

Regional Measure 3 Capital Program Semi-Annual Report

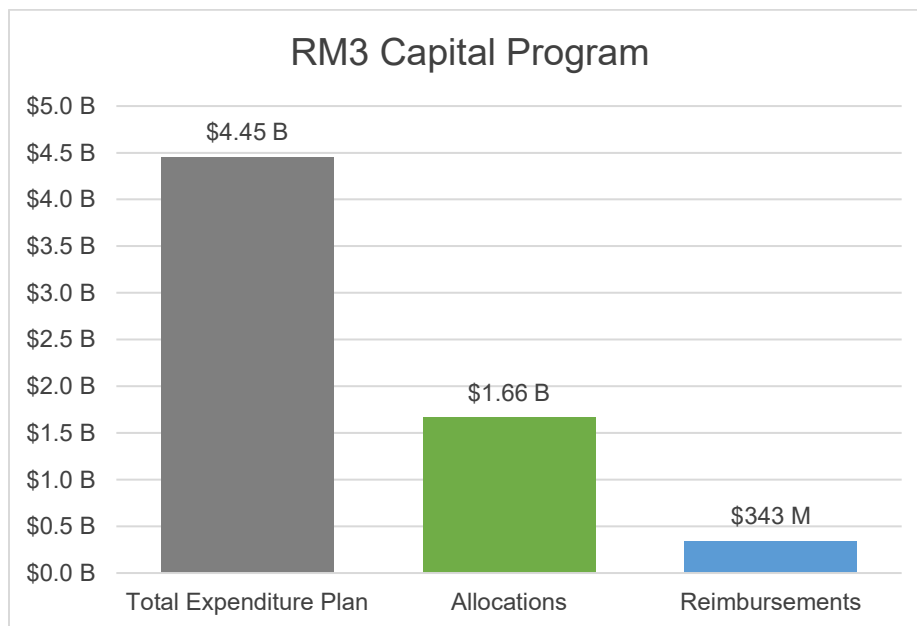
June 2025

This report includes RM3 capital program updates based on project reports for the period of October 2024 through March 2025, as well as overall program updates through May 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 \$4.5 billion in capital funds for transportation improvements throughout the Bay Area.

As of May 2025, MTC has approved approximately \$1.7 billion in RM3 capital allocations, or 37% of the total RM3 capital program, to 57 projects or subprojects. MTC has approved \$343 million, or 8% of the total RM3 capital program, in reimbursements to these projects.



MTC distributes RM3 capital funds on a reimbursement basis, requiring sponsors to invoice MTC after incurring expenses. In some cases, the Commission approved large allocations to be paid out over the course of several years as work on the approved scope progresses. 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 and county.

RM3 Capital Allocations by Mode and County

Allocations by Mode	Allocated Through May 2025 (\$millions)	Percent
Transit	\$1,008	61%
Highway/Freight	\$637	38%
Active Transportation	\$14	1%
Total	\$1,660	

Allocations by County	Allocated Through May 2025 (\$millions)	Percent
Regional/Multiple	\$583	35%
Alameda	\$242	15%
Contra Costa	\$56	3%
Marin	\$96	6%
Napa	\$40	2%
San Francisco	\$204	12%
San Mateo	\$28	2%
Santa Clara	\$160	10%
Solano	\$232	14%
Sonoma	\$18	1%
Total	\$1,660	

Approved Changes to Projects

The RM3 statute gives MTC discretion to approve changes to the scope of projects within the RM3 expenditure plan or reassign funds to another project within the same bridge corridor, provided MTC consults with the program or project sponsor and holds a public hearing.

During this report period, in April 2025 the Commission approved a change to one project, consistent with the requirements of the statute and after holding a public hearing on March 12, 2025:

- Modify scope of Highway 101-Marin/Sonoma Narrows (RM3 project #20) to include updating the high occupancy vehicle lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito.

RM3 capital allocations have expiration dates set at the end of the final planned fiscal year of RM3 spending, based on the sponsor-provided cash flows for each allocation. Staff have received extension requests for several allocations expiring in June 2025 and determined that all extensions for this year can be approved via the Executive Director's Delegated Authority.

RM3-Funded Project and Program Updates

This section provides updates on completed projects, projects advancing into construction, and regional megaprojects and programs. A brief status update on all projects with RM3 capital allocations is included in Attachment B: RM3 Project Status Summaries. For this semi-annual report, updates from project sponsors were only collected for projects with RM3 allocations as of February 2025; updates for certain other significant projects without allocations or with more recent allocations are also included in this section.

