

Regional Measure 3 Capital Program Semi-Annual Report

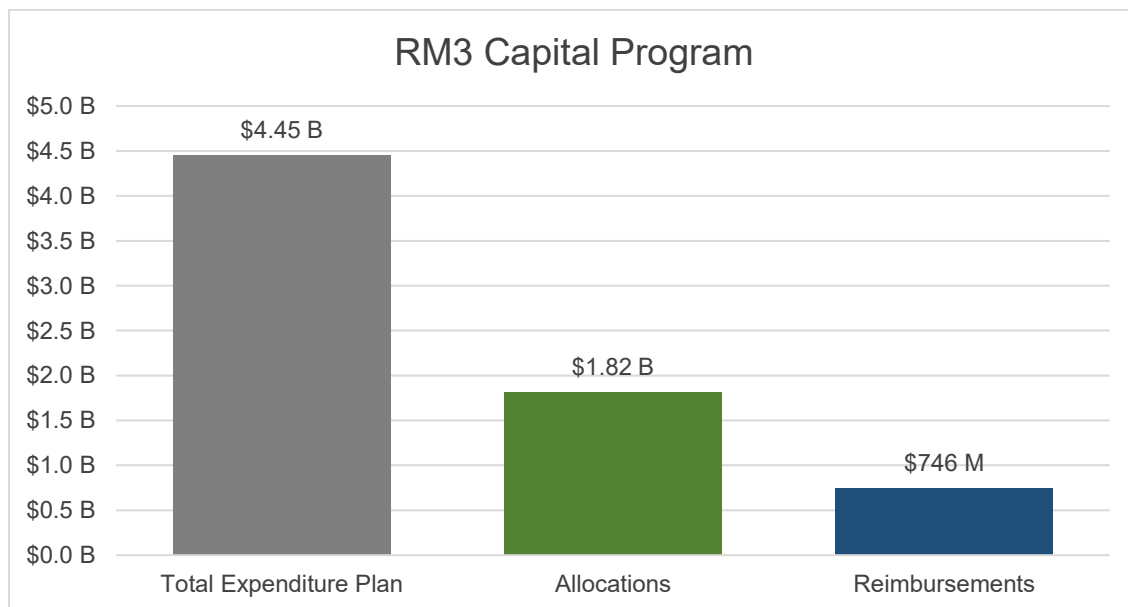
December 2025

This report includes RM3 capital program updates based on project reports for the period of April 2025 through September 2025, as well as overall program updates through November 2025, including highlights of recently completed projects and notable progress.

RM3 Program Overview and Updates

The RM3 capital program has a total program amount of \$4.45 billion in capital funds for transportation improvements throughout the Bay Area.

As of November 2025, MTC has approved approximately \$1.8 billion in RM3 capital allocations, or 40% of the total RM3 capital program, to 63 projects or subprojects. MTC has approved \$746 million, or 17% of the total RM3 capital program, in reimbursements to these projects.



MTC distributes RM3 capital funds on a reimbursement basis: after an allocation is approved, sponsors invoice MTC after incurring eligible expenses. Spend down typically occurs gradually over the course of project implementation. Staff continue to work with sponsors on the submission of timely invoices based on the information provided to MTC as part of the allocation request process.

The following tables show the distribution of allocations by mode.

RM3 Capital Allocations by Mode and County

| Allocations by Mode | Allocated Through November 2025 (\$millions) |
|------------------------------|---|
| Transit | \$1,090 |
| Highway/Freight | \$686 |
| Active Transportation | \$42 |
| Total | \$1,817 |

RM3-Funded Project and Program Updates

This section provides updates on completed projects, projects under construction, and regional megaprojects and programs, based on updates provided by project sponsors in October 2025 and other information as available. A brief status update on all RM3 Capital projects is included in Attachment B: RM3 Project Status Summaries.

