

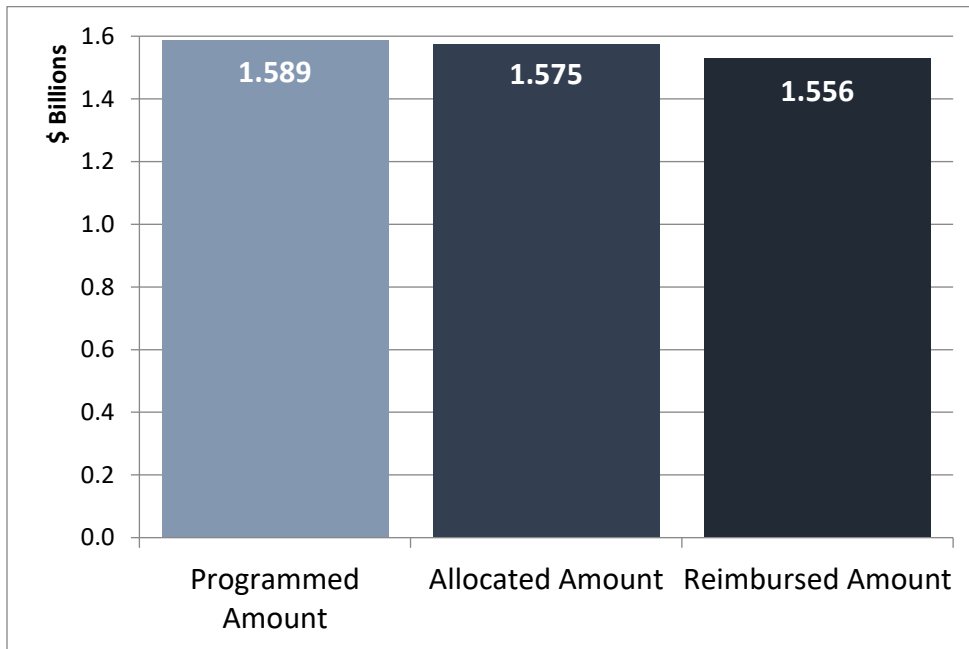
Regional Measure 2 (RM2) Capital Program Semi-Annual Update

This report summarizes the status of the RM2 capital program and highlights ongoing and recently completed RM2-funded projects.

Capital Program Summary

Of the \$1.59 billion RM2 capital program, 99% of the funds have been allocated to projects and 98% of the funds have been reimbursed.

Figure 1: RM2 Capital Program Summary



The remaining \$14 million not yet allocated includes the following projects:

- Express Bus South (Dumbarton Reserve) (\$5M)
- Bay Bridge Forward (\$3M)
- LAVTA Transit Signal Priority Upgrade and Expansion (\$2.3M; new subproject as of June 2024)
- LAVTA Rapid Bus Stop Improvements (\$2M)
- BART/Muni Connection (\$1.5M)

Staff continue to engage with project sponsors to move these projects towards readiness for RM2 allocation. Staff intend to develop a plan to accelerate the process to allocate and spend the remaining unallocated funds or work with sponsors to seek alternative funding solutions. Some projects have received allocations for earlier phases; staff are monitoring progress of these allocations.

The \$18.5 million allocated but not yet reimbursed includes the following projects:

- Bay Bridge Forward (\$9M - includes funds from RM2 Project 29- Original Bay Bridge Forward projects and RM2 Project 38- Bay Bridge Forward 2020)
- Richmond Parkway Park & Ride (\$2M)
- Irvington BART Station (\$2M)
- Blue Ribbon Task Force Initiatives (\$1M)
- BART Extension to Warm Springs (\$1M)
- BART/Muni Connection (\$1M)
- \$2.5 M in smaller allocations across other ongoing projects

Staff are working with project sponsors to track project progress and redirect project savings as appropriate. Most projects are on track to be completed as planned, with most ongoing projects under or entering construction or in closeout. Staff will continue to monitor projects to assess and minimize risks, including project delays and funding shortfalls, and to provide opportunities for meaningful scope changes.