Completed this Reporting Period

SMART Windsor High School Undercrossing

- Subproject of the North Bay Transit Improvements program to construct a pedestrian undercrossing along the SMART Windsor Extension
- Construction began in mid-2024 and is now substantially completed, awaiting final delivery and installation of security equipment
- A public opening ceremony is planned in June



SMART Windsor High School Undercrossing
Photos: SMART

Projects in Construction - Highlights

Telegraph Rapid – AC Transit

- Project will replace aging transit signal priority (TSP) equipment and optimize bus stops along Telegraph Avenue, complete minor bus stop improvements on Grand Avenue, and implement the Dana Complete Street pilot project
- A majority of the construction in Berkeley, including the Dana Complete Street Pilot, is complete. Construction on the Oakland segments is ongoing

AC Transit Quick-Build Transit Priority Projects – AC Transit

- Quick-build transit reliability and travel time improvements on Durant Avenue in Berkeley and International and MacArthur Boulevards in Oakland
- Construction on the MacArthur Boulevard and International Boulevard segments in Oakland is completed
- Construction on the Durant Avenue segment in Berkeley is ongoing



Quick Build improvements and bus delineation on International Boulevard in Oakland (top), Durant Avenue in Berkeley (bottom left), and Dana Street in Berkeley (bottom right):

AC Transit Photos

Eastridge to BART Regional Connector – Santa Clara Valley Transportation Authority

- VTA Light rail extension from Alum Rock Light Rail Station to the Eastridge Transit Center with direct connection to BART
- Construction broke ground in June 2024
- Stage 1 construction ongoing along with community outreach work on construction impacts
- Stage 2 construction began



Aerial view of the superstructure under construction
VTA images

I-680/SR 84 Interchange Reconstruction – Alameda County Transportation Commission

- Interchange modifications for state of good repair and transportation efficiency along with extension of existing HOV lanes
- Construction nearing 100% completion



Construction progress on I-680/SR 84 Interchange
Photos: Alameda County Transportation Commission

Projects Entering Construction

Mission Bay Ferry Landing - WETA

- New WETA Ferry Landing at Mission Bay in San Francisco, implemented by the Port of SF
- RM3-funded feasibility analysis and value engineering completed
- RM3 allocated funds for construction in May 2025, construction expected to start in July



Rendering of the Mission Bay Ferry Landing
Image: Port of SF

SR 37 and Fairgrounds Drive Interchange – Solano Transportation Authority

- New diverging diamond interchange design at SR 37 and Fairgrounds Drive and roadway and intersection improvements along Fairgrounds drive
- Construction contract awarded in 2024
- Additional RM3 funding allocated to close funding gap for construction award



Rendering of the SR 37 Diverging Diamond Interchange
Image: Solano Transportation Authority

101/92 Area Improvements Project – San Mateo County Transportation Authority

- 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 contract awarded and construction began



Planned improvements at US 101/SR 92
Image: Caltrans

Regional Megaprojects and Programs

San Francisco Bay Area Rapid Transit District (BART) Expansion Cars - BART

- Full RM3 amount of \$500 million was allocated in April 2024.
- Ongoing production of railcars, with 164 expansion cars delivered and 156 conditionally accepted and in service through April 2025.
- Oversight and risk management: BART holds quarterly oversight meetings with FTA and its Project Management Oversight Consultant, which MTC attends. BART has implemented a risk management strategy for the Fleet of the Future Rail Car Procurement program, and reports monthly on project risks to FTA.

Bay Area Corridor Express Lanes – Solano Transportation Authority, Bay Area Infrastructure Financing Authority, and Alameda County Transportation Commission

- A total of \$182 million has been allocated to express lanes projects in on I-80 in Solano County and I-680 southbound in Alameda County
- All segments with allocations under this program are in construction. Express lanes on I-80 are expected to go live in late 2025 and lanes on I-680 are expected to complete in late 2025 or early 2026



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

Images: MTC and Alameda County Transportation Commission



- The Transbay Joint Powers Authority (TJPA) has completed 30% design and the 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.
- The Commission approved moving the project from MTC Major Project Advancement Policy (MAP) Stage Gate Level 2 to Level 1 in March 2025
- TJPA will be preparing a revised Financial Plan and Project Management Plan
- 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, which is expected to begin work in 2026

San Jose Diridon Station – Santa Clara Valley Transportation Authority

- Early right-of-way acquisition of key parcels was completed using RM3 funds
- RM3 allocation for preliminary engineering and environmental work approved July 2024
- The project has started pre-environmental work, with the environmental phase starting in 2025 and expected to be complete in 2028
- Diridon Station business case (non-RM3 funded) work continues
- VTA may request additional RM3 funding to continue work in fall 2025.