Completed this Reporting Period

Telegraph Rapid – AC Transit (Project No. 12.1)

- Replacement of aging transit signal priority (TSP) equipment and optimization of bus stops along Telegraph Avenue, minor bus stop improvements on Grand Avenue, and implementation of the Dana Complete Street pilot project
- Construction was completed in June 2025 and the project is closed out
- Post-construction evaluation underway

AC Transit Quick-Build Transit Priority Projects – AC Transit (Project No. 12.2)

- Quick-build transit reliability and travel time improvements on Durant Avenue in Berkeley and International and MacArthur Boulevards in Oakland
- Construction for all Quick Build projects is complete
- International Blvd Before/After evaluation is underway



Left: Telegraph Rapid Bus Stop improvements; Right: Quick build bus lane delineation
AC Transit Photos

I-680/SR 84 Interchange Reconstruction – Alameda County Transportation Commission (Project No. 30)

- Interchange modifications for state of good repair and transportation efficiency along with extension of existing HOV lanes
- Construction completed and a ribbon cutting was held in November 2025

Marin Sonoma Narrows (Project No. 20)

- The final US 101 widening segment was completed and opened to the public, with a ribbon cutting held in October 2025
- RM3-funded work is ongoing, including environmental mitigation and utility relocation



Top: US-101 near San Antonio Road in Marin County
Caltrans Photo

Express Bus Service in I-80 Corridor – WestCAT (Project No. 31.2)

- Three express bus vehicles procured and placed into service in August 2025
- Additional funds may be allocated under this subproject for future bus procurements



WestCAT Express Bus
WestCAT Photo

Projects in Construction - Highlights

GoPort 7th St. Grade Separation East – ACTC (Project No. 3.1)

- Reconstruction of 7th St. between I-880 and Maritime Street to pass under the Union Pacific Railway Tracks
- Construction in progress; sponsor identified potential schedule issues to be resolved in the coming months

7th Street Grade Separation
Construction Progress
ACTC Photo



Mission Bay Ferry Landing – WETA (Project No. 5.1)

- New WETA Ferry Landing at Mission Bay in San Francisco, implemented by the Port of SF
- Construction began on Phase 2a, Marine Demolition and Mattress
- Design progressed to 95% completion on Phase 2b, Mission Bay Ferry Landing and Agua Vista Park
- MTC approved an RM3 allocation for construction of the project in May 2025



Rendering of the Mission Bay Ferry Landing
Port of SF Image

Eastridge to BART –Santa Clara Valley Transportation Authority (Project No. 15)

- VTA Light rail extension from Alum Rock Light Rail Station to the Eastridge Transit Center with direct connection to BART
- Construction in progress



EBRC Construction progress – Left: completed guideway near Story Road; Right: bridge construction at Story Road
VTA images

101/92 Area Improvements Project – San Mateo County Transportation Authority (Project No. 18.1)

- Improvements to address congestion and safety concerns within the US 101/SR 92 Interchange and vicinity
- San Mateo County Transportation Authority (SMCTA) executed agreement for Caltrans to serve as implementing agency
- Construction in progress



US 101/SR 92 Construction Progress
SMCTA Photo

SR 37 and Fairgrounds Drive Interchange – Solano Transportation Authority (Project Nos. 23.1 and 26.7)

- New diverging diamond interchange design at SR 37 and Fairgrounds Drive and roadway and intersection improvements along Fairgrounds drive
- Construction in progress



*SR-37/Fairgrounds Drive Construction Progress photos
Solano Transportation Authority Photo*

Regional Megaprojects and Programs

San Francisco Bay Area Rapid Transit District (BART) Expansion Cars – BART (Project No. 1)

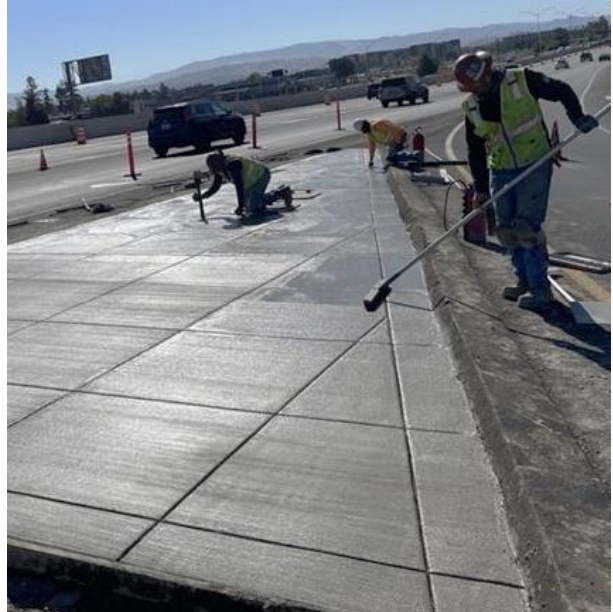
- Ongoing production of railcars, with 264 expansion cars delivered and 256 conditionally accepted and in service through September 2025.

