

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 11, 2023

Agenda Item 3b - 23-1155

MTC Resolution Nos. 4606, 4607 and 4608. Allocation of \$43.8 million in Regional Measure 3 (RM3) capital funds to Sonoma County Transportation Authority (SCTA), Transportation Authority of Marin (TAM), and Santa Clara Valley Transportation Authority (VTA)

Subject:

Recommended allocation of a total \$43.8 million in RM3 capital funds to Sonoma County Transportation Authority and Metropolitan Transportation Commission (SR 37 Sears Point to Mare Island Improvement Project), Transportation Authority of Marin (Richmond-San Rafael Bridge Access Improvements: U.S. 101/ I-580 Multi-modal and Local Access Improvement Project), and Santa Clara Valley Transportation Authority (San Jose Diridon Station Project).

Background:

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the first and second dollars of the toll increase on January 1, 2019 and January 1, 2022, respectively.

MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. The overall RM3 capital expenditure program in statute is listed in Attachment A, including Commission-programmed subprojects, Letters of No Prejudice (LONPs), and allocations.

Litigation challenging RM3 was resolved in January 2023. BATA subsequently released the toll funds held in escrow and terminated the escrow agreement in March 2023. Prior to the release of funds from escrow, MTC approved LONPs for 21 projects, allowing those projects to proceed with local funds in place of the RM3 funds while preserving eligibility for reimbursement with RM3 funds when they became available.

In May 2023, the Commission directed staff to begin collecting RM3 allocation requests, starting with projects that have LONPs and have begun expending funds. Initial allocations were made in June 2023.

In June, commissioners requested a “look ahead” of future RM3 allocations and expenditure needs to better understand the impact on BATA financing plans and on the availability of funds. Staff continues to analyze projected cash flow needs, and to evaluate the best way to share this information given that project plans are often evolving, especially for those projects in earlier stages of development. Staff will work to share a summary of this information with Committee members in the Fall.

October RM3 Allocation Recommendation

Staff recommend approval of \$43.8 million in RM3 allocations to three projects. Two of these projects have received LONPs and are recommended for allocation. One project has not received a LONP and is recommended for allocation. The table below shows the recommended projects for allocation this month; summaries of each request are included in Attachment B, and further detail is found in each allocating resolution.

| Project Sponsor | RM3 Proj. # / MTC Res. No. | Project Title | LONP Amount (\$millions) | Allocation Request Amount (\$millions) |
|------------------------|-----------------------------------|--|---------------------------------|---|
| SCTA | #23.2 4607 | SR 37 Sears Point to Mare Island Improvement Project | \$- | \$6 |
| TAM | #25.1 4606 | U.S. 101/ I-580 Multi-modal and Local Access Improvement Project | \$5.6 | \$7.8* |
| VTA | #16 4608 | San Jose Diridon Station | \$30 | \$30 |
| Total | | | \$35.6 | \$43.8 |

* As part of the LONP conversion to allocation, the project sponsor requested an additional allocation beyond the LONP amount to enable immediate work.

Issues:

While staff recommends approval of the allocation to VTA for the San Jose Diridon Station Project, reimbursement of expenses related to the Project with RM3 funds is contingent on the following:

- Satisfaction of the requirement that appropriate determinations under CEQA/NEPA have been made by the lead agency prior to disbursement of RM3 funds;

- Agreement between MTC and VTA on the mechanism to ensure the return of RM3 funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project;
- That the project is deemed in compliance with the requirements of the Transit-Oriented Communities Policy contained in MTC Resolution 4530. The City of San Jose has submitted a letter (Attachment C) related to compliance that staff believes satisfies this condition.

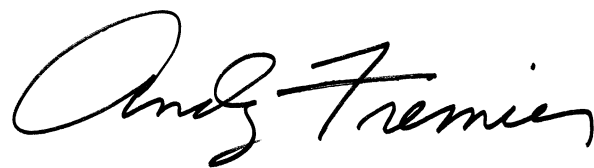
Further clarification on the above conditions will be provided at the Commission meeting on October 25th.

Recommendations:

Refer MTC Resolution Nos. 4606, 4607 and 4608 to the Commission for approval.

Attachments:

- Attachment A: RM3 Capital Expenditure Plan Tracker
- Attachment B: RM3 Allocation Project Summaries
- Attachment C: San Jose Letter Re: RM3 Programming / TOC Policy
- MTC Resolution Nos. 4606, 4607 and 4608



Andrew B. Fremier

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

| Project No. | Project Title ^{1,2} | Funding Amount (\$M) | Project Sponsor/ Implementing Agency ^{1,2} | LONP Issued ³ (\$M) | Allocated Amount ⁴ (\$M) | Allocating Resolution | Most Recent Allocation Date ⁴ |
|-------------|---|----------------------|---|--------------------------------|-------------------------------------|-----------------------|--|
| 1 | BART Expansion Cars | \$ 500 | BART | | | | |
| 2 | Bay Area Corridor Express Lanes | \$ 300 | MTC | | | | |
| 2.1 | <i>I-80 Express Lanes in Solano County</i> | | STA | \$ 70.4 | \$ 70.4 | 4591 | 6/26/2023 |
| 2.2 | <i>I-80 Express Lanes in Solano County (Toll System)</i> | \$ 85 | BAIFA | \$ 31.3 | \$ 14.6 | 4592 | 6/26/2023 |
| 2.3 | <i>I-80 Southbound Express Lanes in Alameda County</i> | \$ 80 | ACTC | \$ 80.0 | \$ 80.0 | 4597 | 7/26/2023 |
| 2.4 | <i>US 101 Express Lanes: I-380 to Santa Clara County Line</i> | \$ 75 | SMCTA | | | | |
| 2.X | <i>Reserve</i> | \$ 60 | ACTC | | | | |
| 3 | Goods Movement and Mitigation | \$ 160 | MTC/ACTC | | | | |
| 3.1 | <i>GoPort 7th St Grade Separation East</i> | \$ 55 | ACTC | \$ 55.0 | \$ 55.0 | 4598 | 7/26/2023 |
| 3.2 | <i>Railroad Safety Enhancement Program</i> | \$ 25 | ACTC | | | | |
| 3.3 | <i>Neighborhood and Railroad Safety Improvements Near the Port of Oakland</i> | \$ 55 | City of Oakland | | | | |
| 3.X | <i>Remaining GoPort projects</i> | \$ 25 | | | | | |
| 4 | San Francisco Bay Trail / Safe Routes to Transit | \$ 150 | MTC | | | | |
| 5 | Ferry Enhancement Program | \$ 300 | WETA | | | | |
| 5.1 | <i>Mission Bay Ferry Landing</i> | \$ 25 | WETA | \$ 25.0 | | | |
| 6 | BART to San Jose Phase 2 | \$ 375 | VTA | | | | |
| 7 | Sonoma-Marin Area Rail Transit (SMART) | \$ 40 | SMART | \$ 5.0 | | | |
| 8 | Capitol Corridor | \$ 90 | CCJPA | | | | |
| 9 | Caltrain Downtown Extension | \$ 325 | MTC/tbd | | | | |
| 10 | Muni Fleet Expansion & Facilities | \$ 140 | SFMTA | | | | |
| 11 | Core Capacity Transit Improvements | \$ 140 | MTC/ACTC/AC Transit | | | | |
| 12 | AC Transit Rapid Bus Corridor Improvements | \$ 100 | AC Transit/ACTC | | | | |
| 13 | Transbay Rail Crossing | \$ 50 | BART | | | | |
| 14 | Tri-Valley Transit Access Improvements | \$ 100 | MTC /tbd | | | | |
| 15 | Eastridge to BART Regional Connector | \$ 130 | VTA | | \$ 130.0 | 4596 | 7/26/2023 |
| 16 | San Jose Diridon Station | \$ 100 | VTA | \$ 30.0 | \$ 30.0 | 4608 | 10/25/2023 |

