

## **July 2024 Recommended RM3 Allocations – Project Summaries**

### **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:

#### **WETA – Berkeley Marina Ferry Facility (\$3 million)**

This Project (RM3 Project #5.3) is a joint development effort to build a dual-use ferry terminal and public access pier at or near the site of the historic Berkeley Municipal Pier. The ferry terminal would provide service primarily between the Berkeley Marina and Downtown San Francisco Ferry Terminal but could also serve Larkspur and special events. The project would also include shoreside improvements to support the operation of the ferry terminal and other public access amenities.

The deliverable segment of this project (as indicated in the project schedule and budget below) is completion of the required CEQA and NEPA environmental review process. Completion of the environmental review process will require advancing conceptual design of the project to support the technical analyses required to adequately evaluate the potential environmental impacts of the project under CEQA and NEPA. This work is anticipated to be completed by December 2027 and is funded in partnership with Alameda CTC and the California State Coastal Conservancy.

### **MUNI Fleet Expansion and Facilities Projects**

RM3 provides \$140 million in toll funds to RM3 Project 10, MUNI Fleet Expansion and Facilities. This RM3 programmatic category funds replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. One allocation under this category is proposed this month:

**SFMTA – Kirkland Electrification Project (\$2.7 million)**

The Project (Project #10.4) proposes to upgrade Kirkland Yard to store, maintain, and charge 111 40' Battery Electric Buses (BEBs) at the existing bus facility. The proposed project would increase the capacity of the Kirkland Yard facility from an estimated 88 to approximately 111 buses and transition from storing, maintaining, fueling, and servicing diesel hybrids to a BEB-only facility. To accommodate these extra buses, the existing Operations Building and trailer would be demolished and replaced with new office trailers on the west side of the site. A new electric vehicle charging system using overhead inverted pantograph chargers would be installed. New transformers, switch gears, and charging cabinets would be installed on new raised concrete islands between bus bays. Following on the February 2024 RM3 allocation for environmental work and early-stage design costs, this allocation will assist with additional costs of preparation of RFQ/P documents for procurement of the Progressive Design Build (PDB) Construction Contract. The PDB entity will provide the final design and construct the Kirkland Yard Facility for the SFMTA.

**San Jose Diridon Station (\$6.3 million)**

RM3 Project #16, 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

Today's action would rescind \$6 million in savings from the previous allocation to the right-of-way phase, and allocate \$6.3 million to project development, specifically to include engineering, outreach, and project management services needed to begin the environmental clearance process.

### **Dumbarton Corridor Improvements**

RM3 provides \$130 million in toll funds to RM3 Project 17, Dumbarton Corridor Improvements Project. This RM3 programmatic category funds 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, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. In June 2024, MTC approved initial programming of this category through MTC Resolution No. 4411, Revised. One allocation under this category is proposed this month:

#### **San Mateo Dumbarton Busway (\$4.1 million)**

The project's vision is to construct and operate a dedicated transitway with enhanced bicycle and pedestrian connections along the five-mile inactive peninsula segment of the Dumbarton Rail Corridor. The transitway will include a solution to connect to Caltrain Redwood City Station and the Dumbarton Bridge in order to facilitate both regional and local travel by bringing fast, reliable, zero emission bus service as well as bicycle and pedestrian improvements to multiple Equity Priority Communities in East Palo Alto, Belle Haven (Menlo Park), Redwood City, and North Fair Oaks (unincorporated San Mateo County). The project is responsive to post-pandemic travel patterns which show increasing demand for more localized trips, with average daily travel between Redwood City and East Palo Alto increasing by more than 30% since 2019. SamTrans requests an

allocation of \$4.1 million in planning and environmental funds to complete a feasibility study, environmental analysis and documentation, project approval documentation, and preparation of 15% concept plans. Future allocations will be considered for \$900,000 in design funds to advance quick strike (or early action) improvement opportunities. The Planning/Environmental phase is expected to be complete by December 2028, with an operational project by early 2033.

### **Highway 101-Marin/Sonoma Narrows**

RM3 provides \$120 million in toll funds to RM3 Project 20, the Highway 101-Marin/Sonoma Narrows project.

#### **Marin Sonoma Narrows - Sonoma Segment: MSN Visual Mitigation Landscaping (\$1 million)**

The Sonoma County Transportation Authority (SCTA) is the project sponsor for RM3 Project 20.2, Marin Sonoma Narrows in Sonoma County. The Sonoma segment includes \$30 million in toll funds for the MSN project. The MSN C2 project has added 3.6 miles of contiguous High Occupancy Vehicle (HOV) lanes to US 101 from the Route 101/116 Separation to 0.4 miles north of the Corona Road Overcrossing within the City of Petaluma. The C2 project will complete the HOV system in Sonoma County from the County line to Windsor. The MSN C2 HOV widening was achieved in late 2023, and close-out activities continue in 2024, but required ongoing Mitigation and Monitoring will occur for ten years to meet permit requirements. SCTA requests an allocation of \$1 million in design funds to complete the visual mitigation planting for the MSN project. Construction for the MSN Visual Mitigation Landscaping is scheduled to begin in 2027.

### **State Route 37 Improvements**

RM3 provides \$100 million in toll funds to RM3 Project 23, the State Route 37 Improvements project.

**MTC – SR-37 Sears Point to Mare Island Improvement Project (\$4.5 million)**

RM3 Project 23, State Route (SR) 37 Improvements, provides a total of \$100 million to complete projects in Marin, Napa, Solano, and Sonoma Counties. Metropolitan Transportation Commission (MTC) is the implementing agency for RM3 Project 23.2, SR-37 Sears Point to Mare Island Improvement Project. MTC requests allocating \$4.5 million in RM3 funds for the design phase for the Tolay Creek Bridge Replacement and SR-121 Intersection Improvements project in Sonoma County. The Tolay Creek Bridge Replacement and SR-121 Intersection Improvements project will replace the Tolay Creek Bridge and improve traffic flow for the SR-121 intersection with SR-37. The design phase should be complete by October 2025.