BART to Silicon Valley Phase 2 – Santa Clara Valley Transportation Authority (Project No. 6)

- Accepted into the Engineering phase of the federal CIG program in August 2024 with \$5.1 billion federal contribution maximum, leaving a construction funding gap
- In October 2025, VTA board confirmed the large single bore as the preferred tunneling alternative
- Work to identify cost savings and additional funding ongoing
- Early construction work in progress

Bay Area Corridor Express Lanes – Solano Transportation Authority, Bay Area Infrastructure Financing Authority, and Alameda County Transportation Commission (Project No. 2)

- A total of \$182 million has been allocated to express lanes projects on I-80 in Solano County and I-680 southbound in Alameda County.
- All segments with allocations under this program are in construction; the I-680 segment is expected to be complete by the end of 2025.



Left: Map of Bay Area Express lanes showing lanes under construction in Solano and Alameda Counties. Right: Construction photo of I-680 express lanes
MTC and Alameda County Transportation Commission Images

Valley Link Rail (Project No. 14)

- The Tri Valley-San Joaquin Valley Regional Rail Authority approved phased construction strategy in June 2025
 - Phase 1 divided into Phase 1A – Dublin/Pleasanton to Vasco Road and Phase 1B – Vasco Road to Mountain House
 - Phase 1A includes a revised alignment to connect with the Vasco ACE Station
- An update to the environmental documentation to accommodate the phased delivery strategy is underway
- Design options for the transfer point with Dublin/Pleasanton BART are under development

Caltrain Downtown Extension ("The Portal") – Transbay Joint Powers Authority (Project No. 9)

- The Transbay Joint Powers Authority (TJPA) has completed 30% design and was accepted into the engineering phase of the federal Capital Investment Grant (CIG) program in 2024 with a lower federal share than requested – leaving a larger construction funding gap.
- \$24.7 million Federal Railroad Administration (FRA) CRISI award was cancelled in August 2025, leaving a funding gap to complete the Track and Systems final design
- The Commission approved moving the project from MTC Major Project Advancement Policy (MAP) Stage Gate Level 2 to Level 1 in March 2025
- RM3-funded right-of-way acquisition is expected to advance in 2026
- The next allocation of RM3 funds is expected to support the Main Civil and Tunnel Design-Build Contract



The Portal alignment map
Transbay Joint Powers Authority Image

San Jose Diridon Station – Santa Clara Valley Transportation Authority (Project No. 16)

- Early right-of-way acquisition of key parcels was completed using RM3 funds
- Diridon Station business case (non-RM3 funded) was completed and a preferred alternative selected
- MTC approved a \$35 million allocation for the environmental phase of the project in September 2025, supplementing prior allocations for right-of-way acquisition and pre-environmental engineering work.
- RM3-funded environmental phase began



Diridon Station Rendering
VTA image

Issues

Discretionary Federal and State Matching Funding

Many RM3 projects include discretionary federal or state grants in their funding plans. These grants may in some cases be at risk or delayed due to priority changes by the current federal administration or state-level funding pressures. This is especially concerning for projects that rely heavily on such funding, such as megaprojects needing significant federal funding for construction or smaller projects waiting on a single discretionary federal grant. Some sponsors have reported delays this reporting cycle due to federal funding issues.

Allocating RM3 funds to projects awaiting future discretionary funds increases the risk of investing in projects with significant funding and project delivery challenges. RM3 funds are a flexible source of funding that can keep projects moving while construction funding is uncertain but using them early can increase the risk to regional investment.

Risk of Cost Increases and Delivery Challenges

Through RM3, MTC has invested, or plans to invest significantly in several megaprojects and other large capital projects. In addition to the federal funding issues described above, large projects with long delivery timelines are at high risk for delays, cost increases, and other delivery issues. Staff are continuing to coordinate internally and with project sponsors to monitor progress on these projects and respond to issues as they come up. Staff are also working to develop MTC's role in project oversight and risk management, including through the MAP stage gate process.

Invoicing, Reimbursements, and Cash Flow

While the rate of invoicing overall has picked up for the program and funds are flowing, many sponsors with RM3 allocations continue to submit invoices at a slower pace than was planned in their allocation requests, including several projects that have not begun invoicing within the first six months after receiving an RM3 allocation. At the end of FY 2024-25, many projects requested extensions to their allocation expiration dates, which the Executive Director approved via Delegated Authority.

