December 2025 Recommended RM3 Allocations – Project Summaries

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). Two allocations are proposed under this category this month for Universal Charging Floats that support WETA's Rapid Electric Emission-Free (REEF) Ferry Program. These charging floats are an alternative to shoreside infrastructure, and will house high-speed charging equipment (up to 6 MW DC), lithium-ion battery storage, and power conversion systems within a float structure compatible with five different electric vessel types under procurement:

RM3 #5.7 WETA - Downtown San Francisco Gate G Universal Charging Float Project ($10.27 million)

The Project will construct an electrified Universal Charging Float (UCF) at SF Bay Ferry's Downtown San Francisco Terminal (Gate G).

The UCF will enable high-speed charging for new zero-emission electric ferries serving Mission Bay, Treasure Island, and expanded East Bay routes, and will reduce the need for shoreside infrastructure which often faces property and environmental restrictions. The float will integrate vessel charging towers, battery energy storage, and power conversion systems within a redesigned structure to support sustained electric ferry operations.

Total project costs are estimated to be $30 million, funded by RM3, FTA, and TIRCP funds. Full project construction is estimated to be completed in late 2029. The UCF will be the first of its kind in the United States.

RM3 #5.8 WETA - Seaplane Ferry Terminal Universal Charging Float (UCF) Project ($16.19 million)

This project will construct an electrified Universal Charging Float (UCF) at the Alameda Seaplane Terminal to enable zero-emission ferry service between Alameda and

Downtown San Francisco. Opportunity charging at the terminal is essential for sustained electric ferry operations, and the required infrastructure cannot be accommodated onshore, necessitating a redesign and replacement of the existing float.

Total project cost is $28.4 million, funded by RM3, FTA, CA Energy Commission, and Alameda County Measure BB, with construction completion anticipated in late 2029.

RM3 Project 10 - 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:

RM3 #10.1 SFMTA – Potrero Modernization Project ($42.39 million)

The Potrero Modernization Project will replace SFMTA's 100+ year-old Potrero Yard at 2500 Mariposa Street with a modern facility designed for an all-electric trolley bus fleet and future transition to battery-electric buses (BEBs). The existing yard, built in 1915 and last upgraded in 1950, currently services 153 trolley buses; the new facility will expand capacity to 213 buses and support operator training programs. This project is part of SFMTA's Building Progress Program, which aims to maximize property use through joint development, supporting City housing policies and SFMTA revenue goals for transit and other transportation services.

Construction completion is anticipated in mid-2030. The current estimate for the design and construction of the bus yard is $580 million borne by the developer in year of expenditure dollars. This project is being delivered under a public-private partnership and is currently under a predevelopment agreement. SFMTA anticipates entering into a project agreement with the developer in early 2026, followed by Financial Close, and the preconstruction "notice to proceed". At Financial Close, a Milestone 1 payment of approximately $65 million would be due. The requested $42.4 million in RM3 funds would go toward this Milestone 1 payment, with local, state, and federal sources covering the balance.

See detailed timeline for project phases below.

- **Predevelopment Agreement (November 2022-Current):** SFMTA and Lead Developer entered into a Predevelopment Agreement, under which the Lead Developer must perform certain predevelopment work at its own expense, including securing Project entitlements and reaching financial close for Project Agreement to procced with construction of the Bus Yard by mid-2030.
- **Design-Build-Finance Project Agreement (February 2026):** SFMTA will enter into a Design-Build-Finance Project Agreement with a lead infrastructure developer via Public-Private-Partnership delivery mechanism, where the developer will be responsible for design and construction of the facility.
- **Milestone Payment 1 (March 2026)**: Assumed at $65M, paid at Financial Closing and initiates preconstruction of the design-build scope under the terms of the Design-Build-Finance Project Agreement for the bus yard through late 2027. This preconstruction period will advance the bus yard design and lead into the construction phase of the project. Final amount may vary and will be confirmed before Commercial Closing.
- **Milestone Payment 2 (FY2030):** Assumed at $200M, paid in FY2030, contingent on meeting Project Agreement performance requirements of developer completing project construction.
- **Annual Payments (FY2032):** Assumed at $27M annually in nominal dollars, over a 30-year term (FY2032–FY2062). SFMTA will pay remainder of debt service following construction completion via annual project payments beginning in FY2032 for a 30-year term under Project Agreement. Inclusive of these payments, the total nominal dollar expenditure toward this project through 2062 is projected at $1.6 billion.

