Regional Measure 3
Capital Program Semi-Annual Report

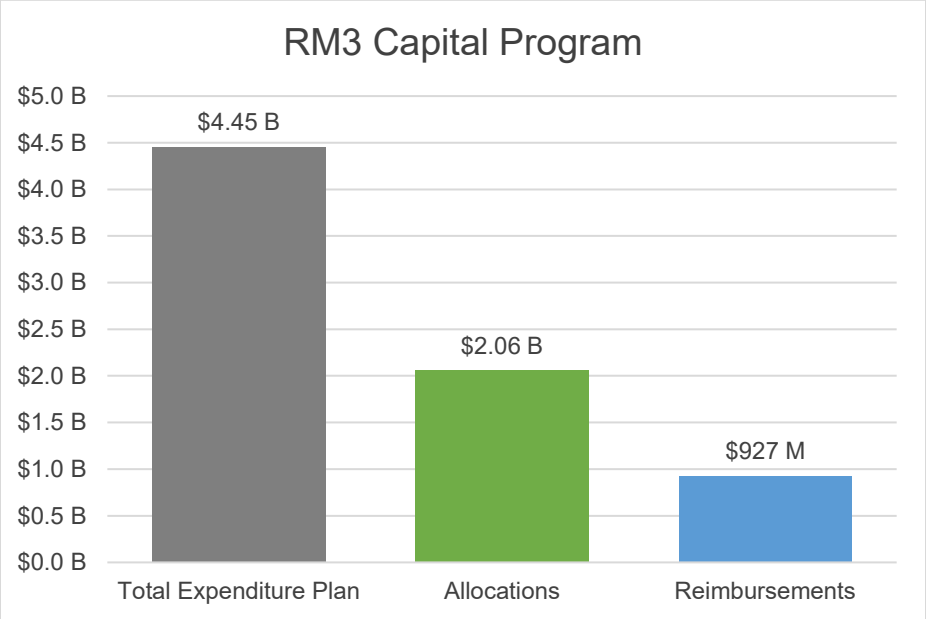
June 2026

This report includes RM3 capital program updates based on project reports for the period of October 2025 through March 2026, as well as overall program updates through May 2026, 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 2026, MTC has approved approximately $2.1 billion in RM3 capital allocations, or 45% of the total RM3 capital program, to 79 projects or subprojects. As of April 2026, MTC has approved $927 million, or 20% 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	$1,204	59%
Highway/Freight	$814	40%
Active Transportation	$39	2%
Total	**$2,058**	

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 May 2026, a public hearing was held for proposed changes to projects in the expenditure plan, as requested by project sponsors. These changes are proposed for Commission approval in June 2026 and are detailed in a separate item in this agenda.

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 2026 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

I-80 Express Lanes in Solano County (Project No. 2.2)

- Construction of the I-80 Express Lanes in Solano County, including installation of the tolling system
- Major construction activity was completed during the reporting period and the express lanes opened to the public in December 2025

I-680 Southbound Express Lanes in Alameda County (Project No. 2.3)

- Construction of the I-680 Southbound Express Lane between SR84 and Alcosta Blvd. project in Alameda County
- Major construction activity was completed during the reporting period

Left: I-80 Express Lanes in Solano County, *STA Photo*
Right: I-680 Express Lane in Alameda County, *Caltrans 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
- Delay due to UPRR coordination

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 for Phase 2b, Mission Bay Ferry Landing and Agua Vista Park

Rendering of the Mission Bay Ferry Landing
Port of SF Image

WETA Ferry Procurements (Project Nos. 5.4, 5.5, 5.6)

- RM3 funding has been allocated for new electric ferry vessels and one ferry conversion to battery electric
- Ferry procurements finalized design and entered or continued fabrication and assembly during the reporting period

WETA 400 passenger electric ferry fabrication
WETA Photo

Muni Vehicle Procurements (Project Nos. 10.2, 10.3,10.5, 10.8)

- RM3 funding has been allocated for Muni light rail vehicle, hybrid bus, and battery electric bus procurements and a midlife overhaul of buses already in service
- Light rail vehicle procurement is nearing completion
- Bus procurements advanced into production
- Most vehicles included in the midlife overhaul have been rehabilitated and returned to service