Diridon Station Rendering
VTA image

BART to Silicon Valley Phase 2 – Santa Clara Valley Transportation Authority

- Accepted into the Engineering phase of the federal CIG program in August with a 40% federal share, leaving a construction funding gap
- Work to identify cost savings and additional funding ongoing
- Ground breaking held in June 2024 and began early construction work
- RM3 funding planned for Construction and would be allocated in late 2025 at the earliest; federal funding uncertainty is likely to affect the sequencing and draw down schedule of RM3 funds

Issues

Federal Funding Uncertainty

Many RM3 projects have committed or planned discretionary federal grants in their funding plans that may be at risk or delayed due to priority changes by the current administration. This is especially concerning for projects relying on such funding as the largest element of a funding plan, such as projects seeking FTA New Starts funding that have not yet secured Full Funding Grant Agreements (FFGAs), or projects seeking major funding from FRA's Federal-State Partnership program. RM3 funds are potentially a flexible source of funding that can help these projects continue progress on early phases, but the uncertainty puts regional investment at much higher risk.

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.

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. Large projects with long delivery timelines are at high risk for delays, cost increases, and other delivery issues, and are more likely to rely on at-risk discretionary federal funding sources. 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.

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 will continue to work with project sponsors to improve forecasting of expenditures.

Look Ahead

- Net total of \$12.8 million recommended for allocation in June, including:
 - \$8.89 million to SFMTA for the Battery Electric Bus Procurement Project
 - \$8.66 million in RM3 funds are recommended for allocation in June to STA for the construction phase of the I-80 Westbound Truck Scales project, and a \$4.78 million rescission from the ROW phase of the project (RM3 Project 22)
- Staff have received 3 allocation requests for July 2025 totaling \$15.6 million, currently under review.
- Several large allocation requests for RM3 megaprojects are anticipated in late 2025 or early 2026, including for preconstruction for The Portal, construction of BART to Silicon Valley Phase 2, and construction of the CCTA I-680/SR 4 Interchange Improvement project.
- Allocation requests are expected throughout FY26 to advance projects programmed under RM3 programmatic categories such as the Safe Routes to Transit/Bay Trail program, Bay Area Corridor Express Lanes, Dumbarton Corridor Improvements, MUNI Fleet Expansion and Facilities and North Bay Transit Improvements.
- A total of nearly \$1 billion in RM3 spenddown via invoices from project sponsors is anticipated for 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.

- Continued progress on RM3 projects, including start of construction on the Mission Bay Ferry Landing, SR 37/Fairground Drive Interchange, and the 101/92 Interchange Area Improvements, among other projects nearing completion of design.

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-Marin 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 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.

Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR 4 – Contra Costa Transportation Authority

- 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

I-80/I-680/SR 12 Interchange Project (Package 2) – Solano Transportation Authority

- 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

SR 29/Soscol Junction

- 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

Completed Projects

Vine Transit Maintenance Facility – Napa Valley Transportation Authority

- 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

- 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 - Spring 2025 - As reported by project sponsor	Highlighted Issues
1	BART Expansion Cars	BART	\$500.00	Construction (Vehicle Procurement)	Through April 2025, 164 expansion cars on property, 156 conditionally accepted and in service; continuing to resolve reliability issues with manufacturer	None
2.1	I-80 Express Lanes in Solano County	STA	\$70.42	Construction	Construction continuing as planned; plant establishment period will extend the RM3 drawdown beyond the construction completion date	None
2.2	I-80 Express Lanes in Solano County (Toll System)	BAIFA	\$31.28	Construction	Construction continuing as planned	Timely installation and testing of fiber optic cable required to stay on schedule
2.3	I-680 Southbound Express Lanes in Alameda County	ACTC	\$80.00	Construction	Construction continuing as planned	None
3.1	GoPort 7th St Grade Separation East	ACTC	\$55.00	Construction	Construction continuing as planned	None
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. Allocations are expected to start in FY 2026.	N/A
5.1	Mission Bay Ferry Landing	WETA	\$0.70	Design	Completed feasibility analysis and value engineering. RM3 funds for construction allocated in May 2025 and construction is expected to begin in July	None
5.2	Shoreline Electrical Program	WETA	\$0.80	Environmental and Prelim. Engineering	Environmental and preliminary engineering work continuing as planned	Construction funding not identified