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

| Project No. | Project Title ^{1,2} | Funding Amount (\$M) | Project Sponsor/ Implementing Agency ^{1,2} | LONP Issued ³ (\$M) | Allocated Amount ⁴ (\$M) | Allocating Resolution | Most Recent Allocation Date ⁴ |
|-------------|--|----------------------|---|--------------------------------|-------------------------------------|-----------------------|--|
| 17 | Dumbarton Corridor Improvements | \$ 130 | BATA/ACTC/ SMCTD/SMCTA | | | | |
| 18 | Highway 101/ State Route 92 Interchange | \$ 50 | C/CAG/ SMCTA | | | | |
| 18.1 | 101/92 Area Improvements Project | | SMCTA | \$ 0.025 | | | |
| 18.2 | 101/92 Direct Connector Project | | SMCTA | \$ 2.0 | \$ 2.0 | 4599 | 7/26/2023 |
| 19 | Contra Costa I-680/SR-4 Interchange Improvements | \$ 210 | CCTA | | | | |
| 19.1 | I-680/SR-4 Interchange Improvement Phase 1 and 2A | \$ 8 | CCTA | \$ 8.0 | \$ 13.0 | 4586 | 6/26/2023 |
| 20 | Highway 101-Marin/Sonoma Narrows | \$ 120 | TAM/SCTA | | | | |
| 20.1 | Marin Segment | \$ 88 | TAM | \$ 88.0 | \$ 88.0 | 4593 | 6/26/2023 |
| 21 | Solano County I-80/I-680/SR-12 Interchange Project | \$ 150 | STA | \$ 18.6 | \$ 1.9 | 4594 | 6/26/2023 |
| 22 | Interstate 80 Westbound Truck Scales | \$ 105 | STA | \$ 5.3 | \$ 30.7 | 4595 | 6/26/2023 |
| 23 | State Route 37 Improvements | \$ 100 | TAM/NVTA/STA/SCTA | | | | |
| 23.1 | SR 37 and Fairgrounds Drive Interchange | \$ 15 | STA | | \$ 15.0 | 4602 | 7/26/2023 |
| 23.2 | Interim Segment B - PAED & PS&E | \$ 20 | SCTA | \$ - | \$ 6.0 | 4607 | 10/25/2023 |
| 23.3 | Hwy 37/121 Improvements - PAED | \$ 4 | SCTA | | | | |
| 23.4 | Segments A1 & A2 Levee Study | 3 | TAM | | | | |
| 23.5 | Segment A & B Improvements | \$ 58 | SCTA/TAM | | | | |
| 24 | San Rafael Transit Center | \$ 30 | GGBHTD | | | | |
| 25 | Richmond-San Rafael Bridge Access Improvements | \$ 210 | BATA/CCTA/TAM | | | | |
| 25.1 | US-101/I-580 Direct Connector | \$ 135 | TAM | \$ 5.6 | \$ 7.8 | 4606 | 10/25/2023 |
| 25.X | Projects in Contra Costa County | \$ 75 | BATA/CCTA | | | | |
| 26 | North Bay Transit Improvements | \$ 100 | MTC | | | | |
| 26.1 | Vine Transit Maintenance Facility | \$ 20 | NVTA | \$ 20.0 | \$ 20.0 | 4584 | 6/26/2023 |
| 26.2 | Solano Rail Hub | \$ 2 | STA | | \$ 2.0 | 4584 | 7/26/2023 |
| 26.3 | County Connection Bus Replacements | \$ 5 | CCCTA | | \$ 5.0 | 4584 | 9/27/2023 |
| 26.X | Solano Projects TBD | \$ 18 | STA | | | | |
| 26.X | Contra Costa Projects TBD | \$ 15 | CCTA | | | | |
| 26.X | Sonoma Projects TBD | \$ 20 | SCTA | | | | |

