of express lanes to complete Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities.
- MTC shall make funds available based on performance criteria, including benefit-cost and project readiness.

### **Recommendation:**

- 1) Programming framework proposal is detailed for approval in section ii (Goods Movement and Mitigation)
- 2) Programming approach is presented for information and discussion in section iii (Bay Area Corridor Express Lanes); staff will return in April with recommended program.



## **ii. Initial Program Framework Recommendations for Action Goods Movement and Mitigation**



## Goods Movement and Mitigation (\$160M)

- MTC, ACTC are sponsors of \$160M RM3 project
- Eligible projects include, but are not limited to, improvements in Alameda County to enable more goods to be shipped by rail, access improvements on I-580, I-80, and I-880, and improved access to Port of Oakland
- RM3 includes additional \$830M for specific freight projects (next slide)
- Bay Area Goods Movement Investment Strategy (2018) identifies \$3.8B in priority projects over next 10 years



Recommendation: Program 75% now; leave 25% in reserve:

- **50% (\$80M)** to Port of Oakland GoPort Suite of Projects, including 7<sup>th</sup> St. Grade Separation (East and West) Projects.
  - 7<sup>th</sup> Street East anticipated to have a higher cost estimate. Project was awarded Senate Bill 1 Trade Corridor Enhancement Program funds. If project does not receive INFRA funds, would require RM3 LONP.
- **25% (\$40M)** to Rail Crossing Safety and Emissions Reduction Projects
- **25% (\$40M)** held in reserve pending future workshop discussions



## RM3 provides nearly \$1B for projects in Goods Movement Investment Strategy

Project	\$ millions	Sponsor(s)
Goods Movement and Mitigation- Regional Program	\$160	MTC & ACTC
Contra Costa 680/SR 4 Interchange Improvements	\$210	CCTA
Solano County I-80/I-680/SR 12 Interchange Project	\$150	STA
I-80/Westbound Truck Scales	\$105	STA
SR 37 Improvements	\$100	TAM/NVTA/STA/SCTA
Capitol Corridor	\$90	CCJPA
I-680/SR 84 Interchange Reconstruction	\$85	ACTC
Highway 101/SR 92 Interchange	\$50	C/CAG, SMCTD
I-680/I-880/Route 262 Connector	\$15	ACTC
Vasco Road Safety Improvements	\$15	CCTA
Byron Highway-Vasco Road Airport Connector	\$10	CCTA
<b>Total</b>	<b>\$990</b>	