Left: New Muni light rail vehicle in service; Right: New hybrid bus in production
SFMTA images

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: aerial guideway construction; Right: bridge construction at Story Road
VTA images

Union City BART At-grade Pedestrian Crossing (Project No. 17.2)

- Construction of a new east entrance at Union City BART Station with a direct connection to the TOD Station District Area, 11th Street, and the future Intercity Rail Station
- Construction phase began, with coordination ongoing between the City of Union City, BART, and the Union Pacific Railroad

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

- Improvements to address congestion and safety concerns near the US 101/SR 92 Interchange
- 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

Regional Megaprojects and Programs

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

- Ongoing production of railcars, with 295 expansion cars delivered, conditionally accepted and in service through March 2025
- U.S. Customs has paused delivery of car shells though the border for assembly, delaying delivery of the remaining expansion cars

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, I-680 southbound in Alameda County, and I-680 Northbound in Contra Costa County (including the April 2026 allocation described below)
- In April 2026, MTC approved programming for the remaining $60 million in unprogrammed express lanes reserves, including $50 million to Contra Costa Transportation Authority (CCTA) for I-680 Express Lanes and $10 million to VTA for US 101 Express Lanes.
- Also in April, following approval of the new programming, MTC approved a partial allocation of CCTA's express lanes funding for right-of-way and construction management of the I-680 Northbound Express Lane Completion
- The Solano I-80 and Alameda I-680 projects were completed this reporting period, as reported above

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
- In October 2025, VTA board confirmed the large single bore as the preferred tunneling alternative
- Early construction work in progress
- Staff in conversation with VTA about timing of RM3 allocation

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
- $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 and endorsed the project for $750 million in Transit and Intercity Rail Capital Program (TIRCP) funding in support of TJPA's TICRP Cycle 8 application in May 2026
- 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

Valley Link Rail (Tri Valley Transit Access Improvements, 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
- Finalizing FTA-required Value Engineering exercise
- Preparing to enter into the engineering phase of the federal CIG program
- No RM3 allocations to date, but the project has received allocations of other bridge toll fund sources

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 Alternatives Analysis Report (non-RM3 funded) was completed in August 2025 and concluded the preferred alignment was the at-grade alternative
- Environmental analysis and funding workshops are underway, and a Project Director started in April 2026, all using RM3 funds

Diridon Station Rendering
VTA image

Issues

Allocation Extensions

RM3 allocations are set to expire at the end of the fiscal year following the last anticipated expenditure of RM3 funds. Many allocations expiring at the end of FY 2025-26 will require an extension to ensure remaining RM3 funds can be spent down, due to project delays – most commonly in the environmental and early design phases – and extended closeout, monitoring, or plant establishment periods.

As in previous years, staff have reviewed all extension requests and determined that they can be approved administratively by the Executive Director. Staff continue to work with sponsors to improve expenditure forecasts and establish reasonable allocation expiration dates.

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 projects in the latter category have been cancelled, or face cancellation, due to the loss of expected federal discretionary funding.

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.

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

- Staff are reviewing additional allocation requests for Summer 2026 and beyond.
- Several large allocation requests for major RM3 projects are anticipated in the remainder 2026. Anticipated transit allocation requests include BART to Silicon Valley Phase 2 and Valley Link. Major roadway project requests are also expected for the East Bay Greenway, SR 84-US 101 Interchange in San Mateo County, and the I-680/SR-4 Interchange Improvements project in Contra Costa County. Further requests may come following any expenditure plan revisions following the May public hearing and proposed Commission action.
- Allocation requests are expected throughout FY 2026-27 to advance projects programmed under RM3 programmatic categories such as Express Lanes, Bay Trail/Safe Routes to Transit, Dumbarton Corridor Improvements, and Richmond-San Rafael Bridge Access Improvements.
- A total of over $900 million in RM3 spenddown via invoices from project sponsors is anticipated in FY 2026-27. 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 Potrero Modernization project, Thornton Ave. Multimodal Complete Streets and Bay Trail project, 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-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 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.