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

| Project No. | Project Title ^{1,2} | Funding Amount (\$M) | Project Sponsor/ Implementing Agency ^{1,2} | LONP Issued ³ (\$M) | Allocated Amount ⁴ (\$M) | Allocating Resolution | Most Recent Allocation Date ⁴ |
|--------------|--|----------------------|---|--------------------------------|-------------------------------------|-----------------------|--|
| 26.X | <i>Marin Projects TBD</i> | \$ 20 | TAM | | | | |
| 27 | State Route 29 | \$ 20 | NVTA | \$ 20.0 | \$ 20.0 | 4583 | 6/26/2023 |
| 28 | Next-Generation Clipper Transit Fare Payment System | \$ 50 | MTC | \$ 30.0 | | | |
| 29 | I-680/I-880/Route 262 Freeway Connector | \$ 15 | ACTC | \$ 10.0 | \$ 10.0 | 4601 | 7/26/2023 |
| 30 | I-680/SR 84 Interchange Reconstruction Project | \$ 85 | ACTC | \$ 85.0 | \$ 85.0 | 4600 | 7/26/2023 |
| 31 | I-80 Transit Improvements | \$ 25 | CCTA | | | | |
| 32 | Byron Highway Vasco Road Airport Connector | \$ 10 | CCTA | | | | |
| 33 | Vasco Road Safety Improvements | \$ 15 | CCTA | | | | |
| 34 | East Contra Costa County Transit Intermodal Center | \$ 15 | CCTA | | | | |
| 34.1 | <i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i> | \$ 13 | CCTA | \$ 13.0 | \$ 13.0 | 4585 | 6/26/2023 |
| 35 | I-680 Transit Improvements | \$ 10 | CCTA | | | | |
| Total | | \$ 4,450 | | \$ 602.1 | \$ 699.4 | | |

Notes

- 1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=30914.7.
- 2 Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.
- 3 LONPs have been issued under MTC Res. No. 4412
- 4 Inclusive of current month requests, which are indicated in **bold font**.

October 2023 Recommended RM3 Allocation – Project Summaries

SCTA & MTC – SR-37 Sears Point to Mare Island Improvement Project (\$6 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. The Sonoma County Transportation Authority (SCTA) is the project sponsor and is working directly with the Metropolitan Transportation Commission (MTC) to serve as the implementing agency for RM3 Project 23.2, SR-37 Sears Point to Mare Island Improvement Project. SCTA and MTC request allocating \$6 million in RM3 funds: \$3.5 million for the design phase and \$2.5 million for the right-of-way phase. The SR-37 Sears Point to Mare Island Improvement project will implement an integrated approach to improving traffic flow and peak travel times, increasing vehicle occupancy, while also supporting multimodal travel, improving safety and public access, and providing environmental enhancements on the corridor. Both the design and right-of-way phases are underway and on track for completion in 2025.

TAM – Richmond-San Rafael Bridge Access Improvements Project (\$7.8 million)

RM3 provides \$210 million in toll funds to RM3 Project 25, the US-101/I-580 Direct Connector project. The Transportation Authority of Marin (TAM) is the project sponsor for RM3 Project 25.1, Richmond-San Rafael Bridge Access Improvements in Marin County. The Marin segment includes \$135 million in toll funds to implement eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, remove regional traffic from the local street network, and to increase multi-modal options. MTC approved and issued an LONP for the Marin improvements for \$5.6 million for the environmental phase in July 2020.

The project began the environmental phase in July 2019 and is on track to be completed by January 2026. TAM requests allocation of \$7.8 million in environmental funds, which exceeds the approved LONP amount by \$2.2 million due to additional environmental work discovered during the phase.

VTA - San José Diridon Station Project (\$30 million)

Santa Clara Valley Transportation Authority (VTA) is requesting \$30M to fund planning and early property acquisition for the San José Diridon Station Project, consistent with its LONP

approved in November 2022. This project 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.

VTA previously completed conceptual engineering for the project and identified a rail transportation corridor, which includes several properties' needs outside the existing rail corridor. The project is currently going through a business case analysis, which will conclude in late 2024. The project will then move forward to environmental analysis and additional engineering. Per its Initial Project Report, the right of way and property acquisition phase is expected to be completed by 2026. Despite the early nature of this proposed right of way purchase, it is advantageous to move forward with purchase of this site at this time due to (1) its presence in the rail transportation corridor under identified alternatives, (2) proposed development by the current owner of the site which would make future use of the site for transportation more arduous and likely costlier, and (3) the opportunity to purchase the land now.

Due to the preliminary design of the project, there are no cost estimates yet for the upcoming phases of this project. The remaining capital funding for this RM Project 16 after this recommended allocation will be \$70 million.

As noted in the November 2022 staff memo for the LONP, RM3 statute specifies that for this project, "The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes." Although the Diridon Station project is still in the conceptual phases, MTC staff understands these topics to be appropriately under consideration by VTA. Additionally, in April 2023 the City of San Jose approved entry into a predevelopment agreement on an SJC Airport to Diridon Station Connector project under a Design-Build-Finance-Operate-Maintain delivery model. Regarding the prioritization of non-auto access modes, the current concepts under development through the DISC project maintain a goal to have heavy rail, light rail, bus, bicycle, and pedestrian access in close proximity and utilize direct connections to facilitate transfers.



Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street San Francisco, CA 9410

DATE: 10/03/23

Dear Chairperson Pedroza and Commissioners,

The City of San José would like to thank MTC staff for recommending the allocation of \$30 million in Regional Measure 3 funding to advance the integrated Diridon Station project. This funding will enable the integrated project to move forward expeditiously, including with preliminary property acquisition critical to maintaining quality rail and transit service at the redeveloped station.

Equitable transit-oriented communities are a critical part of San José's and the Bay Area's future. **The City of San José is committed to the principles and aims of the Transit-Oriented Communities (TOC) Policy and appreciates the Commission's role and responsibility to ensure quality transit investments.**

Although not required to come into compliance until 2026, the City has already made significant progress toward meeting MTC's TOC Policy requirements – especially with the Diridon Station Area Plan (DSAP, adopted May 2021) and Parking and Transportation Demand Management (TDM) Ordinance (adopted December 2022).

That said, we acknowledge that there are areas in which San José is not yet fully in compliance. **The City of San José commits to reviewing policies not yet in compliance with the TOC Policy as well as any necessary policy changes with our City Council and community at large, prior to 2026.**

The purpose of this letter is to share existing policies applicable to the Diridon Station area and their alignment with MTC's TOC Policy.¹ The following summarizes MTC goals and existing alignment, with a more detailed analysis of progress towards compliance available in Attachments 1 and 2.

