

DRAFT San Francisco Regional Measure 3 (RM3) Candidate Projects

						MTC's Proposed RM3 Criteria							SF Considerations	
						Bridge Nexus	Reg'l Prosperity	Sustainability	SOGR	Demand Mgmt (road pricing/technology)	Freight	Resiliency	Equity	Multimodal
<i>projects listed in alphabetical order by category; list is not prioritized</i>						<i>amounts in millions of \$'s</i>								
Project	Description	Total Project Cost	Funding Gap	SF RM3 Ask										
Transit Core Capacity														
a	BART Core Capacity/Metro Projects	Includes Core Capacity and operational projects, station enhancements in downtown San Francisco	TBD per BART	TBD per BART	TBD per BART	√	√	√	√			√	√	√
b	BART Expansion Vehicles	New vehicles will support increased service in the core of the BART system. [NOTE: funding gap includes \$300 M each from San Francisco, Contra Costa, and San Francisco counties and \$100M from MTC.]	\$ 1,300	\$ 1,000	TBD per BART	√	√	√					√	√
c	Caltrain Downtown Extension	Caltrain/HSR subway connection from south of 4th/King to the Transbay Transit Center [\$300 M RM3 commitment in Plan Bay Area]	\$ 3,935	\$2,653 - \$2,823	TBD per TJPA	√	√	√					√	√
d	Core Capacity & Transit Reliability (SFMTA)	Includes projects recommended from the Bay Area Core Capacity Transit Study (CCTS). Example projects: Better Market Street; Geary BRT; surface light rail improvements	\$ 1,300	\$ 1,000	\$ 600	√	√	√	√				√	√
e	Mission Bay Ferry Landing (Port of SF)	Establishes new ferry terminal to directly connect Mission Bay and Central Waterfront SF neighborhoods to the East Bay via transbay corridor.	\$ 43	\$ 25	\$ 15	√	√	√				√	√	√
f	Muni Fleet Expansion and Facilities (SFMTA)	A recommendation from the Core Capacity Transit Study, includes light rail vehicles and buses to better meet current and future ridership, and facilities improvements to support the current and future fleet.	\$ 944	\$ 799	\$ 350	√	√	√	√			√	√	√
g	Operations – Transbay Transit Center	Covers the funding gap needed to support operations and maintenance of the new Transbay Transit Center. Otherwise, transit operators using the facility would be expected to cover the gap.	TBD per TJPA	TBD per TJPA	TBD per TJPA	√	√	√					√	√
h	2nd Transbay Tube	Study and conceptual engineering funds for a 2nd transbay tube as discussed in the Core Capacity Transit Study.	TBD per CCTS	TBD per CCTS	TBD per CCTS	√	√	√				√	√	√
Active Congestion Management														
i	San Francisco Managed Lanes (SFCTA)	Converts lanes on US-101 and I-280 in San Francisco to express lanes to support faster and more reliable transit and rideshare options from I-280 (King St.) to San Mateo county.	\$ 62	\$ 61	\$ 30	√	√	√		√			√	√
j	Treasure Island Mobility Management Program (SFCTA)	Funds would cover start-up costs for the Treasure Island Mobility Management Program, including procuring a new alternative-fuel ferry and advancing ferry service from downtown SF to Treasure Island by 3 years. [NOTE: project cost represents partial start-up costs only]	\$ 32	\$ 32	\$ 32	√	√	√		√			√	√
k	Transportation Demand Management Program (MTC)	A regional Transportation Demand Management Program could provide funding to innovative incentive programs such as BART Perks, and to smart/innovative technology projects such as technology-enabled corridor management strategies, to help reduce congestion in the core.	TBD	TBD	TBD	√	√	√		√			√	√
Equity														
l	Bicycle/Pedestrian Facilities Program (MTC)	A regional bicycle/pedestrian program could provide funding for projects that improve access to the bridge corridors and to transit serving those corridors.	TBD	TBD	TBD	√		√					√	√
m	Lifeline Transportation Program (MTC)	A regional program that could provide funding for late night transportation services, accessibility and mobility programs in the bridge corridors, and a regional means-based fare policy study.	TBD	TBD	TBD	√	√	√					√	√

	Project	Description	Total Project Cost	Funding Gap	SF RM3 Ask									
n	Muni Metro Modernization (SFMTA)	Improves existing stations to address much-needed state of good repair investments, including safety and accessibility improvements, including but not limited to escalators, elevators, and wayfinding.	\$ 175	\$ 175	\$ 75	√	√	√	√				√	√

Totals: \$ 5,792 \$ 1,102
 % of RM3 Capital Program for \$3 toll level: 22%

*These priorities assume a continuation of the federal Capital Investment Grants (e.g. New Starts) and TIGER programs. Should Congress or the Administration take action to end these programs, we would anticipate shifting priorities.