

September 2025 Recommended RM3 Allocation – Project Summaries

RM3 Project 3 - Goods Movement and Mitigation Program

RM3 provides \$160 million in toll funds to RM3 Project 3, Goods Movement and Mitigation Program. This RM3 programmatic category funds projects to reduce truck traffic congestion and mitigate its environmental effects in Alameda County. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. One allocation under this category is proposed this month:

RM3 #3.3 City of Oakland Martin Luther King Jr. Way Streetscape Improvements Project (\$29.62 million)

The Martin Luther King Jr. Way Streetscape Improvements project is one of many projects that supports efficient and safe transportation around the Port of Oakland on City designated truck routes leading to the Port and adjacent neighborhoods. This suite of projects includes surface street improvements that separate freight transportation from other modes, along with improvements to parallel corridors that mitigate the negative impacts of Port traffic on safety and environmental health.

The project will provide a safe and separated facility for people to access destinations in the area using all modes, including walking, biking and driving (cars and trucks), with an emphasis on separating modes through physical barriers and signal timing upgrades. The full project cost for construction is \$49,857,000, with funding from RM3 and a California State Transportation Agency grant. Project construction is expected to be completed in 2028.

RM3 Project 5 - Ferry Enhancement Program

RM3 provides \$300 million in toll funds to RM3 Project 5, Ferry Enhancement Program. This RM3 programmatic category funds the purchase of new vessels, upgrading and rehabilitating existing vessels, building facilities and landside improvements, and upgrading existing facilities

of the San Francisco Bay Area Water Emergency Transportation Authority (WETA). One allocation under this category is proposed this month:

RM3 #5.5. 400-Passenger Vessel Project (\$5.46 million)

The One 400-passenger Battery-Electric Vessel Project will be the first new vessel to operate as part of Phase 2 of SF Bay Ferry's Rapid Electric Emissions Free (REEF) Ferry program. The vessel will provide service along new Oakland/Alameda and Downtown San Francisco routes as well as future service between Berkeley and Downtown San Francisco that is under development. This vessel is a critical component of SF Bay Ferry's REEF Program and complies with its Alternative Control of Emissions (ACE) Plan that aligns with the California Air Resources Board (CARB) regulations.

The vessel will use all-electric propulsion technology while utilizing newly developed shoreside infrastructure, including floats that will allow the vessel to rapidly charge while docked. Rapid charging is a key component to ensuring batteries are sufficiently re-charged for the vessels to complete the trips during the peak commute period. The full project cost for construction is \$36,334,000, funded by RM3, RM1 and an EPA grant. Project construction is expected to be completed in 2028.

RM3 Project #16 - San Jose Diridon Station (\$35 million)

RM3 provides \$100 million to the Santa Clara Valley Transportation Authority (VTA) for Project #16, the San Jose Diridon Station. The San Jose Diridon Station will redesign, rebuild, and expand the existing Diridon Station. The redesigned station will more effectively accommodate existing regional rail services, future BART and California High-Speed Rail service, and VTA Light Rail and bus services.

The project will provide the following improvements/additions to San Jose Diridon Station:

- Potential creation of train storage space to the south of Diridon Station to eliminate the need for train storage within and north of the existing station
- Configuration of trackwork to optimize operational flexibility and efficiency, while also ensuring more efficient and intuitive connections between modes.

- Reconfiguration and reorientation of access to the station from adjacent areas, prioritizing access by the most space-efficient and sustainable modes first.
- Efficient integration of the new BART station into Diridon Station

This project has received \$31.2 million in RM3 allocations to date for ROW and PA/ED, completing conceptual engineering and a business case analysis, and identifying a preferred alternative. RM3 allocation #3 for \$35 million will fund the environmental clearance for the project's preferred alternative, support long term funding strategy and governance, and supplemental engineering.

While recommending this allocation, staff is highlighting the following points regarding the delivery of the overall Diridon Station project:

1. **Funding:** Regional Measure 3 invests \$100 million in the Diridon Station project
Delivering a project of this magnitude will require significant local, state and federal funding. Staff urge a detailed funding plan that includes funding sources and partners in addition to RM3/BATA be developed at the earliest possible juncture.
2. **Governance:** MTC staff is concerned about adding another new project-specific delivery authority – which is under consideration for this project –to the more than two dozen existing transportation authorities. Project partners should consider governance/project delivery structures with an option to focus on a broader portfolio of projects (i.e., grade separations) in the corridor. In the attached letter (Attachment B-2) MTC staff communicated governance challenges and opportunities related to a new project delivery authority for the Diridon project.
3. **Delivering projects with RM3:** MTC is committed to investing bridge tolls to deliver projects and will work with the sponsor to consider delivering a usable segment of the project with the remaining \$34 million in unallocated RM3 funds.