In summary, the City of San José has *increased the housing supply*, especially affordable housing, in the Diridon Station area. The DSAP plans for up to 12,900 new homes – with 25% affordable, higher than our citywide 15% inclusionary requirement. The DSAP also includes an Affordable Housing Implementation Plan, focused on the production and preservation of affordable housing, as well as the protection of renters. The Affordable Housing Implementation Plan builds upon existing policies, programs, and strategies— including

¹ The City has not yet completed a comprehensive review to compare all 54 San José stations against the recently-released draft Administrative Guidance (September 2023). City staff have compared the TOC Policy to our adopted plans and policies near the Diridon Station – particularly the Diridon Station Area Plan (DSAP, updated May 2021) – and citywide policy regarding housing, community stabilization, complete streets, parking, and transportation demand management.



those in the adopted Citywide Residential Anti-Displacement Strategy and Housing Element. DSAP affordable housing recommendations were created after more than two years of deep listening and dialogue with those in the community most affected by displacement concerns and housing needs.

The City also greatly *increased the density of new commercial office development* near Diridon Station. The DSAP allows for up to 13.7 million square feet (MSF) of new office, and another 1MSF of active use and retail space. This equates to space for an estimated 44,000 new jobs in the area directly around Diridon Station. More than half (7.8MSF) of that development is part of Google’s entitled Downtown West project, and another 1.1MSF is proposed by Caltrain on sites directly across from Diridon Station.

The DSAP and Downtown Transportation Plan also prioritize *bus transit, active transportation, and shared mobility*, particularly to *Equity Priority Communities*. Special attention was given to connections in and out of the station area across Highway 87 and Interstate 280, given that the historic downtown core and neighborhoods to the east and south are equity priority communities. Projects that specifically advance this and are in our adopted Capital Improvement Program include transit and pedestrian improvements to Santa Clara Street and bikeway priority improvements to San Fernando Street.

In December 2022, San José became the largest U.S. city to *abolish nearly all parking minimums citywide*. Instead, developments are required to reduce demand for driving through transportation demand management (TDM) – reducing housing and development costs, traffic, and greenhouse gas emissions. In the Diridon Station area, however, the City has a long-standing contractual agreement with the Sharks and SAP Center to ensure that parking is available for event patrons. To meet this legal obligation, the City retained relatively low commercial parking requirements, with incentives for private developments to share their parking (at market rates) with the public. Additionally, the DSAP calls for a Parking and Transportation Management District to effectively manage parking and improve TDM resources.

Finally, the City shares MTC’s goal to *support and build partnerships* to create equitable transit-oriented communities. The redevelopment of Diridon Station is a partnership among the City, Caltrain, Valley Transportation Authority (VTA) and MTC with staff from all agencies helping the City create the DSAP and plans for the Station itself. Additionally, myriad partners – including the SAP Center, advocates, developers, and surrounding community and neighborhood associations – worked with the City to craft these plans. This includes a 38-member Station Area Advisory Group (SAAG) for the DSAP, as well as community-based organizations that partnered with the City to solicit diverse feedback over many years. These partnerships have laid the foundation for successful implementation of transit-oriented communities near Diridon Station.


















SAN JOSE
MAYOR
MATT
MAHAN

Thank you for your commitment to equitable transit-oriented communities like those we are endeavoring to build in San José. Your support of \$30 million in Regional Measure 3 funding will ensure we can preserve precious rail right-of-way and continue moving forward with the integrated Diridon Station project in a timely and cost-effective manner.

Sincerely,

Mayor Matt Mahan
City of San José

Attachment 1: Initial Summary of Compliance with MTC’s TOC Policy near Diridon Station

| Transit Oriented Communities (TOC) Policy Requirements | Status |
|--|---|
| Section 1: Density for New Residential & Commercial Office Development | |
| Minimum Zoning (Residential): Average of 100 units/net acre or higher |  |
| Maximum Zoning (Residential): Average of at least 150 units/net acre |  |
| Minimum Zoning (Commercial): Average of 4 Floor to Area Ratio (FAR) or higher |  |
| Maximum Zoning (Commercial): Average of 8 FAR or higher |  |
| Section 2: Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies | |
| At least two affordable housing production policies |  |
| At least two affordable housing preservation policies |  |
| At least two affordable housing protection and anti-displacement policies |  |
| At least one commercial stabilization policy |  |
| Section 3: Parking Management | |
| No minimum parking requirements |  |
| <i>*Other than targeted exception to meet existing contractual obligation</i> | |
| Parking maximum of 0.375 spaces per unit (residential) and 0.25 spaces per 1,000 sf (commercial) or lower |  |
| TDM Policy for New Development |  |
| Section 4: Station Access and Circulation | |
| Complete Streets |  |
| Project Prioritization / Implementation |  |
| Access Gap Analysis |  |
| Mobility Hubs |  |

 Compliant




 In Progress

Attachment 2: Details of Compliance with MTC’s TOC Policy near Diridon Station






Diridon Station – Compliance towards Transit Oriented Communities Policy

Status as of September 2023





Section 1: Density for New Residential & Commercial Office Development²

| <i>Required</i> | <i>Status (September 2023)</i> |
|---|---|
| Minimum Zoning (Residential): Average of 100 units/net acre or higher |  <p>Minimum density requirements would need to be raised (and/or imposed) to align with the TOC Policy.</p> <p>Currently, the DSAP includes three residential land use designations within a ½ mile of the Station:</p> <ol style="list-style-type: none"> 1. The majority is “Downtown”, a mixed-use designation without minimum residential density requirements to allow for a wide range of uses. 2. A sizable portion is “Transit Residential,” allowing for a minimum of 65 dwelling units (du)/acre. 3. A small portion is designated “Urban Residential” with a minimum of 30 du/acre. |
| Maximum Zoning (Residential): Average of at least 150 units/net acre |  <p>Maximum density requirements align with the new TOC Policy guidance:</p> <ol style="list-style-type: none"> 1. “Downtown” allows for up to 800 dwelling units/acre or 30 FAR. 2. “Transit Residential” allows for up to 450 du/acre. 3. “Urban Residential” allows for up to 95 du/acre. <p>*The Diridon Station area is subject to height and land use restrictions related to the Norman Y. Mineta International Airport. In 2019, in anticipation of the DSAP update, the City increased height limits through a change to its “One Engine Inoperable” policy, which added millions of square feet of new development potential to the Diridon Area. Proximity to the Airport remains the most significant limit on density in the Diridon Station area.</p> |
| Minimum Zoning (Commercial): Average of 4 Floor to Area Ration (FAR) or higher |  <p>Minimum density requirements would need to be raised (and/or imposed) to align with the TOC Policy. Currently, the DSAP includes three commercial land use designations within a ½ mile of the Station (Downtown, Commercial Downtown, and Transit Employment Center); all are intended for intensive job growth, but none have minimum density requirements.</p> |