The project also enables the proposed **Bryant Street Housing Project** (~100 units), contingent on bus yard construction start.

RM3 Project 17 - Dumbarton Corridor Improvements Project

RM3 provides $130 million in toll funds to the 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:

RM3 #17.5 City of Union City – Quarry Lakes Parkway Project ($16.73 million)

The Quarry Lakes Parkway project will build a four-lane multimodal street with a landscaped median, buffered Class II bike lanes, and a continuous Class I multi-use trail, creating a gateway to Quarry Lakes Regional Park and improving safe access to Union City BART for Fremont and Union City residents. The full project includes three grade-separated underpasses to eliminate delays at two active railroad crossings, provides a critical secondary route parallel to Decoto Road, reducing congestion enhancing transit reliability for Dumbarton Express, AC Transit, and UC Transit.

This complex project involves multiple phases delivered concurrently to expedite completion. RM3 allocations support Union City's approach to advance ready-to-go components (see Figure 1 below):

- Phase 1 – $46 million estimated total cost for the 7th Street Connection (Between 7th Street and Mission Boulevard (Route 238). An allocation of **$2.58 million in RM3 funds is recommended this month for final design** of new roadway, including buffered bike lanes and transit stops, to be completed in early 2030.
    - Phase 1A - $4.4 million total cost for Corporation Yard (Block 6 Lot). An allocation of **$1 million in RM3 funds is recommended this month for**

construction of an interim bus storage for Union's City Corp Yard starting in 2026 and ending in 2027 to maintain transit fleet operations during Phase 1 construction.

- Phase 2 – $53 million total cost for the Gateway Connection (Old Alameda Creek to Alvarado-Niles Road).
    - An allocation of **$150,000 in RM3 funds is recommended this month for early right-of-way** activities such as gaining permits.
    - **A future RM3 allocation recommendation of $8.27 million will be considered for construction** of new roadway, including buffered bike lanes and transit stops. Phase 2 completed final design, and this phase will be constructed first to minimize environmental impacts. Completion is expected in 2029.
- Offsite Mitigation Phase – $13 million total cost. An allocation of **$13 million in RM3 funds is recommended this month** for habitat management and mitigation site design, construction and maintenance. Completion is expected in early 2027 and is required prior to Phase 2 construction.
- Phase 3 – $102 million estimated total cost for the 11th Street Connection (11th Street 7th Street). Design is 35% completed and is estimated to be completed in 2032.
- Phase 4 – total costs are estimated at $114 million with a not determined completion date.