Proj. #	Project Title	Sponsor	Allocated Amount (\$M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
5.3	Berkeley Marina Ferry Facility	WETA	\$3.00	Design and Environmental	City of Berkeley implementing design and environmental review, in coordination with WETA, as planned	Future phases dependent on outcome of environmental review; construction funding not identified
5.4	Three 149-Passenger Electric Ferry Vessels	WETA	\$18.00	Construction (Vehicle Procurement)	Vehicle procurement contract awarded in December 2024, currently finalizing design	None
6	BART to Silicon Valley Phase 2	VTA	\$-	Design/Construction	Early construction work began in June 2024 and the project was accepted into CIG engineering phase in August 2024. RM3 allocation request for construction expected in late 2025 at the earliest	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	RM3 allocation for ROW revised October 2024, ROW acquisition will advance in 2025For overall project: 30% design completed, final design of utilities underway, procurement for design-build Civil and Tunnel contract continued. Configuration changes for cost savings and quantitative risk assessment underway.	Funding gap for construction; Federal CIG funding risk
10.1	Potrero Modernization Project	SFMTA	\$3.50	Environmental and Final Design	Reached 100% final schematic design and completed environmental documents. Expecting to request RM3 funding for construction in summer or fall 2025 with expected construction start in 2026	Final cost dependent on finalizing the Project Agreement with the lead developer.
10.2	Light Rail Vehicle (LRV) Procurement	SFMTA	\$6.50	Construction (Vehicle Procurement)	Delivery of rail vehicles continued as planned.	None

Proj. #	Project Title	Sponsor	Allocated Amount (\$M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
10.3	40'/60' hybrid buses	SFMTA	\$27.01	Construction (Vehicle Procurement)	Contract awarded and kicked off. Schedule extended to include warranty period.	Manufacturer delays and supply chain issues affected project schedule
10.4	Kirkland Electrification	SFMTA	\$6.51	Environmental and Prelim. Engineering	Preparing documents for design/build procurement, environmental work ongoing	Funding gap for construction
10.5	Battery Electric Bus procurement	SFMTA	\$3.02	Design	Design is continuing as planned; awarding contracts for pilot buses soon	None
10.6	Presidio Yard Modernization	SFMTA	\$12.59	Environmental	Continued work on planning and conceptual designs	Potential risk to federal discretionary funding award; funding gap for construction
10.7	Vintage Streetcar Rehabilitation	SFMTA	\$6.72	Planning	Planning ongoing and extended to add detailed design	Extension of design phase will push back construction, including spend down of RM3 funds
10.8	New Flyer Midlife Overhaul	SFMTA	\$11.34	Construction	Vehicle overhaul work ongoing as planned	None
11	Core Capacity Transit Improvements	MTC/ACTC/ AC Transit	\$-	N/A	Programming for this category has not yet been identified	N/A
12.1	Telegraph Rapid	AC Transit	\$2.70	Construction	Majority of construction work in Berkeley complete; construction ongoing in Oakland	N/A
12.2	Quick Build Transit Priority Projects	AC Transit	\$1.50	Construction	Construction on Oakland segments completed, most construction in Berkeley is completed	N/A
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 on Stage 1 continued, Stage 2 construction started	None

Proj. #	Project Title	Sponsor	Allocated Amount (\$M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
16	San Jose Diridon Station	VTA	\$30.12	Planning	RM3-funded early ROW acquisition completed Dec 2023; Diridon business case and planning work continued.	Funding not identified for later phases
17.1	San Mateo Dumbarton Busway	SamTrans	\$4.10	Environmental and Conceptual Design	Procuring contractor for conceptual design and feasibility study	Funding not identified for later phases
17.2	Union City BART At-grade Pedestrian Crossing	ACTC / Union City	\$3.00	Final Design	Procuring construction management contract; final design under review.	None
17.3	Fremont Quarry Lakes Trail	ACTC / Fremont	\$1.00	Final Design	Started work on design	Funding gap for construction
17.4	Marshland Road Bay Trail	BATA	\$1.00	Planning	Procuring consultant	Funding not identified for later phases
18.1	101/92 Area Improvements Project	SMCTA	\$22.00	Construction	Caltrans is implementing; construction contract awarded and initial work started	None
18.2	101/92 Direct Connector Project	SMCTA	\$2.00	Environmental and Prelim. Engineering	Planning and Environmental phase continuing as planned	Funding not identified for later phases; coordination issues affected project schedule
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	CCTA	\$17.00	Final Design	100% final design and permits are under review	Funding gap for ROW and construction
19.2	I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study	CCTA	\$0.50	Planning	Early planning work continued	Future phases dependent on outcome of feasibility study; funding not identified for later phases
20.1	Marin Sonoma Narrows - Marin Segment	TAM	\$87.98	Design and Construction	B7 segment (101 widening Franklin to San Antonio): Construction continued B8 segment (Utility relocation and San Antonio rehab): PS&E continued; right-of-way on hold	Funding gap for completion of B8 segment