² Calculations in accordance with new (September) draft Administrative Guidance have yet to be completed, as significant technical work is required to complete those.



| | |
|---|---|
| <p>Maximum Zoning (Commercial): Average of 8 FAR or higher</p> | <p> Maximum density requirements align with the new TOC Policy guidance:</p> <ol style="list-style-type: none"> 1. “Downtown” allows for up to 30 FAR. 2. “Commercial Downtown” allows for up to 15 FAR. 3. “Transit Employment Center” allows for up to 12 FAR. <p>*Per the above, proximity to the Airport limits achievable densities in some areas.</p> |
| <p>Section 2: Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies</p> | |
| <p>At least two affordable housing production policies</p> | <p> Affordable Housing Production Policies</p> <ul style="list-style-type: none"> - Inclusionary Zoning (15% citywide) - Affordable Housing Funding <ul style="list-style-type: none"> o Commercial linkage fee o Inclusionary in-lieu fee o Measure E (voter-approved property transfer tax) - Affordable Housing Overlay Zones (in adopted Housing Element) - Ministerial Approval (in adopted Housing Element) |
| <p>At least two affordable housing preservation policies</p> | <p> Affordable Housing Preservation Policies</p> <ul style="list-style-type: none"> - Funding to Preserve Unsubsidized Affordable Housing - Condominium Conversion Restrictions - Public/Community Land Trusts - Funding to Support Preservation Capacity - Mobile Home Preservation (policy and funding for repair) |
| <p>At least two affordable housing protection and anti-displacement policies</p> | <p> Affordable Housing Protection Policies</p> <ul style="list-style-type: none"> - Just Cause Eviction and Tenant Anti-Harassment Protections - No Net Loss and Right to Return to Demolished Homes (Ellis Act) - Legal Assistance for Tenants - Emergency Rental Assistance Program - Rent Stabilization - Mobile Home Rent Stabilization - Fair Housing Enforcement |
| <p>At least one commercial stabilization policy</p> | <p> Commercial Stabilization Policy</p> <ul style="list-style-type: none"> - Small business advocate office |

Section 3: Parking Management

| | |
|---|--|
| <p>No minimum parking requirement allowed</p> | <p> In December 2022, San José became the largest U.S. city to abolish nearly all parking minimums citywide.</p> <ul style="list-style-type: none"> - Instead, developments are required to reduce demand for driving through TDM – reducing housing and development costs, traffic, and greenhouse gas emissions. - TDM “credit” is provided to developments that unbundle and/or share parking to incentivize those parking management strategies. <p> - In the Diridon Station area, however, the City has a long-standing contractual agreement with the Sharks and SAP Center to ensure that parking is available for event patrons. To meet this legal obligation, the City retained relatively low commercial parking requirements (1 parking space per 1,000 sf), with incentives for private developments to share their parking (at market prices) with the public.</p> <ul style="list-style-type: none"> - Additionally, the DSAP called for a Parking and Transportation Management District to effectively manage parking and improve TDM resources. - This combination of policies minimizes the total amount of parking to be provided in the Diridon Station area, while meeting the City’s contractual obligation. |
| <p>Parking maximum of 0.375 spaces per unit (residential) and 0.25 spaces per 1,000 sf (commercial) or lower</p> | <p> Based on community engagement and stakeholder feedback, the City did not adopt parking maximums in the 2022 Parking and TDM Ordinance. Instead, the City incentivizes lower parking ratios by providing TDM “credit” to developments with smaller amounts of parking proposed (referred to as a “soft maximum”).</p> |
| <p>TDM Policy for New Development</p> | <p> The City’s 2022 Parking and TDM Ordinance requires the provision and enforcement of transportation demand management for new developments.</p> |

Section 4: Station Access and Circulation

| | |
|---|--|
| <p>Complete Streets</p> | <p> The City of San José adopted Complete Street Standards and Guidelines in 2018 https://www.sanjoseca.gov/home/showpublisheddocument/33113/636771160514830000</p> |
| <p>Project Prioritization / Implementation</p> | <p> The City recently completed the following CIP projects near Diridon Station:</p> <ul style="list-style-type: none"> - Safe Pathways to Diridon Station - Park Avenue Multimodal/Green Streets |

| | |
|-----------------------------------|--|
| | <ul style="list-style-type: none"> - St. John Street Multimodal/Bikeway - The Alameda Beautiful Way; and - Quick-Build Downtown Bikeways. <p>The following CIP projects near Diridon Station are currently underway:</p> <ul style="list-style-type: none"> - San Fernando Better Bikeway (ATP and locally-funded) - Santa Clara Street Transit/Pedestrian Priority (planning project, locally funded) and - “Hardening” Quick-Build Downtown Bikeways (MTC Quick-Strike funded). |
| <p>Access Gap Analysis</p> | <p> The Diridon Station Area Plan (DSAP, adopted 2021) can be accessed at https://www.sanjoseca.gov/home/showpublisheddocument/74711/637596294579770000; the Mobility Chapter is pages 118-163.</p> <ul style="list-style-type: none"> - The Downtown Transportation Plan (adopted 2022) further expands the geography of the DSAP, including to many nearby Equity Priority Communities; it can be accessed at https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/downtown-transportation-plan. |
| <p>Mobility Hubs</p> | <p> The Downtown Transportation Plan includes Mobility Hubs as a strategy and plans specific locations within the Downtown and Diridon areas. (See pages 103-105, https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/downtown-transportation-plan)</p> |

Date: October 25, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4606

This resolution approves the allocation of Regional Measure 3 funds for U.S. 101/ I-580 Multi-modal and Local Access Improvement project in Marin County, sponsored by the Transportation Authority of Marin (TAM).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$7.8 million in RM3 funds to the environmental phase for the U.S. 101/ I-580 Multi-modal and Local Access Improvement project in Marin County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated October 11, 2023.

Date: October 25, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for U.S. 101/ I-580 Multi-modal and Local Access Improvement project in Marin County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4606

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the U.S. 101/ I-580 Multi-modal and Local Access Improvement project in Marin County (PROJECT) is part of the programmatic category of projects identified within capital project number 25 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Transportation Authority of Marin (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

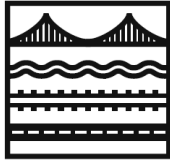
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 25, 2023.



