

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 12, 2024

Agenda Item 3d-24-0349

**MTC Resolution No. 4411, Revised. Initial Programming of RM3 Dumbarton Corridor  
Improvements Project Category**

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**Subject:**

Initial programming of \$130 million in RM3 Project #17, Dumbarton Corridor Improvements.

**Background:**

RM3 Project #17, Dumbarton Corridor Improvements, is a \$130 million program designated in statute to “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 (BATA), Alameda County Transportation Commission (ACTC), the San Mateo County Transit District (SMCTD), and the San Mateo County Transportation Authority (SMCTA).

MTC has enacted MTC Resolution No. 4411 to establish programming for RM3 capital projects sponsored or co-sponsored by MTC or BATA, such as the Dumbarton Corridor Improvements program.

**Distribution Principles:**

In working with co-sponsor staff, MTC staff recommends distribution of the Dumbarton Corridor Improvements program based on the following principles:

1. Geographic and Sponsor Balance – 25% share, or \$32.5 million, to be designated by Alameda County (via ACTC), San Mateo County (via SMCTD and SMCTA), and BATA, subject to the allocation process in the RM3 Policies and Procedures, the stage gate process based on Plan Bay Area 2050, other regional policies, performance, and full funding plan requirements. The BATA share may be programmed to BATA projects as well as projects submitted by other sponsors. The remaining 25% share will be competitive based on applying these principles to requests submitted.
2. Retaining Purchasing Power of RM3 – a focus on nearer-term capital improvements

3. Reduce Congestion in the Corridor
4. Consistency with Plan Bay Area and Regional Policies

**Proposed Distribution:**

MTC staff solicited project proposals from project sponsors. Submissions totaled \$235 million, including \$105 million from Alameda County, \$115 million from San Mateo County, and \$15 million from BATA. The proposed distribution of these submissions according to the above principles is detailed in Attachment A, and further described below. The attached presentation further details the proposed projects.

*Alameda County*

Within its \$32.5 million category, ACTC proposes to focus on a new pedestrian at-grade rail crossing at the Union City BART station (\$3 million), implementation of the Decoto Road Complete Streets and I-880/Decoto Interchange Modification, which are adjacent bus priority and active transportation improvement projects in Fremont (\$11.2 million), and the Quarry Lakes Parkway project in Union City (\$18.3 million).

*San Mateo County*

San Mateo County has put forward two projects for potential RM3 Dumbarton funding including the San Mateo Dumbarton Busway and the 101/84 Interchange Reimagined Project in Redwood City. Because the Dumbarton Busway project is not in Plan Bay Area 2050, staff recommends an initial allocation of up to \$5 million to conduct a project business case and establishment of a preferred project alternative. Future allocations from the \$32.5 million sponsor category would be subject to inclusion in Plan Bay Area 2050. For the 101/84 Interchange Reimagined Project in Redwood City, staff is recommending programming following the criteria laid out in the *Leveraging State Senate Bill 1* section below.

*BATA*

Staff recommends funding \$5 million for the Dumbarton Forward Operational Improvement Project. Another \$17.5 million from the BATA sponsor guarantee is proposed to go to Alameda County ready-to-go projects, including \$10.8 million for the Dumbarton Bridge to Quarry Lakes Trail project in Fremont, and \$6.7 million further investment in the Quarry Lakes Parkway

project. The remaining \$10 million is proposed to be held in reserve for programming subject to the *Leveraging State Senate Bill 1* section below. Reserve funds may also be assigned to San Mateo County and Alameda County projects.

*Competitive Funding*

Based on the principles, staff recommends funding \$15 million for the Thornton Avenue Complete Streets and Bay Trail project in Newark, and an additional \$7 million investment in the Decoto Road Project. These are near-term projects designed to reduce congestion in the Dumbarton corridor and are consistent with Plan Bay Area 2050 and regional policies. The remaining \$10.5 million is subject to the *Leveraging State Senate Bill 1* section below.

*Leveraging State Senate Bill 1 Funding in the Dumbarton Corridor*

As discussed at the April Programming and Allocations Committee meeting, the California Transportation Commission (CTC) is now preparing for the next round of Senate Bill 1 grants covering Fiscal Years (FYs) 25-26 and 26-27, with applications due in late 2024. An estimated \$1 billion will be available for the Trade Corridor Enhancement Program (TCEP) statewide. MTC's role is to compile applications within the region and confirm consistency with Plan Bay Area 2050. The City of Redwood City, in close coordination with the San Mateo County Transportation Authority and Caltrans, intends to apply for these funds for the U.S. 101/S.R. 84 Interchange Reimagined Project.

To maximize funding to the region and specifically the Dumbarton Corridor, MTC staff recommends programming the \$20.5 million reserve to the U.S. 101/S.R. 84 Interchange Reimagined Project, subject to the notes below about securing full funding for delivery readiness.

Pending confirmation from project sponsors (San Mateo County Transit District and San Mateo County Transportation Authority) of commitment of the remaining \$27.5 million San Mateo share to the 101/84 Interchange Reimagined Project in Redwood City, MTC staff recommends assigning the remaining RM3 Dumbarton \$20.5 million 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.

*Projects Not Currently Recommended*

The major project submission not currently recommended is the Southern Alameda County Integrated Rail Project, Union City Intermodal Station, Phase 3 Intercity Rail, submitted by ACTC for implementation by Union City/ACE. Staff recommends using limited RM3 capacity to prioritize the above projects at this time due to the Southern Alameda County Integrated Rail Project's current lack of a full funding plan. Other smaller project submissions by BATA including feasibility studies for Bay Trail gap closure projects, Bay Wheels expansion in the corridor, and Transit Signal Priority are not recommended at this time pending further project development.

*Next Steps*

Following approval of programming, sponsors and implementing agencies will submit revised initial project reports and allocation requests to MTC for consideration. Allocation requests are expected to be brought forth to this committee on a rolling basis starting as early as summer 2024.

These recommended programming actions are based on Initial Project Report materials submitted from the project sponsors and MTC staff's application of the principles listed above on the submittals. Should significant changes to project scope, schedule and budget occur or if the project sponsors notify MTC of revised project priorities for the 25% guaranteed share, MTC staff will return to the Commission with a revised proposal for consideration.

*Other Revisions to MTC Res. No. 4411, Revised*

Additional minor revisions are included to MTC Res. No. 4411, Revised 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 in January 2024 and specification of separate programming and allocation resolution for the North Bay Transit Access Improvements program in June 2023.

**Issues:**

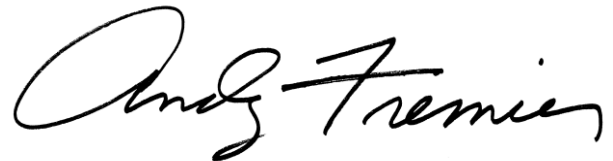
None

**Recommendations:**

Refer MTC Resolution No. 4411, Revised to the Commission for approval.

**Attachments:**

- Attachment A – RM3 Dumbarton Corridor Improvements Programming Recommendations
- MTC Resolution No. 4411, Revised
  - Attachments B – D
- Presentation
  - Appendix – Project Detail



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