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
- A before/after study for the International Boulevard components was completed in late 2025, finding that the improvements deterred non-transit vehicles from using the transit lanes

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

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

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; 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 (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
- The RM3 project remains open through the plant establishment period

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

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
- Closeout activities continued during this reporting period

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

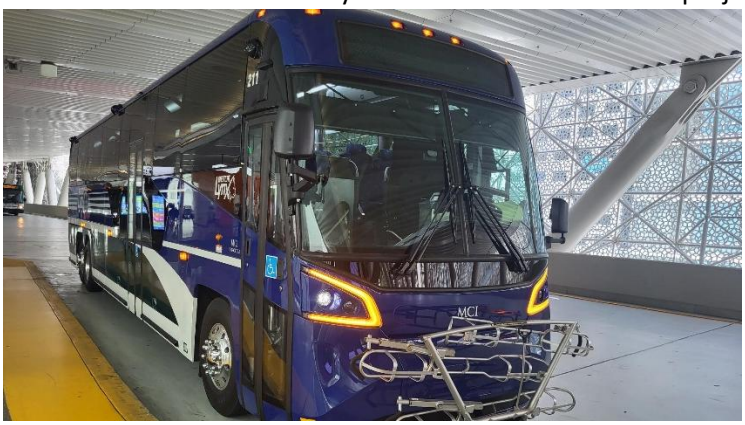
SMART Windsor High School Undercrossing (Project No. 26.5)

- 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

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

Appendix III: RM3 Project Status Summaries (Projects with Allocations)

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	Vehicle Procurement (CON)	Through March 2026, 295 expansion cars on property, conditionally accepted, and in service	Waiting for US Customs to allow resumption of delivery of car shells through the border to final assembly in Plattsburgh, NY.
2.1	I-80 Express Lanes in Solano County	STA	70.424	CON	Major construction activities completed	None
2.2	I-80 Express Lanes in Solano County (Toll System)	BAIFA	31.276	CON	Project in closeout	None
2.3	I-680 Southbound Express Lanes in Alameda County	ACTC	80	Completed	Major construction activities completed	None
3.1	GoPort 7th St Grade Separation East	ACTC	55	CON	Construction continued on a delay due to UPRR coordination	UPRR coordination impacting schedule
3.3	Martin Luther King Jr. Way Streetscape Improvements	City of Oakland	29.6	CON	Design and right-of-way completed, entering construction phase	Federal and local policy changes impacting schedule
4.3	Adeline Street Quick-Build	City of Berkeley	0.922	PSE	Design progressed	Additional time required to incorporate community feedback
4.7	Multimodal Bay Skyway - YBI MUP	SFCTA	16.25	CON	Design completed, entering construction phase	None
5.1	Mission Bay Ferry Landing	WETA	0.7	PSE/CON	Phase 2a construction progressed, Phase 2b design progressed	None

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
5.2	Shoreline Electrical Program	WETA	0.8	PAED	Engineering work progressed	Construction funding not identified
5.3	Berkeley Marina Ferry Facility	WETA	3	PAED	Design and environmental documents progressed	Construction funding not identified
5.4	Three 149-Passenger Electric Ferry Vessels	WETA	32.1	Vehicle Procurement (CON)	Design and construction progressed	None
5.5	One 400-Passenger vessel	WETA	$ 5.46	Vehicle Procurement (CON)	Vehicle fabrication progressed	None
5.6	Hydrus Vessel Conversion to All Battery Electric Ferry	WETA	$ 8.89	Vehicle Procurement (CON)	Design and procurement completed, entering construction phase	Scope revisions and federal funding issues impacted schedule
5.7	Downtown San Francisco Gate G Universal Charging Float (UCF)	WETA	$ 10.27	CON	Design and procurement completed, entering construction phase	Scope revisions and federal funding issues impacted schedule
5.8	Seaplane Ferry Terminal Universal Charging Float (UCF)	WETA	$ 16.19	PSE	Design progressed	None
9	Caltrain Downtown Extension	TJPA	100.7	PAED/ROW	Environmental review and design progressed	Funding gap remains for construction
10.1	Potrero Modernization Project	SFMTA	3.503055	PSE	Final commercial and financial agreements approved by the SFMTA Board and Board of Supervisors. Project advancing from predevelopment toward construction readiness.	None