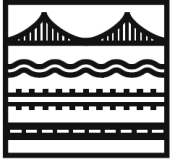
Regional Measure 3 Allocation of Funds Allocation Summary

| | |
|---------------------------|--|
| RM3 Project Number | 25.1 |
| Project Title | U.S. 101/ I-580 Multi-modal and Local Access Improvement Project |
| Project Sponsor | Transportation Authority of Marin |

| Activities to be funded with Allocation #1: | | | | | |
|--|---------------|-------|--------------------|-----------------|-------------------|
| This allocation will fund the environmental phase of the U.S. 101/ I-580 Multi-modal and Local Access Improvement Project in Marin County. | | | | | |
| Funding Information: | | | | | |
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24460601 | 25-Oct-23 | PA&ED | FY 2023-24 | 30-Jun-26 | \$ 7,800,000 |

| | |
|---------------------------------|--------------|
| Cumulative Total - Allocation 1 | \$ 7,800,000 |
|---------------------------------|--------------|

| | |
|---------------------------------|--------------|
| Cumulative Total - Project 25.1 | \$ 7,800,000 |
|---------------------------------|--------------|



Regional Measure 3

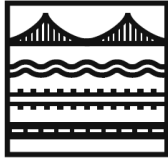
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|--|
| RM3 Project Number | 25.1 |
| Project Title | U.S. 101/ I-580 Multi-modal and Local Access Improvement Project |
| Project Sponsor | Transportation Authority of Marin |

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

| Conditions of Allocation #1 | |
|-----------------------------|-------|
| 1 | None. |
| 2 | |

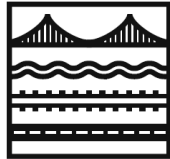


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | | |
|--|--|----------------------------|
| RM3 Project Number | 25.1 | |
| Project Title | U.S. 101/ I-580 Multi-modal and Local Access Improvement Project | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Transportation Authority of Marin | | TAM |
| Legislated Project Description | RM3 Legislated Funding (in \$1,000s) | |
| (25) Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. One hundred thirty five million dollars (\$135,000,000). | \$135,000 | |
| Sponsor Programming and Allocation Request Action | | |
| TAM approved the allocation resolution, Resolution No. 23-13, on September 28, 2023. | | |
| Detailed Project/Subproject Description | | |
| The purpose of the proposed project is to accommodate traffic approaching the Richmond-San Rafael Bridge from Marin, to remove regional traffic from the local street network, and to increase multi-modal options. Construct a direct connection route between northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel toward Contra Costa County. The eastbound approach to the RSR Bridge contains traffic accesses to the bridge through low-speed local road traffic signals, resulting in traffic delays on local roads and US 101. | | |



Regional Measure 3

Allocation of Funds

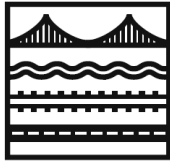
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|--|
| RM3 Project Number | 25.1 |
| Project Title | U.S. 101/ I-580 Multi-modal and Local Access Improvement Project |
| Project Sponsor | Transportation Authority of Marin |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
|------------------------------|---------------------|------------------------|----------------------------|--------|--------|
| ENV | RM3 | Yes | \$ 7,800 | Jul-19 | Jan-26 |
| | TAM Local Sales Tax | Yes | \$ 1,200 | | |
| | | | | | |
| | ENV Subtotal | | \$ 9,000 | | |
| PSE | RM3 | Yes | \$ 9,000 | Jan-26 | Apr-28 |
| | | | | | |
| | | | | | |
| | PSE Subtotal | | \$ 9,000 | | |
| ROW | RM3 | Yes | \$ 30,000 | Jan-28 | Dec-30 |
| | | | | | |
| | ROW Subtotal | | \$ 30,000 | | |
| CON | RM3 | Yes | \$ 88,200 | Jan-31 | Dec-33 |
| | TAM Local Sales Tax | Yes | \$ 16,000 | | |
| | Future Need | No | \$ 70,800 | | |
| | | | | | |
| | | | | | |
| | CON Subtotal | | \$ 175,000 | | |
| Capital Funding Total | | | \$ 223,000 | | |



Regional Measure 3 Allocation of Funds Cash Flow Plan

| | |
|---------------------------|--|
| RM3 Project Number | 25.1 |
| Project Title | U.S. 101/ I-580 Multi-modal and Local Access Improvement Project |
| Project Sponsor | Transportation Authority of Marin |

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

| Funding Source | Phase | Prior | 2022-23 | 2023-24 | 2024-25 | 2025-26 | Future committed | Total Amount (\$ thousands) |
|------------------------------|-------|----------|----------|----------|----------|----------|------------------|-----------------------------|
| RM 3 | PA&ED | | \$ 2,150 | \$ 2,000 | \$ 2,000 | \$ 1,650 | | \$ 7,800 |
| TAM Local Sales | PA&ED | \$ 1,200 | | | | | | \$ 1,200 |
| | | | | | | | | \$ - |
| ENV Subtotal | | \$ 1,200 | \$ 2,150 | \$ 2,000 | \$ 2,000 | \$ 1,650 | \$ - | \$ 9,000 |
| RM3 | PSE | | | | | | \$ 9,000 | \$ 9,000 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| PSE Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,000 | \$ 9,000 |
| RM3 | ROW | | | | | | \$ 30,000 | \$ 30,000 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ROW Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 30,000 | \$ 30,000 |
| RM3 | CON | | | | | | \$ 88,200 | \$ 88,200 |
| TAM Local Sales | CON | | | | | | \$ 16,000 | \$ 16,000 |
| Future Need | CON | | | | | | \$ 70,800 | \$ 70,800 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| CON Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 175,000 | \$ 175,000 |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 2,000 | \$ 2,000 | \$ 1,650 | \$ 127,200 | \$ 132,850 |
| Capital Funding Total | | \$ 1,200 | \$ 2,150 | \$ 2,000 | \$ 2,000 | \$ 1,650 | \$ 214,000 | \$ 223,000 |

Date: October 25, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4607

This resolution approves the allocation of Regional Measure 3 funds for SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties, sponsored by the Sonoma County Transportation Authority (SCTA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$3.5 million in RM3 funds to the final design phase and \$2.5 million to the right-of-way phase for the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated October 11, 2023.

