

Metropolitan Transportation Commission Programming and Allocations Committee

September 8, 2021

Agenda Item 6a - 21-1022

Update on FTA-Funded Megaprojects in the Bay Area

Subject: Update on the status and funding of FTA-Funded Megaprojects in the Bay Area and discussion of possible policy to coordinate and strategize on megaproject delivery.

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 compete with other metropolitan areas for state and federal funding. Through various updates including the adoption of the 2005 Transit Oriented Development policy and the 2008 Strategic Plan, Resolution 3434 helped deliver projects such as BART to Warm Springs, BART to Silicon Valley Phase 1, AC Transit Bus Rapid Transit, eBART and the Transbay Transit Center Phase 1.

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 megaprojects. The upcoming adoption of Plan Bay Area 2050 later this year presents an opportunity to meet the funding and project delivery challenges of the current and future set of transit megaprojects in the region.

The information below and attached presentation provide an overview of current FTA-Funded transit projects in the region and identify opportunities to update and broaden regional strategies related to megaprojects. Staff seeks direction on potential next steps.

Megaprojects in the Bay Area – Focus on FTA Discretionary Funds

The transit megaprojects in the table below are highlighted and detailed in the attached presentation as they are currently in or requesting entry to the FTA Capital Investment Grant Program. This is not a comprehensive list of Bay Area megaprojects; there are other projects with total costs above \$1 billion in Plan Bay Area 2050 blueprint. Other projects included in the Regional Measure 3 Expenditure Plan include Valley Link, San Jose's Diridon Station, Dumbarton Rail, and AC Transit Rapid Bus Corridor Improvements.

While the FTA projects are only a subset of mega projects in the Bay Area, they are of special importance. The Capital Investment Grant program (CIG) is extremely competitive, and FTA applies significant scrutiny to projects regarding delivery timeline commitments and cost management. Successful performance by the region's project sponsors

attached to projects in the current pipeline will likely influence considerations of future awards as the CIG is anticipated to become more, not less, competitive nationally.

Project	Status	Notes	Estimated Cost (\$ millions)	Year of FFGA
Caltrain Electrification	Construction	Cost increase and delay recently announced	2,313	2017
BART Core Capacity	Construction	FTA FFGA executed	3,500	2020
BART to San Jose Phase 2	Design	In project development for FTA Expedited Delivery Pilot Program	6,941	2021 (expected)
Caltrain Downtown Extension	Design	Sponsor seeking entry into FTA New Starts CIG	3,940	N/A (in project development)

FTA = Federal Transit Administration; CIG = Capital Investment Grant

FTA's FY22 Annual Report on Funding Recommendations includes \$2.42 billion for existing and new CIG and Expedited Project Delivery projects. FTA's capacity to fund CIG projects is likely to increase with a new federal transportation reauthorization based on the infrastructure package under consideration. This will provide opportunities for new projects to enter the pipeline and receive funding, but also increases the need for the Bay Area to better position itself by speaking with one voice on the region's priorities.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP program, a state grant program funded by Cap and Trade and SB1 revenues, is another major source of funding for transit megaprojects. The Commission approved a TIRCP framework identifying priority projects over the lifetime of Plan Bay Area in 2016.

Staff recommend updating the TIRCP framework to be consistent with Plan Bay Area 2050 and aligned with the broader megaproject policy work. After the adoption of Plan Bay Area 2050, staff plan to return to the commission in late 2021 or early 2022 with recommendations for an updated framework, ahead of the upcoming TIRCP round.

Policy Context and Vision

The Bay Area's long-term vision for transit expansion is laid out in Plan Bay Area and its predecessor long-range plans. MTC Resolution No. 3434 provided a more focused framework and implementation strategy for delivering the last generation of major transit capital projects to construction.

This cycle is beginning again with the development of Plan Bay Area 2050. The Plan Bay Area 2050 blueprint continues to develop the long-term vision for transit expansion including continuing and new megaprojects. The region now needs to bridge the gap between this vision and implementation through discretionary funding decisions. A major part of this will be working towards agreement on strategies and sequencing for advocating for federal and state discretionary funding.


Staff recommend the following approach for a new megaproject advancement policy.

1. Modernize and replace MTC Resolution No. 3434, based on Plan Bay Area 2050.
2. Develop a multi-modal strategy
3. Include rail, rapid bus, and key local transit trunk lines and connections to regional transit in a transit vision

Issues: None

Recommendation: None

Attachments: Attachment A - Presentation


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