

March 2024 Recommended RM3 Allocations – Project Summaries

Bay Area Corridor Express Lanes

RM3 provides \$316.7 million in toll funds to RM3 Project 2, Bay Area Corridor Express Lanes. This RM3 programmatic category funds activities to complete the Bay Area Express Lane Network. One allocation under this category is proposed this month:

BAIFA - I-80 Express Lanes in Solano County (Toll System)

As part of the Solano I-80 Express Lanes project, the Bay Area Infrastructure Financing Authority (BAIFA) is the sponsor for concurrent work on the toll systems on the project. MTC approved a \$31.2 million LONP for the toll systems contracts in 2021, and MTC previously allocated \$14.6 million in June 2023. This month, staff recommends allocating the remaining \$16.7 million. This remaining amount was originally associated with the Solano I-80/I-680/SR-12 Interchange project funding plan and was transferred to the Express Lanes project in January 2024 via an RM3 program amendment.

I-680/SR-4 Interchange Improvements

CCTA – I-680/SR-4 Interchange Improvements - Trail Connection Feasibility Study

As part of the I-680/SR-4 Interchange Improvements project, CCTA proposes funding a feasibility study to define alternatives to connect the Iron Horse Trail and Contra Costa Trail to provide access to the park and ride lot at the west side of the interchange. By providing connectivity of the trails, commuters will be offered another mode of transportation, thus reducing congestion at the interchange. CCTA requests allocation of \$500,000 for the feasibility study, which should be complete by mid-2025.

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 – Presidio Yard Modernization Project

The Presidio Modernization Project (Project #10.6) will result in the partial demolition and reconstruction of the existing 110+ year old transit facility to service an all-electric Battery Electric Bus (BEB) transit fleet in the future. The site is 5.4 acres on Geary Boulevard at the cross streets of Presidio and Masonic Avenues. The existing facility services 132 40' trolley buses in a building designed to maintain streetcars and that was last significantly upgraded in 1950. The new facility is projected to service 215+ 40' and 60' BEBs that represent the next era of electric, zero-emission bus transportation. Above the transit facility the SFMTA Paratransit operations facility may be built, which is currently operating in leased spaces. Additionally, parallel development plans are also being drafted to build a mixed used development of commercial spaces and up to 600 units of affordable and market rate housing adjacent to the transit facility. All facility plans include a commitment to preserve the historic 1912 Muni structure's features as a part of the mixed-use development. The requested funding will support moving the project through preliminary planning (already underway) and associated environmental review (CEQA and NEPA) approval actions and could serve as a local match to proposed grants that would get the project through the design phase. The estimated completion for the environmental phase is early FY 2026-27.

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 - Shoreline Electrical Program

The Shoreline Electrical Program (Project #5.2) will develop shoreside charging infrastructure throughout the WETA system, allowing WETA to operate electric vessels throughout the Central Bay. The project will provide charging capabilities at both passenger terminals and maintenance facilities, allowing WETA electric vessels to charge

during overnight berthing, midday layovers and even between peak trips. Without the project, WETA will be unable to operate electric vessels, meaning that it will eventually be out of compliance with CARB requirements and forced to cease operations. Creating the ability to charge electric vessels will save millions of dollars annually in both fuel and maintenance expenses. The requested funding will cover preliminary engineering to support environmental review and project approvals for electrification of the Central Bay portion (Alameda Main Street, Seaplane Lagoon, Downtown San Francisco, Treasure Island, Mission Bay). The phase will also include environmental review documentation and work efforts for project approvals. The infrastructure included in this project involves coordination with multiple electric utilities, city partners and permitting agencies.

Highway 101/ State Route 92 Interchange

SMCTA-101/92 Area Improvements Project

The San Mateo County Transportation Authority (SMCTA) is the project sponsor for RM3 Project 18, Highway 101/ State Route 92 Interchange. RM3 provides \$50 million in toll funds for improvements to Highway 101/ State Route 92 Interchange, which includes toll funds for project 18.1: Highway 101/ State Route 92 Interchange - 101/92 Area Improvements Project. The 101/92 Area Improvements Project will provide improvements at the US 101 and SR 92 Interchange with up to four build improvements in the project area including:

- Westbound SR 92 to southbound US 101 loop ramp;
- Northbound and southbound US 101 to eastbound SR 92 merging and re-striping improvement;
- Southbound US 101 Fashion Island Boulevard off-ramp;
- and a northbound US 101 at Hillsdale Boulevard off-ramp and intersection modification.

In March 2022, MTC approved a \$25,000 LONP for the right of way phase of the project. Construction is scheduled to begin by Summer 2024, right of way activities are anticipated to be complete by Summer 2025 and final construction of the project is

estimated to be complete by the end of 2026. SMCTA requests allocating \$25,000 in right of way funds consistent with the LONP, and \$19.3 million for the construction phase of the project.