July 2025 Recommended RM3 Allocation – Project Summaries

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 #10.5. SFMTA – Battery Electric Bus Procurement Project ($2.85 million)

This month, SFMTA is requesting $2,847,420 to allow it to certify procurement contracts with Solaris, a major European bus manufacturer that intends to enter the US market, for three (3) 40-ft and three (3) 60-ft battery electric buses, along with associated spare parts, special tools, telematics licenses, and training. This purchase is part of a larger SFMTA strategy in which BEBs will be procured from three manufacturers: Gillig, New Flyer, and Solaris. The purchase from Solaris is intended to help expand purchasing options and address the increasing cost of procurement of BEBs. Since Solaris is currently ineligible for federal funding for procurement due to the FTA's Buy America requirements, RM3 funding is crucial in allowing the SFMTA to develop future BEB procurement strategies.

The RM3-funded BEB procurement is part of the SFMTA's phased and long-term Zero Emission Bus Rollout Plan and its Facilities Framework. While this funding request does not include charging infrastructure—which is being advanced separately and is required ahead of bus delivery—near-term facility upgrades include 12 additional charging stations at the Woods Yard and six at Islais Creek to support the BEBs funded by RM3.

Total project costs are estimated to be $44.4 million. RM3 funds were previously approved for design, for Gillig and New Flyer procurements. Procurement is estimated to be completed in 2027.

RM3 Project #11 - Core Capacity Transit Improvements

RM3 provides $140 million in toll funds to RM3 Project Core Capacity Transit Improvements. Per statute, this RM3 programmatic category is to "implement recommendations from the Core

Capacity Transit Study and other ideas to maximize person throughput in the transbay corridor. Eligible projects include, but are not limited to, transbay bus improvements and high-occupancy vehicle (HOV) lane access improvements. Priority funding shall be the Alameda-Contra Costa Transit District's (AC Transit) Tier 1 and Tier 2 projects identified in the study. The project sponsors are the Metropolitan Transportation Commission, Alameda County Transportation Commission, and AC Transit".

The Core Capacity Transit Study, published in 2017, listed four such priority projects for AC Transit:

Project Name	Tier	Status
AC Transit Bus Ramp to Transbay Terminal	Tier 1	Complete
AC Transit Richmond Facility Reopening / Reopening of the Richmond bus facility to support current operations	Tier 1	Complete
AC Transit Fleet Expansion / Expands fleet by 40 high-capacity buses	Tier 2	On hold
AC Transit West County Bus Facility / Relocation and expansion of Division 3 Bus facility and redevelopment of the current site as a transit-oriented development	Tier 2	On hold

The COVID-19 pandemic and subsequent travel pattern changes have changed transit focuses and needs compared to the baseline during the completion of the Core Capacity Transit Study, as BART ridership has not generally had capacity issues. As a result, AC Transit service transitioned from the goal of expanding transbay service to enhancing feeder service to and from BART to provide critical first-last mile service for regional transbay trips. AC Transit is currently at 85% of its pre-pandemic service levels due to driver recruitment and operating revenue challenges. The Tier 2 expansion projects listed in the Core Capacity Transit Study are on hold because AC Transit has been forced to shift from expansion to rebuilding service back to pre-pandemic levels. AC Transit would like to revisit these projects when it is back to 100% of its pre-pandemic service levels and is in a place to expand.

The two proposed allocations under this category for this month service that goal, providing infrastructure required for bus replacements under the 2018 Innovative Clean Transit (ICT) ruling and enabling AC Transit to provide this critical first-last mile service for regional transbay trips to and from downtown San Francisco:

RM3 #11.1. AC Transit - Training and Education Center Modernization ($9 million)

This project transforms and retrofits the current Training and Education Center to enable it to become both a bus maintenance and a classroom/laboratory facility concurrently. The retrofit also creates a zero-emission bus compliant facility to allow staff to safely work and learn zero emission bus (ZEB) technologies indoors as well as more learning space and programs to meet the training and maintenance needs of AC Transit's expanding ZEB fleet. Total project costs are estimated to be $26.4 million. The project is estimated to be completed in 2027.