Staff rely on the cash flow estimates provided by project sponsors to plan for future RM3 allocations and reimbursements, including when making decisions about investing collected bridge toll funds and issuing bonds. Inconsistencies between the cash flow plans provided by sponsors and the actual spend down rates create risk for MTC and further highlight the need for improved risk management and project oversight throughout the region. Staff continue to work with sponsors to improve expenditure forecasts and establish reasonable allocation expiration dates.

RM3 Funding Does Not Escalate

RM3 funding for each legislated project is fixed and does not escalate over time with inflation. Delays in allocating and expending funds will effectively reduce the value of RM3 investments, requiring larger portions of projects to be funded through other sources. Delivering projects and programs sooner rather than later will preserve the purchasing power of RM3 investments. As discussed above, overall funding and schedule pressures on delivering projects in which RM3 is only part of the funding plan exacerbates this issue.

Look Ahead

- Total of \$96 million in RM3 capital funds recommended for allocation in December, including:
 - \$26.5 million to WETA for two Universal Charging Float projects (RM3 Projects 5.7 and 5.8)
 - \$42.4 million to SFMTA for construction of the Potrero Yard Modernization Project (RM3 Project 10.1)
 - \$17 million to Union City for construction of the Quarry Lakes Parkway (RM3 project 17.5)
 - \$10 million to the City of Richmond for projects under the Richmond-San Rafael Bridge Access Improvements Program (RM3 Projects 25.6 and 25.7)
- Staff are reviewing additional allocation requests for January 2025 and beyond.
- Several large allocation requests for major RM3 projects are anticipated in 2026, including for express lanes in San Mateo county, the SMART extension to Healdsburg, and the US 101/SR 84 Interchange Improvement project.
- Allocation requests are expected throughout 2026 to advance projects programmed under RM3 programmatic categories such as the Safe Routes to Transit/Bay Trail program, Dumbarton Corridor Improvements, WETA Ferry Expansion program, and North Bay Transit Access Improvements.
- Staff expect to stay engaged with major projects such as Bart to Silicon Valley Phase II regarding project delivery and allocation timing.
- A total of nearly \$750 million in RM3 spenddown via invoices from project sponsors is anticipated for the remainder of FY 26. This is dependent on projects advancing and invoicing as

projected by project sponsors for projects with approved allocations, and as expected for projects that are anticipated to request allocations in the coming months.

- Project sponsors expect continued progress on RM3 projects, including closeout of several completed projects; start of construction on the Mission Bay Ferry Landing Phase 2b, the Union City BART at-grade pedestrian crossing and the SMART Pathway in Novato; and continued progress for many RM3 projects in earlier delivery phases.

Appendices

- I. Update on Letters of No Prejudice
- II. Previously Completed RM3 Capital Projects
- III. RM3 Project Status Summaries

Appendix I: Update on Letters of No Prejudice

Prior to the resolution of the RM3 litigation and release of RM3 funds, MTC issued Letters of No Prejudice (LONPs) to projects in the RM3 expenditure plan that were ready to proceed with RM3-eligible work using alternative funding, allowing the sponsor to preserve eligibility to request RM3 allocation and reimbursement at a later date if and when funding was available. MTC issued LONPs to 20 projects or subprojects totaling \$602 million in RM3 funding. When RM3 allocations began in 2023, MTC staff prioritized allocating funds to projects with LONPs. Almost all projects with approved LONPs have received an allocation for those funds, many have made significant progress and advanced towards later phases, and a few have been completed.

A few projects have not received allocations for their full LONP amount. The Sonoma-Marín Area Rail Transit (SMART) extension to Windsor and Healdsburg secured other funds to move forward with the LONP scope and is working with MTC staff to request their RM3 funds when needed to complete the Healdsburg extension. The LONP scope for the I-80/I-680/SR 12 Interchange project (RM3 project 21) was advanced with other funding sources and required less RM3 funding than originally planned to complete; the remaining funds were moved to the Bay Area Corridor Express Lanes program (RM3 Project 2), and those funds have been fully allocated.

Appendix II: Previously Completed RM3 Capital Projects

This Appendix provides a brief summary of RM3 projects and subprojects that have been reported as complete in previous semi-annual reports. This includes projects that are now open to the public but still in closeout and may still be spending down remaining RM3 funds, and projects that are fully closed out with updates on impacts of the RM3 investment.