Date: October 25, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for SR 37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4607

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the SR 37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties (PROJECT) is part of the programmatic category of projects identified within capital project number 23 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Sonoma County Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

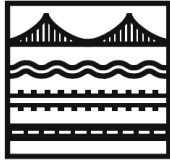
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 25, 2023.



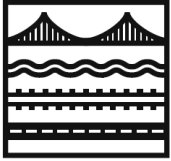
Regional Measure 3 Allocation of Funds Allocation Summary

| | |
|---------------------------|--|
| RM3 Project Number | 23.2 |
| Project Title | SR-37 Sears Point to Mare Island Improvement Project |
| Project Sponsor | Sonoma County Transportation Authority |

| Activities to be funded with Allocation #1: | | | | | |
|--|---------------|-------|--------------------|-----------------|-------------------|
| This allocation will fund the final design and right of way phases of the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties. | | | | | |
| Funding Information: | | | | | |
| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
| 24460701 | 25-Oct-23 | PS&E | FY 2023-24 | 30-Jun-25 | \$ 3,500,000 |
| 24460702 | 25-Oct-23 | ROW | FY 2023-24 | 30-Jun-25 | \$ 2,500,000 |

| | |
|--|---------------------|
| Cumulative Total - Allocation 1 | \$ 6,000,000 |
|--|---------------------|

| | |
|--|---------------------|
| Cumulative Total - Project 23.2 | \$ 6,000,000 |
|--|---------------------|



Regional Measure 3

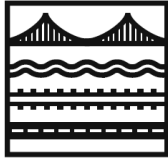
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|--|
| RM3 Project Number | 23.2 |
| Project Title | SR-37 Sears Point to Mare Island Improvement Project |
| Project Sponsor | Sonoma County Transportation Authority |

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

| Conditions of Allocation #1 | |
|-----------------------------|-------|
| 1 | None. |
| 2 | |

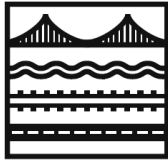


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | | |
|---|--|----------------------------|
| RM3 Project Number | 23.2 | |
| Project Title | SR-37 Sears Point to Mare Island Improvement Project | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Sonoma County Transportation Authority (SCTA) | Metropolitan Transportation Commission (MTC) | MTC |
| Legislated Project Description | RM3 Legislated Funding (in \$1,000s) | |
| (23) Fund 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. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may used on any segment along this corridor, as determined by the project sponsors. One hundred million dollars (\$100,000,000). | \$20,000 | |
| Sponsor Programming and Allocation Request Action | | |
| As the implementing agency MTC is not required to adopt an RM3 allocation resolution or take additional action to receive RM3 funding. Future allocations to SCTA will include allocation resolutions. | | |
| Detailed Project/Subproject Description | | |
| The preferred Project alternative will reconfigure the existing roadway to provide an HOV lane and toll lane in each direction from just west of SR-121 to the Mare Island interchange, widen the existing bridge over Tolay Creek, and implement interregional and local public transit. The Project will increase opportunities for carpools and bus transit, improve public access, implement corridor-wide ITS, promote mode shift, reduce VMT, introduce means-based tolling, and make SR-37 more sustainable by reducing near term flooding. | | |



Regional Measure 3

Allocation of Funds

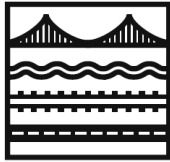
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|--|
| RM3 Project Number | 23.2 |
| Project Title | SR-37 Sears Point to Mare Island Improvement Project |
| Project Sponsor | Sonoma County Transportation Authority |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
|------------------------------|--------------------------|------------------------|----------------------------|--------|--------|
| ENV | Local | Yes | \$ 8,000 | Jul-20 | Feb-23 |
| | | | | | |
| | | | | | |
| | ENV Subtotal | | \$ 8,000 | | |
| PSE | RM3 | Yes | \$ 3,500 | Apr-23 | Apr-25 |
| | SB 170 Funds | Yes | \$ 4,000 | | |
| | Other | | \$ 16,000 | | |
| | PSE Subtotal | | \$ 23,500 | | |
| ROW | RM3 | Yes | \$ 2,500 | Apr-23 | Mar-25 |
| | Other | | \$ 62,000 | | |
| | ROW Subtotal | | \$ 64,500 | | |
| CON | Other Future Grants | No | \$ 84,000 | Feb-25 | Dec-27 |
| | Future SR37 Toll Revenue | No | \$ 100,000 | | |
| | SB1 SCCP | No | \$ 70,000 | | |
| | TCEP | No | \$ 80,000 | | |
| | | | | | |
| | CON Subtotal | | \$ 334,000 | | |
| Capital Funding Total | | | \$ 430,000 | | |



Regional Measure 3

Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|--|
| RM3 Project Number | 23.2 |
| Project Title | SR-37 Sears Point to Mare Island Improvement Project |
| Project Sponsor | Sonoma County Transportation Authority |

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

| Funding Source | Phase | Prior | 2022-23 | 2023-24 | 2024-25 | 2025-26 | Future committed | Total Amount (\$ thousands) |
|------------------------------|-------|-------|---------|----------|---------|---------|------------------|-----------------------------|
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RM3 | PSE | | | \$ 3,500 | | | | \$ 3,500 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| PSE Subtotal | | \$ - | \$ - | \$ 3,500 | \$ - | \$ - | \$ - | \$ 3,500 |
| RM3 | ROW | | | \$ 2,500 | | | | \$ 2,500 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ROW Subtotal | | \$ - | \$ - | \$ 2,500 | \$ - | \$ - | \$ - | \$ 2,500 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| CON Subtotal | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RM 3 Funding Subtotal | | \$ - | \$ - | \$ 6,000 | \$ - | \$ - | \$ - | \$ 6,000 |
| Capital Funding Total | | \$ - | \$ - | \$ 6,000 | \$ - | \$ - | \$ - | \$ 6,000 |

Date: October 25, 2023
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4608

This resolution approves the allocation of Regional Measure 3 funds for San Jose Diridon Station project, sponsored by the Santa Clara Valley Transportation Authority.