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
10.2	Light Rail Vehicle (LRV) Procurement	SFMTA	6.8	Vehicle Procurement (CON)	Vehicle deliveries nearing completion	None
10.3	40'/60' hybrid buses	SFMTA	27	Vehicle Procurement (CON)	Vehicle procurement progressed	None
10.4	Kirkland Electrification	SFMTA	6.5	PAED	Environmental review progressed	Project delayed indefinitely due to cost
10.5	Battery Electric Bus procurement	SFMTA	2.38	Vehicle Procurement (CON)	Procurement and design progressed	None
10.6	Presidio Yard Modernization	SFMTA	12.95	PAED	Planning and environmental activities progressed	Construction funding not identified
10.7	Vintage Streetcar Rehabilitation	SFMTA	6.72	PAED	Project start delayed	Changes to procurement and delivery approach impacted schedule
10.8	New Flyer Midlife Overhaul	SFMTA	11.34	CON	Construction progressed	None
11.1	Training and Education Center Modernization	AC Transit	9	CON	Design completed, entering construction phase	None
11.2	Hayward Facility Hydrogen Charging Infrastructure	AC Transit	4.1	PAED	Design progressed	None
12.1	Telegraph Rapid	AC Transit	2.7	Completed	Project in closeout	None
12.2	Quick Build Transit Priority Projects	AC Transit	1.5	Completed	Project complete	None
15	Eastridge to BART Regional Connector	VTA	130	CON	Construction progressed	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	30.1	PAED	Planning progressed, began environmental phase	Funding for later phases not identified
17.1	San Mateo Dumbarton Busway	SamTrans	4.1	PAED	Planning progressed	Funding for later phases not identified
17.2	Union City BART At-grade Pedestrian Crossing	ACTC/Union City	3	CON	Construction began	None
17.3	Fremont Quarry Lakes Trail	ACTC/Fremont	1.1	PSE	Design progressed	None
17.4	Marshland Road Bay Trail	BATA	1	PAED	Funds reallocated to City of Fremont as project sponsor; project updates will continue next reporting period	Funding for later phases not identified
17.5	Quarry Lakes Parkway	ACTC/Union City/BATA	$ 16.73	PSE	Design progressed for multiple tasks	Funding for construction not fully identified
17.6	Thornton Avenue Multimodal Complete Streets & Bay Trail	ACTC/Newark	$ 15.00	PSE	Completed design and progressed environmental clearance.	None
18.1	101/92 Area Improvements Project	SMCTA	22	CON	Construction progressed; project will remain open during extended plant establishment period	None
18.2	101/92 Direct Connector Project	SMCTA	2	PAED	Planning and environmental activities progressed	Alternatives analysis impacted schedule; funding not identified for later phases

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	CCTA	14	PSE/ROW	Design and preconstruction progressed	Permits and right-of-way issues impacted schedule; funding not fully identified for later phases
19.2	I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study	CCTA	0.5	PAED	Planning advanced	Additional stakeholder engagement impacted schedule; funding not identified for later phases
20.1	Marin Sonoma Narrows - Marin Segment	TAM	87.978	PSE/CON	Major roadway construction is complete; construction progressed on remaining elements	Some elements on hold due to funding gaps
20.2	Marin Sonoma Narrows - Sonoma Segment	SCTA	3	PSE	Design progressed	None
21.1	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)	STA	3.7	Completed	Project in closeout	None
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)	STA	10	PSE	Design progressed	Funding not identified for construction
22	Interstate 80 Westbound Truck Scales	STA	30.738	CON	Right-of-way and construction progressed	None
23.1	SR 37 and Fairgrounds Drive Interchange	STA	15	CON	Construction progressed	None
23.2	SR37 Sears Point to Mare Island Improvement Project	MTC	46	PSE/ROW/CON	Design progressed	Stakeholder feedback and funding availability impacted schedule