Projects in Closeout

The following projects were reported as complete in previous semi-annual updates, but project closeout and drawdown of RM3 funds has continued into this reporting period.

I-80/I-680/SR 12 Interchange Project (Package 2) – Solano Transportation Authority (Project No. 21.1)

- Together with the other I-80/I-680/SR 12 Interchange Packages, this project will reduce congestion and improve safety on this key regional corridor; this construction package was reported as complete in the last report, but project closeout has continued through this reporting period



First RM3-funded construction package for the I-80/I-680/SR 12 interchange in Fairfield.

Photo: Caltrans

SMART Windsor High School Undercrossing (Project No. 26.5)

- Subproject of the North Bay Transit Improvements program to construct a pedestrian undercrossing along the SMART Windsor Extension
- Construction completed and opened to the public in 2025



SMART Windsor High School Undercrossing
Photos: SMART

SR 29/Soscol Junction (Project No. 27)

- Replaced signalized intersection of State Route 29, State Route 221, and Soscol Ferry Road with a new configuration to reduce congestion
- Major road construction completed and ribbon cutting held September 2024



SR 29/Soscol Junction. Top: Photo of Soscol Junction Roundabout. Left: Photo of Soscol Junction Flyover Connector. Right: Photo of Soscol Junction bike lanes.

Photos: Napa Valley Transportation Authority

Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR 4 – Contra Costa Transportation Authority (Project No. 34.1)

- Closed a gap between the Mokelumne Trail segments east and west of the highway; opened to the public in March 2024 but closeout work continues, including an extended plant establishment period



Mokelumne Trail Bicycle/Pedestrian Overcrossing of State Route 4.
Photos: Contra Costa Transportation Authority

Completed Projects

Vine Transit Maintenance Facility – Napa Valley Transportation Authority (Project No. 26.1)

- An LONP for this project was approved in 2021 and RM3 funds were allocated in 2023.
- Construction was completed and the facility began operations in March 2024.
- With the larger facility, maintenance staff are able to perform multiple regular vehicle inspections at a time, decreasing the turnaround time to get these vehicles back on the road. Additionally, staff report improved communication and management since moving all operations into the same building, and training staff on-site has become easier.



Napa Vine Transit Maintenance Facility
Photos: Napa Valley Transportation Authority

County Connection Bus Replacements – Central Contra Costa Transit Authority (Project No. 26.3)

- RM3 funds were allocated to this project in 2023.
- The RM3 funding served as match for federal funding to replace forty buses and related equipment and infrastructure to reduce breakdowns and repair costs associated with an aging fleet.
- The final buses were delivered and the project was completed in October 2023.