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$30 million in RM3 funds to the Santa Clara Valley Transportation Authority for the right of way and property acquisition phase of the San Jose Diridon Station project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated October 11, 2023.

Date: October 25, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for San Jose Diridon Station Project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4608

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

ABSTRACT

MTC Resolution No. 4607

Page 2

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the San Jose Diridon Station Project is identified as capital project number 16 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Santa Clara Valley Transportation Authority (VTA) is the project sponsor for the San Jose Diridon Station Project; and

WHEREAS, VTA has submitted a request for the allocation of RM3 funds for the San Jose Diridon Station Project; and

WHEREAS, VTA has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the VTA is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of VTA's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, this allocation is conditioned on satisfaction of the requirement that appropriate determinations under CEQA/NEPA have been made by the lead agency for

ABSTRACT

MTC Resolution No. 4607

Page 3

compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) prior to disbursement of RM3 funds for the projects and purposes listed and recorded in Attachment A; now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of VTA's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon VTA complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

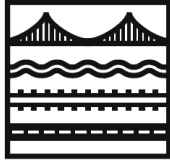
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 25, 2023.



Regional Measure 3 Allocation of Funds Allocation Summary

| | |
|---------------------------|---|
| RM3 Project Number | 16 |
| Project Title | San Jose Diridon Station |
| Project Sponsor | Santa Clara Valley Transportation Authority |

Activities to be funded with Allocation #1:

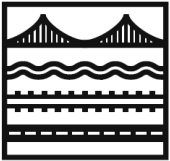
This allocation will fund planning and early property acquisition for the San Jose Diridon Station Project in Santa Clara County. LONP approved for the PS&E and right-of-way phases for \$30,000,000 on November 16, 2022.

Funding Information:

| Allocation Instruction No. | Approval Date | Phase | Reimbursement Year | Expiration Date | Allocation Amount |
|-------------------------------|------------------|-------|-----------------------|--------------------|----------------------|
| 24460801 | 25-Oct-23 | ROW | FY 2023-24 | 30-Jun-26 | \$ 30,000,000 |

| | |
|---------------------------------|---------------|
| Cumulative Total - Allocation 1 | \$ 30,000,000 |
|---------------------------------|---------------|

| | |
|-------------------------------|---------------|
| Cumulative Total - Project 16 | \$ 30,000,000 |
|-------------------------------|---------------|



Regional Measure 3

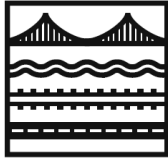
Allocation of Funds

Conditions of Allocation

| | |
|---------------------------|---|
| RM3 Project Number | 16 |
| Project Title | San Jose Diridon Station |
| Project Sponsor | Santa Clara Valley Transportation Authority |

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

| | |
|---|--|
| Conditions of Allocation #1 | |
| This allocation is contingent upon completion of the following: | |
| 1 | Satisfaction of the requirement that appropriate determinations under CEQA/NEPA have been made by the lead agency prior to disbursement of RM3 funds. |
| 2 | Agreement between MTC and VTA on the mechanism to ensure the return of RM3 funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project. |
| 3 | That the project is deemed in compliance with the requirements of the Transit-Oriented Communities Policy contained in MTC Resolution 4530. |

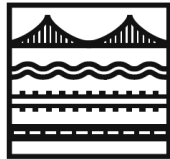


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | | |
|--|---|----------------------------|
| RM3 Project Number | 16 | |
| Project Title | San Jose Diridon Station | |
| Lead Sponsor(s) | Other Sponsor(s) | Implementing Agency |
| Santa Clara Valley Transportation Authority | | VTA |
| Legislated Project Description | RM3 Legislated Funding (in \$1,000s) | |
| (16) San Jose Diridon Station. Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes. The project sponsor is the Santa Clara Valley Transportation Authority. ☐ ☐ ☐ | \$100,000 | |
| Sponsor Programming and Allocation Request Action | | |
| The VTA Commission adopted the allocation resolution at its meeting on June 1, 2023. | | |
| Detailed Project/Subproject Description | | |
| The San Jose Diridon project 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. Santa Clara Valley Transportation Authority (VTA) is requesting \$30M to fund planning and early property acquisition for the San Jose Diridon Station Project. | | |



Regional Measure 3

Allocation of Funds

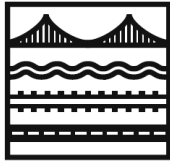
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

| | |
|---------------------------|---|
| RM3 Project Number | 16 |
| Project Title | San Jose Diridon Station |
| Project Sponsor | Santa Clara Valley Transportation Authority |

Project Funding Plan

Project Schedule

| Phase | Funding Source | Committed? (Yes/No) | Total Amount (\$1,000s) | Start | End |
|------------------------------|----------------|------------------------|----------------------------|-------|------|
| ENV | TBD | | TBD | 2024 | 2026 |
| | | | | | |
| | | | | | |
| | | | | | |
| PSE | TBD | | TBD | 2026 | 2028 |
| | | | | | |
| | | | | | |
| | | | | | |
| ROW | RM-3 | | \$ 30,000 | 2022 | 2028 |
| | | | | | |
| | | | | | |
| | | | \$ 30,000 | | |
| CON | TBD | | TBD | 2028 | 2033 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Capital Funding Total | | | \$ 30,000 | | |



Regional Measure 3

Allocation of Funds

Cash Flow Plan

| | |
|---------------------------|---|
| RM3 Project Number | 16 |
| Project Title | San Jose Diridon Station |
| Project Sponsor | Santa Clara Valley Transportation Authority |

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

| Funding Source | Phase | Prior | 2022-23 | 2023-24 | 2024-25 | 2025-26 | Future committed | Total Amount (\$ thousands) |
|------------------------------|-------|-------|---------|-----------|---------|---------|------------------|-----------------------------|
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ENV Subtotal | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| PSE Subtotal | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RM-3 | ROW | | | \$ 30,000 | | | | \$ 30,000 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| ROW Subtotal | | | \$ - | \$ 30,000 | \$ - | \$ - | \$ - | \$ 30,000 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| CON Subtotal | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RM 3 Funding Subtotal | | | \$ - | \$ 30,000 | \$ - | \$ - | \$ - | \$ 30,000 |
| Capital Funding Total | | | \$ - | \$ 30,000 | \$ - | \$ - | \$ - | \$ 30,000 |