

Date: December 20, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 1/24/24-C; 2/28/24-C

ABSTRACT

Resolution No. 4615, Revised

This resolution approves the allocation of Regional Measure 3 funds for Muni Fleet Expansion & Facilities Program, sponsored by San Francisco Municipal Transportation Agency.

This Resolution includes the following attachments:

Attachment A – Allocation Summary

Attachment B – Conditions of Allocation

Attachment C – Project and Subproject Details, Funding Plan, and Schedule)

Attachment D – RM3 Cash Flow Plan

This resolution allocates \$3.5 million in RM3 funds to the San Francisco Municipal Transportation Agency (SFMTA) for the construction phase of the Potrero Modernization Project.

This resolution was revised on January 24, 2024, to allocate \$33.5 million in RM3 funds to SFMTA for the construction phase of the Light Rail Vehicle (LRV) Procurement project (\$6.5 million) and 40’/60’ hybrid buses project (\$27 million).

This resolution was revised on February 28, 2024 to allocate \$6.2 million in RM3 funds to SFMTA for the environmental and early design phases for the Kirkland Yard Electrification Project (\$3.8 million), and for the design phase for the Battery Electric Bus Procurement Project (\$2.38 million).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated December 13, 2023, January 10, 2024 and February 14, 2024.

Date: December 20, 2023  
W.I.: 1255  
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Muni Fleet Expansion & Facilities Program.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4615

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

ABSTRACT

MTC Resolution No. 4615

Page 2

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, the Muni Fleet Expansion & Facilities Program is identified as capital project number 5 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the San Francisco Municipal Transportation Agency (SFMTA) is the project sponsors for the Program; and

WHEREAS, SFMTA has submitted a request for the allocation of RM3 funds for the Potrero Modernization Project; and

WHEREAS, SFMTA has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SFMTA is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SFMTA's IPR for each project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance

ABSTRACT

MTC Resolution No. 4615

Page 3

with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SFMTA's IPR for each project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SFMTA complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

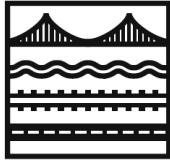
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on December 20, 2023.



## Regional Measure 3 Allocation of Funds Allocation Summary

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

**Activities to be funded with Allocation #1:**

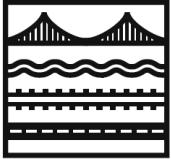
This allocation will fully pay for the proposed project’s environmental phase (\$1,415,000) and early Design stage costs (\$2,400,000). The Design stage funding will support the development of a Request for Qualifications/Proposals to implement an alternate project delivery method that will use a progressive design build (PDB) construction contract. The selected PDB firm will provide the final design and construct the Kirkland Yard Facility for the SFMTA.

**Funding Information:**

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461504	28-Feb-24	ENV/PSE	FY 2023-24	30-Jun-25	3,815,000

Cumulative Total - Allocation 1	\$ 3,815,000
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Cumulative Total - Project 10.4	\$ 3,815,000
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# Regional Measure 3

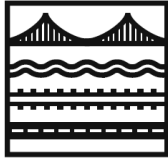
## Allocation of Funds

### Conditions of Allocation

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

<b>Conditions of Allocation #1</b>	
This allocation is contingent upon completion of the following:	
1	None.



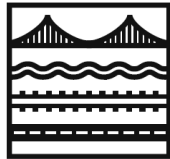
## Regional Measure 3

### Allocation of Funds

#### IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	10.4	
<b>Project Title</b>	Kirkland Bus Yard Electrification	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
San Francisco Municipal Transportation Agency (SFMTA)		SFMTA
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency’s MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000).	\$140,000	
<b>Sponsor Programming and Allocation Request Action</b>		
Approval of the Initial Project Report and Allocation Request by the SFMTA Board of Directors on January 16th, 2024.		
<b>Detailed Project/Subproject Description</b>		
The Kirkland Yard Electrification Project proposes to upgrade Kirkland Yard to store, maintain, and charge 111 40’ Battery Electric Buses (BEBs) at the existing bus facility. The proposed project would increase the capacity of the Kirkland Yard facility from an estimated 88 to approximately 111 buses and transition from storing, maintaining, fueling, and servicing diesel hybrids to a BEB-only facility. To accommodate these extra buses, the existing Operations Building and trailer would be demolished and replaced with new office trailers on the west side of the site. A new electric vehicle charging system using overhead inverted pantograph chargers would be installed. New transformers, switch gears, and charging cabinets would be installed on new raised concrete islands between bus bays.		