County Connection buses purchased with RM 3 funds
Photos: County Connection

Appendix III: RM3 Project Status Summaries

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|---|-----------------|------------------------|---------------------------------------|--|--|
| 1 | BART Expansion Cars | BART | \$500.00 | Construction (Vehicle Procurement) | Through Sept 2025, 264 expansion cars on property, 256 in service; reliability is improving but not yet to contractual requirements. | None |
| 2.1 | I-80 Express Lanes in Solano County | STA | \$70.42 | Construction | Construction in progress | None |
| 2.2 | I-80 Express Lanes in Solano County (Toll System) | BAIFA | \$31.28 | Construction | Construction in progress | None |
| 2.3 | I-680 Southbound Express Lanes in Alameda County | ACTC | \$80.00 | Construction | Construction in progress; project is 95% complete | None |
| 3.1 | GoPort 7th St Grade Separation East | ACTC | \$55.00 | Construction | Construction in progress | Sponsor identified potential schedule issues |
| 3.3 | Martin Luther King Jr. Way Streetscape Improvements | City of Oakland | \$29.62 | N/A | RM3 funds allocated September 2025, reporting will begin next cycle | N/A |
| 4 | San Francisco Bay Trail / Safe Routes to Transit | MTC | \$- | N/A | MTC held a competitive call for projects and the Commission adopted the first cycle programming in February 2025. The first allocations for awarded projects were in October and November 2025; reporting will begin next cycle. | N/A |
| 5.1 | Mission Bay Ferry Landing | WETA | \$26 | Design/Construction | Construction began on phase 2a, design progressed on phase 2b | None |
| 5.2 | Shoreline Electrical Program | WETA | \$0.84 | Environmental and Prelim. Engineering | Program continued | None. |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|--|---------|------------------------|------------------------------------|--|--|
| 5.3 | Berkeley Marina Ferry Facility | WETA | \$3.00 | Design and Environmental | Design in progress | None |
| 5.4 | Three 149-Passenger Electric Ferry Vessels | WETA | \$32.14 | Construction (Vehicle Procurement) | Design completed and prepared to begin construction | Tariff rates could increase overall project costs |
| 5.5 | One 400-Passenger Vessel | WETA | \$5.46 | N/A | RM3 funds allocated September 2025, reporting will begin next cycle | N/A |
| 5.6 | Hydrus Vessel Conversion to All Battery Electric Ferry | WETA | \$8.89 | N/A | RM3 funds allocated November 2025, reporting will begin next cycle | N/A |
| 6 | BART to Silicon Valley Phase 2 | VT A | \$- | Design/Construction | Early construction work began in June 2024 and the project was accepted into CIG engineering phase in August 2024. Single bore adopted as preferred alternative in October 2025. | N/A |
| 7 | SMART | SMART | \$- | Design | MTC approved an amendment to Plan Bay Area 2050 to add SMART to Healdsburg; SMART expects to request RM3 allocation for design-build contract in the coming months | N/A |
| 8 | Capitol Corridor Connection | CCJPA | \$- | Environmental | An allocation request for South Bay Connect is expected in the coming months | N/A |
| 9 | Caltrain Downtown Extension (a.k.a. "The Portal") | TJPA | \$100.70 | Design and Right-of-Way | Design in progress, preparing for ROW acquisition and civil/tunnel design/build procurement | In August 2025, FRA canceled the CRISI award for Track and Systems Design, resulting in a funding gap and delay. |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|---|------------|------------------------|---------------------------------------|--|--|
| 10.1 | Potrero Modernization Project | SFMTA | \$3.50 | Environmental and Final Design | Design completed, construction expected to begin after finalizing finance agreement with private development partner | RM3 allocation for construction recommended this month |
| 10.2 | Light Rail Vehicle (LRV) Procurement | SFMTA | \$6.50 | Construction (Vehicle Procurement) | Vehicle delivery in progress | None |
| 10.3 | 40’/60’ hybrid buses | SFMTA | \$27.01 | Design | Design in progress | Construction schedule extended to account for manufacturing delay, supply issues, and warranty |
| 10.4 | Kirkland Electrification | SFMTA | \$6.51 | Environmental and Prelim. Engineering | Environmin progresscontinued | Electrification for this project is on pause due to high PGE costs. |
| 10.5 | Battery Electric Bus procurement | SFMTA | \$14.76 | Design | Design in progress; anticipate finalizing contracts and procuring pilot buses in the next reporting period | Design phase extended due to manufacturer delays |
| 10.6 | Presidio Yard Modernization | SFMTA | \$12.59 | Environmental and Prelim. Engineering | Conceptual design in progress | None |
| 10.7 | Vintage Streetcar Rehabilitation | SFMTA | \$6.72 | Planning | Revised project to include detailed design and external contractor and prepared to begin design phase | Delay due to change in delivery strategy; sponsor identified additional cost and procurement uncertainties |
