

Metropolitan Transportation Commission

Programming and Allocations Committee

March 11, 2020

Agenda Item 3a.iii.

Regional Measure 3: Bay Area Corridor Express Lanes Programming Considerations

Subject: Discussion of programming considerations for the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Background: Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. RM3's expenditure plan includes 35 named capital projects, six of which are programmatic categories sponsored by MTC or the Bay Area Toll Authority (BATA). These programmatic categories do not have specific subprojects listed in statute and are subject to further programming by MTC/BATA and other listed project sponsors.

Staff is initiating a discussion of key considerations related to the RM3 Bay Area Corridor Express Lane programming in advance of programming recommendations next month to align with Senate Bill 1 State Competitive funding program endorsements. As a reminder, RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3.

Bay Area Corridor Express Lanes (RM3 Project 2)

RM3 includes \$300 million in toll funds to "complete the Bay Area Express Lane Network." MTC is to make the funds available based on performance criteria including benefit-cost and project readiness.

Some express lanes that are candidates for the 2020 Senate Bill 1 (SB1) Solutions for Congested Corridors and Trade Corridors Enhancement programs require RM3 Express Lane Program funds to complete their funding plans. In April staff will ask the Commission to endorse projects for these 2020 SB1 programs, including other, non-express lane projects as well as express lanes that do not require RM3 funding. At that time, staff will recommend a programming (via amendment to MTC Resolution No. 4411) approval for the RM3 Bay Area Corridor Express Lane Category to align with the state funding request.

As a reminder, the region was successful in securing \$233 million through the 2018 SB1 competitive funding cycle for express lanes on US 101 in San Mateo and Santa Clara counties by identifying a bridge toll commitment of \$95 million for the San Mateo 101 segment. Staff would recommend this be considered next month to formalize as part of the RM3 Express Lane program.

Staff recommends that the initial programming approach directs funding to the most ready, high performing projects to provide the best chance to secure full funding through SB1. Specifically, the following strategy and policy principles are recommended to guide the program development.

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 Lanes 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

At the same time, the Express Lanes Strategic Plan will continue on a parallel path and inform future programming actions. The Strategic Plan, which will be completed later this year, will articulate policies and identify a larger network that can be delivered over the next 15 years and that will require considerable funding in addition to RM3. The Strategic Plan will address important considerations such as:

- Interface with robust and cost-effective express bus service.
- Strategies to address equity.
- An approach to achieve consistent toll policies.
- Strategies and tradeoffs for closing gaps and for addressing mega-region travel and reducing greenhouse gas emissions.
- Ways to reduce capital costs and expedite delivery.

Issues: None.

Recommendation: Information.

Attachments: Presentation slides attached to item 3a.i


Therese W. McMillan