### **iii. Initial Program Considerations – Information Only**

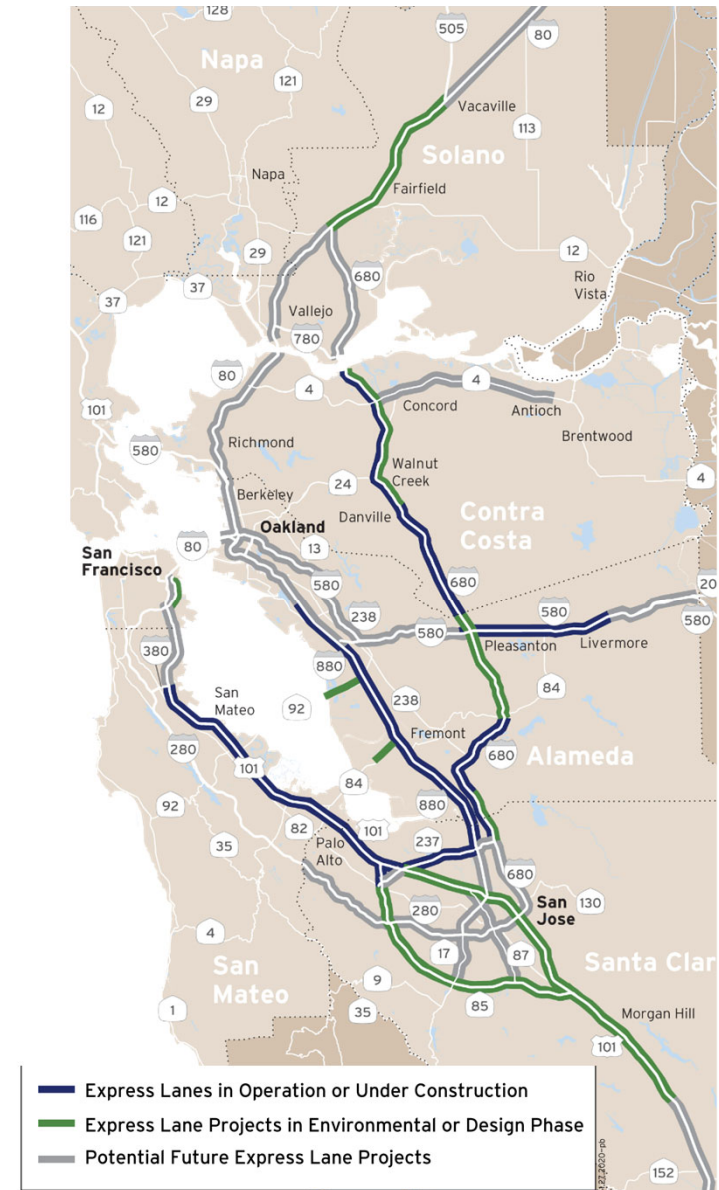
## **Bay Area Corridor Express Lanes**



# Bay Area Corridor Express Lanes (\$300M)

- Eligible projects include express lanes and supporting operational strategies
- MTC shall make funds available based on performance criteria, including benefit-cost and project readiness

The cost to complete the express lanes network is on the order of \$5 billion



# 2020 RM3 Express Lanes Program Strategy

- Deliver seamless system to Bay Area commuters sooner
- Put funds to work; get ready projects fully funded and constructed in each express lanes corridor group
- Maximize opportunity to secure SB1 funding
- Meet commitments by making regional funds available when needed

# General RM3 Express Lane Policy Principles



Projects should be ready-to-go



Projects must have strong benefit-cost performance



Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA

## 2020 RM3 Express Lanes Potential Programming Approach

<b>Candidates for 2020 Senate Bill 1 competitive funding that require RM3 to be fully funded</b> <ul style="list-style-type: none"> <li>• If projects do not secure sufficient 2020 Senate Bill 1 funding, RM3 funds are returned to the reserve</li> <li>• Sponsors must agree to follow regionally consistent toll policies set by MTC/BAIFA</li> </ul>	<b>\$TBD</b> (target April 2020)
<b>San Mateo 101 express lanes funded in the 2018 Senate Bill 1 program</b>	<b>\$75 million</b>
<b>Reserve</b> <ul style="list-style-type: none"> <li>• Leverage future competitive funding opportunities</li> <li>• Develop a pipeline</li> <li>• Implement projects that align with the Strategic Plan (underway)</li> </ul>	<b>\$TBD</b>
<b>TOTAL</b>	<b>\$300 million</b>

# Bay Area Express Lanes Strategic Plan

Define express lane network goals	✓
Identify potential projects over 30 years	✓
Inform near-term funding opportunities	✓
Develop 15-year priority network	Underway
Integrate into Plan Bay Area 2050	Underway
Explore policy issues & develop recommendations <ul style="list-style-type: none"> <li>• Express bus interface</li> <li>• Equity</li> <li>• Toll policy consistency</li> <li>• Close gaps &amp; address mega-region travel while considering greenhouse gas reduction goals</li> <li>• Financing, cost reductions &amp; expedited delivery</li> </ul>	Underway



## **iv. Letter of No Prejudice Recommendation for Action**

- **Mission Bay Ferry Landing project,  
under the Ferry Enhancement Program**

## Mission Bay Ferry Landing (\$25M LONP)

- WETA, as RM3 project sponsor, has committed \$25M of \$300M Ferry Enhancement Program for the Mission Bay Ferry Landing project
- WETA requesting \$25M LONP to preserve RM3 eligibility for construction phase
- Project is being built by Port of SF
  - Port of SF capital funds are replacement fund source, at-risk
- Construction scheduled to start summer 2020, go through 2021



**Recommendation:** Approve \$25M LONP for construction on Mission Bay Ferry Landing project

- Reimbursement subject to RM3 legal clearance and Commission allocation of RM3 funds