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
23.3	Hwy 37/121 Improvements - PAED	SCTA	10	PAED	Procurement for planning and environmental activities advanced	Funding for later phases not identified
25.1	US-101/I-580 Direct Connector	TAM	7.8	PAED	Environmental studies progressed	Scope expansion impacted schedule
25.2	I-580 Richmond Parkway Interchange Operational Improvements	BATA/CCTA	0.95	PAED	Project development progressed	Procurement and Caltrans coordination impacted schedule
25.3	Cutting Boulevard Transit Improvements	BATA	0.75	PAED/PS&E	Design progressed	Extended stakeholder coordination impacted schedule
25.4	Open Road Tolling (ORT) & I-580 WB HOV Lane Extension	BATA	5	CON	Design completed, entering construction phase	None
25.5	Point Richmond Traffic Improvements	BATA	0.18	PAED	Began conceptual planning	None
25.6	Richmond Wellness Trail Phase II	BATA/CCTA/ Richmond	2.8	PSE	Design progressed	None
25.7	Neighborhood Complete Streets Project	BATA/CCTA/ Richmond	7.5	PSE	Design progressed	None
26.02	Solano Rail Hub	STA	2	PAED	Early planning and procurement progressed	None
26.04	ECCTA Hydrogen Fuel	ECCTA	0.3	n/a	Project is not moving forward	Not moving forward

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
26.05	Windsor Extension - Windsor High School Undercrossing	SMART	2.8	Completed	Project complete	None
26.06	Zero Emission Bus and Infrastructure	WestCat	6.66	CON	Project on hold pending FTA grant	Project dependent on FTA grant
26.07	State Route 37/Fairgrounds Drive Interchange Improvements Project	STA	3		Construction progressed	None
26.08	San Rafael Transit Center Replacement	TAM/GGBHTD	0.5	PAED	Environmental review progressed	None
26.09	Bus Stop Rehabilitation	TAM/Marin Transit	0.143	PAED	Planning progressed	None
26.10	SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector	TAM/SMART	0.224	PSE	Preliminary design progressed	None
26.11	SMART Pathway in Novato	TAM/SMART	4.713	PSE/CON	Environmental review progressed	FTA environmental review requirements anticipated to impact project schedule
26.12	Petaluma Transit Facility Electrification	SCTA / Petaluma Transit	1.035	CON		
26.13	Fixed Route Electric Vehicle Charging & Maintenance Facility	TAM/Marin Transit	0.92	PSE	Design and environmental documents progressed	Delay in obtaining CEQA/NEPA approval; funding for later phases not identified

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
26.14	Santa Rosa US 101 Bicycle Pedestrian Overcrossing	SCTA/City of Santa Rosa	10.6	CON	Construction began	Cost increased covered by local funds
27	State Route 29	NVTA	20	Completed	Project in closeout	None
28	Next-Generation Clipper Transit Fare Payment System	MTC	50	CON	Account-based Clipper system and regional Open Payment acceptance launched in December 2025.	Continue to resolve customer issues, full transition to account based operations, customer migration.
29.1	I-680/I-880/Route 262 Freeway Connector	ACTC	10	PAED	Early planning and engineering work progressed	None
30	I-680/SR 84 Interchange Reconstruction Project	ACTC	85	Completed	Project in closeout	None
31.1	San Pablo Multimodal Corridor	CCTA	7.5	PAED	Preliminary engineering and public outreach began	Procurement delays impacted schedule
31.2	Express Bus Service in I-80 Corridor	CCTA	5	Completed	Project Complete	None
34.1	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	CCTA	14	Completed	Project Complete	None
35.1	Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs	CCTA	0.48	PSE	Design and environmental documents progressed	Schedule impacted by extended planning studies
35.2	Bollinger Canyon Road Shared Mobility Hub	CCTA	0.5	PAED/PSE	Early planning and environmental activities progressed	Schedule impacted by site selection delay; funding for construction not fully identified

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
35.3	Walnut Creek Shared Mobility Hub	CCTA	0.4	PAED	Preliminary design completed and public engagement progressed	Scope revised due to funding constraints and schedule extended; funding for construction not fully identified