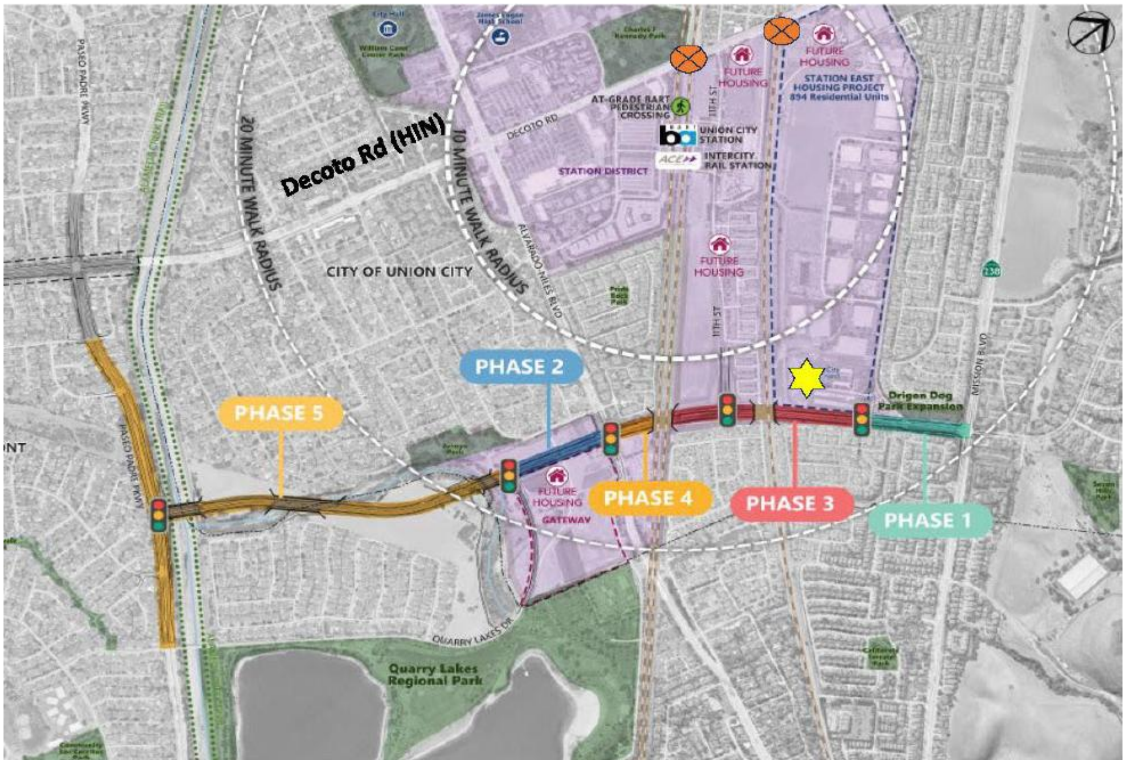

Figure 1. Union City Quarry Lakes Parkway Project. Please note that phase 5 has been dropped but could be a future project.

Phases 1, 1A, 2, and mitigation—totaling nearly $113 million—are fully funded and will be completed by 2030, providing independent utility and enabling future phases. Full project costs, including Phases 3 and 4, exceed $327 million. The project was unanimously approved by ACTC's Programs and Projects Committee on Nov 10, 2025, and was agendized for final approval by the ACTC Commission on Dec 4, 2025.

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. Two allocations under this category are proposed this month:

RM3 #25.6 City of Richmond, Richmond Wellness Trail Phase II Project ($2.5 million)

The Contra Costa Transportation Authority (CCTA) and the Bay Area Toll Authority (BATA) are included as project sponsors for RM3 Project 25, and both have designated the City of Richmond as the implementing agency for RM3 Project 25.6, the Richmond Wellness Trail Phase II project. This project will construct the second phase of the Richmond Wellness Trail, creating a continuous connection from the Richmond BART/Amtrak Station to the San Francisco Bay Trail and linking neighborhoods south of Cutting Boulevard to the Richmond Greenway Trail. Improvements include a road diet on Marina Way South, new Class IV cycle tracks and buffered bikeways, planting strips and trees, bus boarding islands, railroad crossing upgrades, and wayfinding signs. Richmond requests allocation of $2.5 million in RM3 funds for the construction phase, with construction anticipated to begin in early 2026.

RM3 #25.7 City of Richmond Neighborhood Complete Streets Project ($7.5 million)

The Contra Costa Transportation Authority (CCTA) and the Bay Area Toll Authority (BATA) are included as project sponsors for RM3 Project 25, and both have designated the City of Richmond as the implementing agency for RM3 Project 25.7, Neighborhood Complete Streets Project. This project will improve safe pedestrian and bicycle connectivity from Richmond's Iron Triangle neighborhood to the Richmond Ferry Terminal while also enhancing key streets that link to the Richmond Wellness Trail and regional bikeways. Improvements include road diets, new Class IV bike lanes, upgraded railroad crossings, traffic signal upgrades, ADA-compliant sidewalks, bus stop enhancements, storm drain facilities, tree planting, and pedestrian-scale lighting. Richmond requests allocation of $7.5 million in RM3 funds for the construction phase, with construction anticipated to begin in December 2026.