

## **November 2023 Recommended RM3 Allocation – Project Summaries**

### **MTC – Clipper Next Generation System Integrator (\$50 million)**

RM3 Project 28, Clipper Next Generation System Integrator, provides a total of \$50 million to design, develop, test, implement, and transition to the next generation of Clipper, the Bay Area's 24 transit operators fare payment system. The next-generation system will support a universal, consistent, and seamless transit fare payment system for the riders of transit agencies in the Bay Area by replacing the entire backend system and many customer-facing devices like fare validators and sales terminals, as well as modernizing retail and customer service devices and expanded fare media options, including mobile and other capabilities. The Next Generation Clipper is being delivered in coordination with the region's transit operators, which have been participating and providing input on the system's design, installation, and testing. The new system will serve as the backbone to provide many of the regional fare integration and accessibility features from the Bay Area Transit Transformation Action Plan.

This project received an RM3 Letter of No Prejudice for \$30 million in February 2022, concurrent with a \$30 million allocation of OBAG 3 funds. The OBAG 3 funds are in a grant with FTA and drawdown is underway; the RM3 funds tied to this \$30 million are being given a separate allocation number and will go toward the OBAG Exchange Account as eligible expenditures against the RM3 LONP are made. The remaining \$20 million, which will go to the same scope, will be drawn down directly from RM3 funds.

### **TJPA – Caltrain Downtown Extension Project (“The Portal”) (\$100.7 million)**

RM3 Project 9, Caltrain Downtown Extension (now known as “The Portal”), provides \$325 million to extend Caltrain from its current terminus at Fourth and King to the Salesforce Transit Center. The RM3 statute language states that MTC shall allocate funding for this project to the agency designated to build the project, which shall be the project sponsor. The agency designated to build the project is the Transbay Joint Powers Authority (TJPA), as the responsible agency under CEQA and NEPA and the listed project sponsor in FTA's Capital Investment Grants program, among others.

The project is currently in design, having completed preliminary design, including the construction cost estimate and Basis of Design in February 2023. TJPA requested entry into the Engineering phase of the FTA New Starts program in August 2023. TJPA anticipates releasing a Draft Relocation Plan/Relocation Impact Study for public comment in November 2023. This current RM3 request would fund the acquisition of eight properties plus relocation expenses related to those properties. Appraisals are expected to be complete in the spring 2024 and completion of acquisitions by Fall 2024.

The budget to acquire and effect relocations from the eight properties associated with this allocation request represents approximately one-third the overall right of way budget. After successful acquisition of these eight properties, only up to two additional full acquisitions and under two dozen partial acquisitions will remain to secure all necessary right of way, and those activities are slated for FY 2024-2025. These property acquisitions are consistent with the project's NEPA and CEQA documentation.

Given the advanced nature of these right of way acquisitions relative to construction start (anticipated late 2025) and the need to secure significant additional resources for construction, this allocation is contingent on an agreement between MTC and TJPA 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.

As noted in this item's summary sheet, this allocation also has a condition requiring TJPA Board approval of the request.

### **AC Transit – Telegraph Rapid Corridor (\$2.7 million)**

RM3 Project 12, AC Transit Rapid Bus Corridor Improvements, funds bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors, and is sponsored by AC Transit and the Alameda County Transportation Commission. As the first subproject, AC Transit is requesting \$2.7 million to fund construction on the Telegraph Rapid Corridor project. This project includes replacement of existing Transit Signal Priority (TSP) equipment along Telegraph Avenue with more reliable and modern Global Positioning System (GPS) technology, bus stop spacing optimization along Telegraph Avenue to take advantage of TSP and create a Rapid system on the corridor, and the Dana Complete Street Pilot Project, which will improve AC Transit Line 6 performance through a transit-boarding island and separating modes with a two-way, parking-protected cycle track.

This allocation complements funding previously dedicated to the project through MTC's Transit Performance Initiative program, and enables completion of the construction funding plan after a difficult bidding environment that saw increased costs and schedule delays.

As noted in this item's summary sheet, this allocation has a condition related to approval by the Alameda County Transportation Commission.

### **WETA - Mission Bay Ferry Landing Project (\$700,000)**

RM3 Project 5, Ferry Enhancement Program, provides funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities, and is sponsored by the San Francisco Bay Area Water Emergency Transportation Authority (WETA). As the first subproject, WETA is requesting \$700,000 to fund PS&E for the Mission Bay Landing Project. This phase of the project will include a value engineering effort to explore options to reduce construction costs of the existing design. This process will examine other potential terminal sites including Pier 48.5. This phase will also include preliminary engineering for terminal electrification.

The Mission Bay Ferry Landing will provide critical regional ferry service to and from the fast-growing Mission Bay neighborhood and surrounding Central Waterfront communities. The new ferry landing is within a half mile of approximately 11,000 new housing units, 7 million square

feet of new office and commercial space, over 1 million square feet of new retail space and 70 acres of public open space. Additionally, the terminal is planned within one block from the T-Third line and Central Subway, which is underway for extension to San Francisco's Chinatown neighborhood. The terminal will be an easy walk to the Golden State Warriors Chase Center, the UCSF Mission Bay hospital and campus, and to San Francisco's related life sciences, connecting communities across the Bay to water recreation and maritime activity on the San Francisco waterfront.

Originally the recipient of a \$30 million RM3 LONP for construction, the Project was paused during the COVID pandemic. Construction costs have increased to over \$45 million, and a funding gap exists for construction. WETA and the Port of San Francisco are working to address future funding for this project. This PS&E is estimated to be completed by December 2024, and project construction to begin in 2025 and end in 2027.