RM3 Project 23 - State Route 37 Improvements

RM3 provides \$100 million in toll funds to RM3 Project 23, State Route 37 Improvements. This RM3 category funds near-term and longer-term improvements to State Route 37 to improve the

roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. One allocation under this category is proposed this month:

RM3 #23.3 Sonoma County Transportation Authority Highway 37/121 Long Term Improvements Project (\$10 million)

In Sonoma County near the intersection of State Route 37 and State Route 121, the Highway 37/121 Long Term Improvements project will construct a freeway interchange with railroad grade separation over the SMART Brazos Branch and a new SR 37 Tolay Creek Bridge at sufficient elevation to address projected sea level rise to year 2130.

The purpose of this project is to address future sea level rise impacts to the existing State Route 37/121 interchange in Sonoma County, while improving safety for all users and providing multimodal mobility through the interchange. The allocation request is for \$10 million for the environmental document phase. The specific project limits, interchange type, and detailed improvements will be refined during the environmental phase and is expected to be completed in 2030.

RM3 Project 25 – Richmond-San Rafael Bridge Access Improvements Program

RM3 provides \$210 million in toll funds to RM3 Project 25, the Richmond-San Rafael Bridge Access Improvements Program. This RM3 category funds eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor. One allocation under this category is proposed this month:

RM3 #25.4 Bay Area Toll Authority Richmond San Rafael Forward Open Road Tolling and I-580 WB HOV Lane Extension Project (\$5 million)

The Bay Area Toll Authority (BATA) is the project sponsor for RM3 Project 25.5, Richmond San Rafael Forward Open Road Tolling and I-580 WB HOV Lane Extension Project. The project will promote mode shift away from single-occupant vehicles, reduce vehicle miles traveled and corresponding greenhouse gas emissions, improve safety, and improve operational efficiency. Project improvements include conversion of a general purpose lane to a high occupancy vehicle lane, demolition of the existing toll booths and

construction of toll gantries east of the toll plaza, realignment of the Stenmark Drive westbound on-ramp, and construction of a separate toll gantry for the westbound Stenmark Drive on-ramp. BATA requests allocation of \$5 million in construction funds and will begin the construction phase in September 2025 and is scheduled to be completed by July 2026.

RM3 Project #26 - North Bay Transit Improvements

RM3 provides \$100 million in toll funds to RM3 Project 26, North Bay Transit Access Improvements. This RM3 programmatic category funds transit improvements in the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. The project sponsor is the Metropolitan Transportation Commission. In June 2021, MTC programmed the RM3 North Bay Transit Access Improvements program to the five County Transportation Agencies (CTAs) by splitting the funding equally. Each county was programmed \$20 million, and MTC delegated project selection to each CTA for their county's share of the funds. The Transportation Authority of Marin (TAM) Board established a competitive process to distribute their share of RM3 North Bay Transit Access Improvement funds. This process involved soliciting applications through a Call for Projects from the three eligible transit operators in Marin: Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, and Sonoma-Marín Area Rail Transit (SMART). This month, there are two allocations proposed for recommendation. One allocation for an SCTA selected project, and a second one for TAM selected project:

RM3 #26.12. Petaluma Transit - Petaluma Transit Facility Electrification Project (\$1.04 million)

The project includes the purchase of electric bus chargers and equipment. It will allow for the charging of up to 20 vehicles, approximately 88% of the Petaluma Transit fleet, upon completion. This will help to ensure the first 20 electric vehicles purchased by Petaluma Transit will all have adequate infrastructure available to charge them.

This allocation is construction of Phase 1, funding the purchase of charging and maintenance equipment, direct labor for project oversight and administration during the construction phase, and construction of the equipment including the installation and

commissioning of the equipment. Total project costs are estimated to be \$3.5 million. Full project construction is estimated to be completed in 2027.

This is Sonoma County's second RM3 allocation under this specific category. SCTA Board took a programming action to distribute their \$20 Million in RM3 North Bay Transit Access Improvement funds, and it programmed \$2 million for this project at their board meeting on April 8, 2024.

RM3 #26.13. Marin Transit - Fixed Route Electric Vehicle Charging & Maintenance Facility Project (\$0.92 million)

This facility project will serve a 79-vehicle fleet that provides local transit service to primarily low-income transit riders. Marin Transit acquired property at 1075 East Francisco Boulevard in San Rafael in November 2024 to meet the agency's long-standing need for a centralized facility, and to continue converting to a zero-emission fleet. This facility also includes development and implementation of a transformative workforce development program that includes unionized and employee-owned purchased transportation providers. RM3 funds will be used for final design, complementing a Federal 5339 Discretionary Bus and Bus Facilities grant awarded to Marin Transit in 2023 for \$31.5 million, which has enabled the project to actively move forward. Completion of the environmental phase is expected in October 2025, with CEQA/NEPA clearance. The Design phase of the facility project is in the early development stage with an expected release of the solicitation package in Fall 2025. Staff estimates completion of the design phase in October 2026. Total project costs are estimated to be \$44.46 million.

This is Marin County's sixth RM3 allocation under this specific category. The Transportation Authority of Marin (TAM) Board established a competitive process to distribute RM3 North Bay Transit Access Improvement funds. This process involves soliciting applications through a Call for Projects from the three eligible transit operators in Marin: Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, and Sonoma-Marín Area Rail Transit (SMART).