| 10.8 | New Flyer Midlife Overhaul | SFMTA | \$11.34 | Construction | Construction in progress | Supply chain issues may impact project |
| 11.1 | Training and Education Center Modernization | AC Transit | \$9.00 | Construction | Completed design and began procurement for construction | None |
| 11.2 | Hayward Facility Hydrogen Charging Infrastructure | AC Transit | \$4.10 | Prelim. Engineering | Completed planning and began preliminary engineering | None |
| 12.1 | Telegraph Rapid | AC Transit | \$2.70 | Completed | Construction completed. Post-construction evaluation underway. | None |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|---|-------------------|------------------------|---------------------------------------|---|--|
| 12.2 | Quick Build Transit Priority Projects | AC Transit | \$1.50 | Completed | Construction completed. Post-construction evaluation underway. | None |
| 13 | Transbay Rail Crossing (Link 21) | BART | \$- | Planning | No RM3 funds have been requested for the project yet | N/A |
| 14 | Valley Link | MTC/TBD | \$- | Design | Design advanced with other regional bridge toll funding and state funding. | N/A |
| 15 | Eastridge to BART Regional Connector | VTA | \$130.00 | Construction | Construction in progress | None |
| 16 | San Jose Diridon Station | VTA | \$30.12 | Planning and Environmental | Business case analysis completed and preferred alternative approved. Continued work on funding and governance plans. Prepared to start environmental phase. | Significant governance and funding uncertainties and challenges remain |
| 17.1 | San Mateo Dumbarton Busway | SamTrans | \$4.10 | Environmental and Conceptual Design | Procured consultant and prepared to begin feasibility study work. | None |
| 17.2 | Union City BART At-grade Pedestrian Crossing | ACTC / Union City | \$3.00 | Construction | Procured construction contractor and began pre-construction work. | None |
| 17.3 | Fremont Quarry Lakes Trail | ACTC / Fremont | \$1.03 | Final Design | Design in progress | None |
| 17.4 | Marshland Road Bay Trail | BATA | \$1.00 | Planning | Change to project sponsor anticipated in 2026. Project start will follow. | Start date delayed |
| 18.1 | 101/92 Area Improvements Project | SMCTA | \$21.96 | Construction | Construction in progress | No invoicing to date |
| 18.2 | 101/92 Direct Connector Project | SMCTA | \$2.00 | Environmental and Prelim. Engineering | Preliminary engineering and environmental studies in progress | Some public pushback continues |
| 19.1 | I-680/SR-4 Interchange Improvement Phase 1 and 2A | CCTA | \$24.00 | Final Design | Final design and right-of-way acquisition in progress | None |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|---|---------|------------------------|-------------------------|--|---|
| 19.2 | I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study | CCTA | \$0.50 | Planning | Early planning work in progress, partner meetings to begin in fall 2025. | None |
| 20.1 | Marin Sonoma Narrows - Marin Segment | TAM | \$87.98 | Design and Construction | B7 complete. B8 construction not yet started, awaiting completion of right-of-way | Right-of-way delay resulted in delay to start of construction and may trigger expenditure extension |
| 20.2 | Marin Sonoma Narrows - Sonoma Segment | SCTA | \$4.00 | Design | Design in progress | None |
| 21.1 | Solano County I-80/I-680/SR-12 Interchange Project (Package 2) | STA | \$3.68 | Completed | Project is in the closeout phase, with R/W closeout and transfer activities in progress. | None |
| 21.2 | Solano County I-80/I-680/SR-12 Interchange Project (Package 5) | STA | \$11.00 | Design | Engineering in progress | None |
| 22 | Interstate 80 Westbound Truck Scales | STA | \$99.11 | Design and Right-of-Way | Construction and right-of-way work in progress | Project schedule extended to include plant establishment period |
| 23.1 | SR 37 and Fairgrounds Drive Interchange | STA | \$15.00 | Construction | Construction work in progress | None |
| 23.2 | Interim Segment B - PAED & PS&E | SCTA | \$11.50 | Design and Right-of-Way | Engineering and Right-of-way work in progress | Year delay due to permitting |
| 23.3 | Hwy 37/121 Long Term Improvements | SCTA | \$10.00 | N/A | RM3 funds allocated September 2025; reporting will begin next cycle | N/A |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|---|------------|------------------------|-------------------------|---|--|
| 24 | San Rafael Transit Center | GGBHTD | \$- | Preliminary Engineering | RM3 funding is expected to be allocated for construction in the coming years | N/A |
| 25.1 | US-101/I-580 Direct Connector | TAM | \$7.80 | Environmental | Environmental work in progress | Delay will likely trigger expenditure extension to FY28. |
| 25.2 | I-580 Richmond Parkway Interchange Operational Improvements | BATA/ CCTA | \$0.95 | Environmental | Environmental work in progress | None |