RM3 #11.2. AC Transit - Hayward Facility Hydrogen Charging Infrastructure ($4.10 million)

This project will demolish a red-tagged parking garage at AC Transit's Hayward Facility (Division 6) and clear the site of the garage. The demolition of the parking structure will provide space for the new hydrogen equipment with the balance of the area repurposed as surface level parking. This project will install a new hydrogen station at Division 6 with hydrogen equipment utilizing cryogenic pump technology, a 25,000-gallon liquid hydrogen storage, two pressure build vaporizers, 18 high pressure storage tubes, and four hydrogen dispensers located at the fuel island. The project would allow Division 6 to fuel 100+ buses in a fueling window of 12 hours. The project will be built in two phases. The demolition of the parking structure will be phase 1 followed by the installation of the hydrogen station as phase 2. This project is vital to meet AC Transit's goals of fully transitioning to Zero Emission Bus service by 2040, and maintaining AC Transit facilities in a state of good repair.

This allocation request is for design and construction of all elements to enable AC Transit to complete staggered design and construction throughout the multi-step project. Further, this enables AC Transit to procure long lead hydrogen fueling equipment throughout design and site clearance. The project has submitted NEPA to the FTA and has received no comments. FTA funds have been executed and are now active. Total project costs are estimated to be $20.3 million. Project is estimated to be completed in 2028.

RM3 Project #26 - North Bay Transit Improvements

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

RM3 #26.9. Marin Transit - Bus Stop Revitalization Project ($0.14 million)

The first part of this project will focus on updating Marin Transit's bus stop inventory to help prioritize needed improvements. The planning work will include reviewing the District's bus stop amenity framework and guidelines. Then, there will be a prioritization of bus stop needs for replacement shelters, new amenities, and accessibility improvements based on updated ridership levels. This will provide Marin Transit with an updated list of the most important bus stop improvements in its system. The planning work will also include outreach to local jurisdictions to identify partnership opportunities for bus stop improvements. Total project costs are estimated to be $2.5 million, fully funded by RM3. Project is estimated to be completed in 2028.

RM3 #26.10. SMART - Marin Civic Center Station Kiss and Ride Micromobility ($0.22 million)

The Project will complete engineering design for the SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector Project, a designated loading zone for

people accessing the station by vehicle. The project would also include handicap parking and a Class 1 bicycle pathway connection at SMART's Civic Center Station in SMART-owned Right-of-Way (ROW) along Civic Center Drive. The project was planned for inclusion in the original SMART buildout but was deferred due to funding limitations that drove the phased implementation of the entire SMART Rail and Path system. Total project costs are estimated to be $1.7 million. Project is estimated to be completed in 2028.

RM3 #26.11. SMART Pathway/Great Redwood Trail Novato -- Hanna Ranch to Rowland/Vintage ($4.7 million)

The Project is a rail safety and first- and last-mile rail access project, located in the City of Novato and to be constructed along SMART-owned Right-of-Way (ROW) between where the existing constructed pathway terminates on the south side of Hanna Ranch Road and where the City of Novato's recently constructed Pathway terminates at the junction of Rowland Blvd. and Vintage Way South.

The Project will construct 0.4 miles of Class 1 non-motorized paved pathway within and along the publicly owned railroad right-of-way. This segment of Pathway will close a gap between two existing pathway segments and will create a fully separated bicycle and pedestrian facility where no alternative facility currently exists. The project will facilitate safe, zero emission and active transportation choices between Novato north of Highway 37 and Novato south of Highway 37. The Project will better connect communities within Novato where current barriers, including the U.S. 101, impede people from traveling by biking, walking or rolling between neighborhoods. Specifically, this Project helps link the communities around Bel Marin Keys in South Novato, to the Vintage Oaks area and to Downtown Novato. Total project costs are estimated to be $7.7 million. Project is estimated to be completed in 2027.