Project Highlights

The following are highlights of the projects covered by this year-end report, which includes both projects reporting semi-annually and annually.

Projects Completed or Substantially Completed this Period

- **Caltrain Electrification** – Electrified Caltrain service utilizing 16 new electric train cars began in September 2024. In addition to the environmental benefits of electrification, the new trains start and stop much more quickly than the older diesel trains, resulting in travel time savings. In October, Caltrain had more than 753,000 passengers, a 17%

increase over August 2024 during a period that usually sees a decline in monthly ridership each year.



Photos of new electric Caltrain vehicles in revenue service. Caltrain photos.

- **Dublin/Pleasanton Parking Garage** – Alameda County constructed this parking garage serving the Dublin/Pleasanton BART station in partnership with the Alameda County Transportation Commission. The garage opened in June 2024 and the RM2-funded construction phase is in closeout.



Photo of Dublin/Pleasanton Transit Center Garage with crane completing final touches of construction. Alameda County GSA photo.

- MTC's **Regional Real-Time Transit Data Management** project, which supported further development of the 511 SF Bay system, was completed.
- **Safe Routes to Transit** – this program, administered in coordination with TransForm and Bike East Bay, funded 63 bicycle and pedestrian projects aiming to improve walking and biking routes to transit. Projects were identified through several competitive calls for projects. All projects awarded through this program are complete and the program is closing out.

Projects in Construction/Implementation

- Construction progressed on the **I-80 HOV Lanes** in Solano County and the **I-80/I-680/Hwy-12 Interchange Project** neared completion.
- **The Next Generation Clipper System** continued installation and testing of new equipment and development of software upgrades.
- Construction on the **Richmond Parkway Park and Ride** made significant progress in 2024 and is expected to be complete by early 2025.

Projects in Planning, Design and Engineering

- Design continued to advance on MTC/BATA's **Bay Bridge Forward** and **Bay Bridge Forward 2020** projects, including:
 - Bay Bridge Integrated Bridge Corridor
 - West Grand HOV/Bus Only Lane Extension
 - I-580 HOV Lane
 - I-80 Westbound HOV/Bus Only Lane
 - I-80 Powell St. Interchange
- LAVTA implemented its Wheels in Motion service planning outreach initiative, which will inform the final scope and design of the **LAVTA Rapid Bus Stops** project and initiated design for the **Cloud-Based TSP Expansion Project**, the newest RM2 project approved in June 2024.

- Design advanced on the **BART/Muni Access on Market Street Corridor** project, which will add a new elevator connecting the BART and Muni platforms at Powell Street Station.
- MTC's **Blue Ribbon Transit Recovery Task Force Initiatives** project funded the Network Management Business Case Evaluation and subsequent implementation of the Regional Network Management (RNM) Framework. Staff are identifying additional initiatives for the remaining funds, which may include an assessment of the RNM framework to inform continuous improvement, and will involve collaboration through the RNM bodies and direct engagement with transit operators.
- A few projects have stalled or encountered significant delays, including the **BART/Muni Access on Market Street Corridor Project, Vallejo Station Parking Garage, and Irvington BART Station**. Staff are monitoring these projects closely and will be working with sponsors to spend down RM2 funds on deliverable projects.
- STA completed design on the **I-80 WB at West Texas Bus Stop**, but will not be moving forward with future phases at this time. The RM2 funds are fully expended and the project will be closed out.

Look Ahead

Most remaining projects are in construction or starting construction within the next two years. Staff will continue to work with project sponsors to monitor ongoing projects, close out completed projects, and allocate remaining funds. With only 2% of the RM2 program remaining and only a handful of ongoing projects, staff intend to reduce the cadence of reporting to an annual basis after this report.