| 25.3 | Cutting Boulevard Transit Improvements | BATA | \$0.60 | Design | Engineering work in progress | Sponsor noted project delay |
| 25.4 | Open Road Tolling (ORT) & I-580 WB HOV Lane Extension | BATA | \$5.00 | N/A | RM3 funds allocated September 2025; reporting will begin next cycle | N/A |
| 25.5 | Point Richmond Traffic Improvements | BATA | \$0.78 | N/A | RM3 funds allocated October 2025; reporting will begin next cycle | N/A |
| 26.1 | Vine Transit Maintenance Facility | NVTA | \$20.00 | Completed | Completed | None |
| 26.2 | Solano Rail Hub | STA | \$2.00 | Planning/ Environmental | Planning and environmental phase in progress, including selection of consultant | None |
| 26.3 | County Connection Bus Replacements | CCCTA | \$5.00 | Completed | Completed | None |
| 26.4 | Hydrogen Fueling Station | ECCTA | \$0.30 | N/A | No longer pursuing Hydrogen fueling | Remaining funds will be reallocated |
| 26.5 | Windsor Extension - Windsor High School Undercrossing | SMART | \$2.80 | Completed | Project is complete and open to the public | None |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|--|-------------------|------------------------|---------------------------------------|---|---|
| 26.6 | Zero Emission Bus and Infrastructure | WestCat | \$6.67 | Pre-Construction | Not started yet | Waiting for federal grant obligation |
| 26.7 | State Route 37/Fairgrounds Drive Interchange Improvements Project | STA | \$3.00 | Construction | See project 23.1 | None |
| 26.8 | San Rafael Transit Center Replacement | TAM/GGBHTD | \$3.00 | Environmental and Prelim. Engineering | Environmental and preliminary design in progress | Delay due to need for archaeological testing |
| 26.9 | Bus Stop Rehabilitation | TAM/Marin Transit | \$2.00 | Planning | Planning in progress | None |
| 26.10 | SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector | TAM/SMART | \$2.50 | Design | Began design phase | None |
| 26.11 | SMART Pathway in Novato | TAM/SMART | \$4.71 | Design | Design in progress | Delay to construction due to FTA funding timeline |
| 26.12 | Petaluma Transit Facility Electrification | TAM/Marin Transit | \$0.92 | N/A | RM3 funds allocated September 2025; reporting will begin next cycle | N/A |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|--|-------------------------|------------------------|---------------------------------------|--|--|
| 26.13 | Fixed Route Electric Vehicle Charging & Maintenance Facility | SCTA / Petaluma Transit | \$2.00 | N/A | RM3 funds allocated September 2025; reporting will begin next cycle | N/A |
| 26.14 | Santa Rosa US 101 Bicycle Pedestrian Overcrossing | SCTA/City of Santa Rosa | \$10.60 | N/A | RM3 funds allocated November 2025; reporting will begin next cycle | N/A |
| 27 | State Route 29 | NVTA | \$20.00 | Completed | Completed | None |
| 28 | Next-Generation Clipper Transit Fare Payment System | MTC | \$50.00 | Construction (implementation) | Completed equipment installation and most testing; public launch date announced. | Funding will continue to be drawn down during implementation |
| 29 | I-680/I-880/Route 262 Freeway Connector | ACTC | \$10.00 | Environmental and Prelim. Engineering | Environmental and preliminary engineering work in progress | Approval of environmental document delayed due to schedule revision, cost increase to be funded with local funds |
| 30 | I-680/SR 84 Interchange Reconstruction Project | ACTC | \$85.00 | Completed | Construction completed and ribbon cutting held | None |
| 31.1 | San Pablo Multimodal Corridor | CCTA | \$1.00 | Planning | RFP awarded and work anticipated to begin late 2025 | Sponsor noted delay during procurement |
| 31.2 | Express Bus Service in I-80 Corridor | CCTA | \$1.75 | Completed | 3 Vehicles delivered and placed into service | None |
| 32 | Byron Highway Vasco Road Airport Connector | CCTA | \$- | N/A | No RM3 funds have been requested for the project yet | N/A |

| Proj. # | Project Title | Sponsor | Allocated Amount (\$M) | Current Phase | Project Status Summary – Fall 2025 - As reported by project sponsor | Highlighted Issues |
|---------|--|---------|------------------------|---------------------------------------|---|---|
| 33 | Vasco Road Safety Improvements | CCTA | \$- | N/A | No RM3 funds have been requested for the project yet | N/A |
| 34.1 | Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4 | CCTA | \$14.00 | Completed | Completed | None |
| 35.1 | Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs | CCTA | \$0.48 | Design | Project advanced to design phase; awaiting environmental clearance | None |
| 35.2 | Bollinger Canyon Road Shared Mobility Hub | CCTA | \$0.50 | Environmental and Prelim. Engineering | Site selected and initiated preliminary design and environmental work | Project start delayed during site selection |
| 35.3 | Walnut Creek Shared Mobility Hub | CCTA | \$0.44 | Environmental and Prelim. Engineering | Preliminary design and environmental in progress | None |