## Regional Measure 3

### Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Amount (\$1,000s)	Start	End
ENV	RM3	Yes	\$ 1,415	12/1/2022	3/1/2025
			\$ 1,415		
PSE	RM3	Yes	\$ 5,094	10/1/2023	7/1/2025
	SB1 SGR	Yes	\$ 669		
	Prop K	Yes	\$ 1,073		
	Prop L	No	\$ 5,496		
			\$ 12,332		
ROW				N/A	N/A
CON	RM3	Yes	\$ 17,393	12/1/2025	8/1/2027
	Low Carb Fuel Standard Fund	Yes	\$ 503		
	FTA 5307	No	\$ 31,561		
	FTA Low/No (Construction)	No	\$ 12,500		
	Developer Fees	Yes	\$ 688		
	General Fund Prop B Transit	Yes	\$ 15,396		
	SB1 SGR	Yes	\$ 17,327		
	SFMTA Capital Funds	No	\$ 44,437		
			\$ 139,805		
<b>Capital Funding Total</b>			\$ 153,552		



## Regional Measure 3

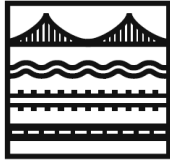
### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

#### Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM-3	ENV			\$ 400	\$ 1,015			\$ 1,415
								\$ -
								\$ -
<b>ENV Subtotal</b>			\$ -	\$ 400	\$ 1,015	\$ -	\$ -	\$ 1,415
RM 3	PSE			\$ 1,200	\$ 1,200	\$ 2,694		\$ 5,094
SB1 SGR	PSE		\$ 100	\$ 80	\$ 489			\$ 669
Prop K	PSE		\$ 8	\$ 800	\$ 265			\$ 1,073
Prop L	PSE				\$ 1,266	\$ 4,230		\$ 5,496
<b>PSE Subtotal</b>		\$ -	\$ 108	\$ 2,080	\$ 3,220	\$ 6,924	\$ -	\$ 12,332
<b>ROW Subtotal</b>								\$ -
RM-3	CON					\$ 9,393	\$ 8,000	\$ 17,393
Low Carbon Fuel Stand	CON						\$ 503	\$ 503
FTA 5307	CON					\$ 15,249	\$ 16,312	\$ 31,561
FTA Low/No	CON						\$ 12,500	\$ 12,500
Developer Fees	CON					\$ 688	\$ -	\$ 688
General Fund Prop B T	CON					\$ 6,135	\$ 9,261	\$ 15,396
SB1 SGR	CON					\$ 5,841	\$ 11,486	\$ 17,327
SFMTA Capital Fund	CON					\$ 38,687	\$ 5,750	\$ 44,437
								\$ -
								\$ -
<b>CON Subtotal</b>		\$ -	\$ -	\$ -	\$ -	\$ 75,993	\$ 63,812	\$ 139,805
<b>RM 3 Funding Subtotal</b>		\$ -	\$ -	\$ 1,600	\$ 2,215	\$ 12,087	\$ 8,000	\$ 23,902
<b>Capital Funding Total</b>		\$ -	\$ 108	\$ 2,480	\$ 4,235	\$ 82,917	\$ 63,812	\$ 153,552



## Regional Measure 3 Allocation of Funds Allocation Summary

<b>RM3 Project Number</b>	10.5
<b>Project Title</b>	Battery Electric Bus Procurement
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

Activities to be funded with Allocation #1:

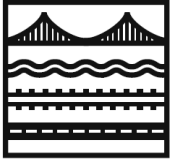
This allocation will support the project’s design phase, estimated at total cost of \$3,085,000, so that RM3 funds will be paying for 77.2% of design costs. The BEB procurement design phase will need to address working with multiple vendors, two types of 40’ BEBs (one from New Flyer, one from Gillig) and 60’ BEBs from New Flyer. As with most technology-driven projects, the design phase will carry into the procurement phase of the project