Proj. #	Project Title	Sponsor	Allocated Amount (\$M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
20.2	Marin Sonoma Narrows - Sonoma Segment	SCTA	\$3.00	Design	Design work initiated. Additional RM3 allocation approved in May to update signage along the corridor	RM3 expected to fund construction but costs not yet finalized
21.1	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)	STA	\$3.70	Completed	Construction completed, project in closeout	None
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)	STA	\$11.00	Design	Design continued	Funding not identified for construction
22	Interstate 80 Westbound Truck Scales	STA	\$95.24	Design and Right-of-Way	PS&E and ROW continuing as planned	Fully funded with recommended June allocation
23.1	SR 37 and Fairgrounds Drive Interchange	STA	\$15.00	Construction	Design completed and construction contractor procured; additional RM3 funding allocated for transit elements under project 26.7	None
23.2	Interim Segment B - PAED & PS&E	SCTA	\$6.00	Design and Right-of-Way	Design and right-of-way mitigation work continuing as planned	Funding gap for construction
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 phase initiated after delay during preliminary engineering	Funding gap for construction
25.2	I-580 Richmond Parkway Interchange Operational Improvements	BATA/ CCTA	\$0.95	Environmental	Initiated engineering and environmental work	Procurement delay impacted schedule
25.3	Cutting Boulevard Transit Improvements	BATA	\$0.45	Design	65% design and environmental underway	None

Proj. #	Project Title	Sponsor	Allocated Amount (\$M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
26.1	Vine Transit Maintenance Facility	NVTA	\$20.00	Complete	Construction completed	None
26.2	Solano Rail Hub	STA	\$2.00	Planning/ Environmental	Planning and Environmental phase continued	Coordination and procurement issues impacted schedule
26.3	County Connection Bus Replacements	CCCTA	\$5.00	Complete	Buses were delivered and project is complete as of October 2024	None
26.4	Hydrogen Fueling Station	ECCTA	\$0.30	Design	Preliminary design completed.	None
26.5	Windsor Extension - Windsor High School Undercrossing	SMART	\$2.80	Construction	Majority of construction complete	None
26.6	Zero Emission Bus and Infrastructure	WestCat	\$6.66	Pre-Construction	Not started yet	Waiting on federal discretionary grant
26.7	State Route 37/Fairgrounds Drive Interchange Improvements Project	STA	\$3.00	Construction	Design completed and construction contractor procured	None
27	State Route 29	NVTA	\$20.00	Construction	Major road construction completed and ribbon cutting held in September 2024. Project will close out after plant establishment period.	None
28	Next-Generation Clipper Transit Fare Payment System	MTC	\$50.00	Construction (implementation)	Continued remaining equipment installation and testing; public launch of system expected in 2025	RM3 funding will continue to be drawn down throughout implementation
29	I-680/I-880/Route 262 Freeway Connector	ACTC	\$10.00	Environmental	Environmental and preliminary engineering ongoing	None

Proj. #	Project Title	Sponsor	Allocated Amount (\$M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
30	I-680/SR 84 Interchange Reconstruction Project	ACTC	\$85.00	Construction	Construction continued	None
31.1	San Pablo Multimodal Corridor	CCTA	\$7.50	Planning	Procuring consultant for stakeholder outreach and economic analysis	Funding not identified for future phases
31.2	Express Bus Service in I-80 Corridor	CCTA	\$5.00	Construction (Vehicle Procurement)	Vehicle procurement initiated in late 2024 and expected to be delivered by mid-2025	None
32	Byron Highway Vasco Road Airport Connector	CCTA	\$-	N/A	No RM3 funds have been requested for the project yet	N/A
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	Construction completed and opened to the public March 20, 2024; closeout pending completion of plant establishment period	None
35.1	Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs	CCTA	\$0.48	Preliminary Engineering	10% preliminary design and preliminary Environmental Study under review	None
35.2	Bollinger Canyon Road Shared Mobility Hub	CCTA	\$0.50	Environmental	Finalizing site selection before proceeding with design and environmental	Funding gap for construction
35.3	Walnut Creek Shared Mobility Hub	CCTA	\$0.40	Environmental	Work started in March 2025	Funding gap for construction