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461505	28-Feb-24	PSE	FY 2023-24	30-Jun-26	2,381,000

Cumulative Total - Allocation 1	\$ 2,381,000
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Cumulative Total - Project 10.5	\$ 2,381,000
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# Regional Measure 3

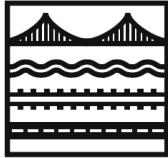
## Allocation of Funds

### Conditions of Allocation

<b>RM3 Project Number</b>	10.5
<b>Project Title</b>	Battery Electric Bus Procurement
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

<b>Conditions of Allocation #1</b>	
This allocation is contingent upon completion of the following:	
1	None

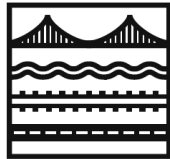


## Regional Measure 3

### Allocation of Funds

#### IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	10.5	
<b>Project Title</b>	Battery Electric Bus Procurement	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
San Francisco Municipal Transportation Agency (SFMTA)		SFMTA
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000).	\$140,000	
<b>Sponsor Programming and Allocation Request Action</b>		
Approval of the Initial Project Report and Allocation Request by the SFMTA Board of Directors on January 16th, 2024.		
<b>Detailed Project/Subproject Description</b>		
SFMTA will purchase six 60' and twelve 40' battery electric buses (BEBs), along with all required accessories, and deploy the vehicles in revenue service as replacements for eighteen 40' hybrid buses. The BEBs shall be procured from multiple manufacturers through statewide procurement contracts or as options through existing procurement contracts, as authorized under Federal Transit Administration statutes and regulations. Vehicles are anticipated to be procured from two manufacturers: Gillig and New Flyer. The SFMTA would like to evaluate Gillig's 40' BEBs, as these were not available during the time of the 40' battery bus pilot program. The other vehicles in the procurement will be provided by New Flyer as it has demonstrated the best overall performance in the battery bus pilot program. The total project cost is estimated at \$44,116,000.		



## Regional Measure 3

### Allocation of Funds

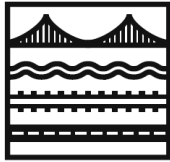
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	10.5
<b>Project Title</b>	Battery Electric Bus Procurement
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Amount (\$1,000s)	Start	End
ENV				1/1/2023	6/1/2024
			\$ -		
PSE	RM 3	Yes	\$ 2,381	6/1/2024	9/1/2025
	Transportation Sustainability Fee	Yes	\$ 388		
	Low Carbon Fuel Standards (LCFS)	Yes	\$ 316		
			\$ 3,085		
ROW				N/A	N/A
CON	RM 3	Yes	\$ 12,374	3/1/2026	6/31/2027
	FTA - TCP	No	\$ 18,657		
	Prop L	Yes	\$ 10,000		
			\$ 41,031		
	<b>Capital Funding Total</b>				



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	10.5
<b>Project Title</b>	Battery Electric Bus Procurement
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

#### Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE			\$ 800	\$ 1,566	\$ 15		\$ 2,381
Transportation Sustain	PSE		\$ 388					\$ 388
Low Carbon Fuel Stand	PSE		\$ 12	\$ 304				\$ 316
								\$ -
PSE Subtotal			\$ -	\$ 1,104	\$ 1,566	\$ 15	\$ -	\$ 3,085
ROW Subtotal								\$ -
RM 3	CON					\$ 6,740	\$ 5,634	\$ 12,374
Prop L	CON					\$ 4,000	\$ 6,000	\$ 10,000
FTA TCP	CON				\$ 8,000	\$ 10,657		\$ 18,657
CON Subtotal			\$ -	\$ -	\$ 8,000	\$ 21,397	\$ 11,634	\$ 41,031
<b>RM 3 Funding Subtotal</b>			\$ -	\$ 800	\$ 1,566	\$ 6,755	\$ 5,634	\$ 14,755
<b>Capital Funding Total</b>			\$ -	\$ 1,104	\$ 9,566	\$ 21,412	\$ 11,634	\$ 44,116