

## Regional Measure 3 Independent Oversight Committee Fiscal Year 2024–25 Annual Report – Introduction and Summary

Regional Measure 3 (RM 3) was approved by the State Legislature in 2017 and by Bay Area voters in 2018, to fund projects that would help solve growing congestion problems. The measure’s plan, published by MTC in 2018, called for \$4.45 billion in financing of 35 specific highway and transit improvements by increasing tolls on the region’s seven state-owned toll bridges.

The project funding list includes new BART cars, with extension of service to Silicon Valley, extension of Caltrain to downtown San Francisco, expansion of S.F. Muni’s vehicle fleet; improved transbay bus service; freeway improvements; expansions of the freeway express lane network; new ferry services, upgrades to relieve congestion in the Dumbarton Bridge corridor; highway 37 improvements; and extension of the SMART rail system to Windsor and Healdsburg. The RM 3 plan specifies the amounts to be dedicated to each project.

Winning 55% overall approval by voters in the nine Bay Area counties, RM 3 raised tolls in three \$1 increments that went into effect on January 1, 2019, January 1, 2022, and January 1, 2025. The 2019 increase marked the first toll hike on the seven state-owned bridges since 2010. However, due to litigation over the percentage of votes needed to authorize the toll increases, proceeds were held in escrow until January 2023. After the challenges were dismissed, the escrow account was terminated, and the Commission began making RM 3 allocations in June 2023.

RM 3 requires that an independent committee of citizens to ensure that RM 3 funds are spent according to the requirements of the RM 3 legislation. The independent oversight committee was established after the passage of RM 3 and began meeting regularly after the Commission began allocating RM 3 funds.



*Photos of projects completed with RM 3 Capital Funding. Left: SMART Windsor High School Undercrossing, Right: SR-29/Soscol Junction Interchange*

## Regional Measure 3 (RM 3) Accomplishments During FY 2025

- Second full year of program implementation since final RM 3 legal clearance
- Advanced a variety of capital projects, including completion of the SR-29/Soscol Junction Interchange and SMART Windsor High School Undercrossing and advancement of construction for AC Transit bus improvements and the Eastridge to BART Regional Connector
- Supported the operation of the Salesforce Transit Center, regional express bus, and ferry service



*Photos of transit service assisted with RM 3 Operating Funding. Left: SF Bay Ferry, Right: AC Transit Transbay Service*

### RM 3 IOC MEMBERS

*TIM AMBROSE  
ALAMEDA COUNTY*

*STEVE BIRDLEBOUGH  
SONOMA COUNTY*

*KATHY CHANG  
CONTRA COSTA COUNTY*

*KEVIN HAGERTY, CHAIR  
MARIN COUNTY*

*FREDERICK ARN HANSSON  
SAN MATEO COUNTY*

*WILLIAM G. JERRY HAYES  
SOLANO COUNTY*

*PAMELA KINDIG, VICE CHAIR  
NAPA COUNTY*

*JOHN MAITLAND  
SONOMA COUNTY*

*AISHA NASIR  
NAPA COUNTY*

*ANU NATARAJAN  
ALAMEDA COUNTY*

*NAZANIN SHAKERIN  
CONTRA COSTA*

*JOANNE WEBSTER  
MARIN COUNTY*

### About the RM 3 IOC

- Established by RM 3 statute to ensure RM 3 toll revenues are spent following the requirements of the statute
- Comprised of two representatives from each Bay Area county

### RM 3 IOC Accomplishments Supporting FY 2024-25 Report

- Held three meetings to review RM 3 activities
- Evaluated FY 2024-25 expenditures of RM 3 Bridge Toll funds
- Recommended MTC send a letter to county Boards of Supervisors urging appointments to vacant IOC seats
- Developed the RM 3 IOC annual report

### RM 3 IOC Plans for FY 2025-26 and Beyond

- Provide input on RM 3 allocation processes
- Continue to refine IOC agendas and information requests to enhance effectiveness and contributions to the RM 3 program
- Provide recommendations on ways to further enhance RM 3 program transparency, reporting, and public engagement

A report of the IOC's findings for FY 2024-25 follows this summary.

Respectfully submitted,

RM 3 Independent Oversight Committee



## Regional Measure 3 Independent Oversight Committee Fiscal Year 2024–25 Annual Report

The Regional Measure 3 (“RM 3”) Independent Oversight Committee (“IOC”) is pleased to provide its Fiscal Year 2024-25 RM 3 IOC annual report. This report summarizes the IOC’s findings on the expenditure of RM 3 Bridge Toll funds during the 2024-25 fiscal year.

### Background and History of the Independent Oversight Committee

Bay Area voters approved RM 3 on June 5, 2018. Following this, the three \$1 increments of the toll increase were applied on January 1, 2019, January 1, 2022, and January 1, 2025. The state legislation that established the RM 3 expenditure plan and the mechanism for the election (Senate Bill 595, 2017) also added the following language requiring establishment of the IOC to the California Streets and Highways Code (SHC), Section 30923:

If the voters approve a toll increase pursuant to this section, the authority shall establish an independent oversight committee within six months of the effective date of the toll increase to ensure that any toll revenues generated pursuant to this section are expended consistent with the applicable requirements set forth in Section 30914.7.

The oversight committee shall include two representatives from each county within the jurisdiction of the commission. Each representative shall be appointed by the applicable county board of supervisors and serve a four-year term and shall be limited to two terms. The oversight committee shall annually review the expenditure of funds by the authority for the projects and programs specified in Section 30914.7 and prepare and submit a report to the transportation committee of each house of the Legislature summarizing its findings. The oversight committee may request any documents from the authority to assist the committee in performing its functions.

Subsequently, the following requirements were added to statute regarding committee membership:

A representative appointed to the oversight committee shall not be a member, former member, staff, or former staff of the commission or the authority, shall not be employed by any organization or person that has received or is receiving funding from the commission or the authority, and shall not be a former employee or a person who has contracted with any organization or person that has received or is receiving funding from the commission or the authority within one year of having worked for or contracted with that organization or person.

The Bay Area Toll Authority (BATA) established the RM 3 IOC in June 2019, and populated its roster for the first four-year term as appointees were received from county boards of supervisors (BATA Resolution No. 131, Revised). The current version of this resolution, including the list of IOC members and vacancies by county, is included in Attachment F to Appendix I of this report.

The IOC did not meet during the first term of July 2019-June 2023. During this time, legal challenges to RM 3 were appealed all the way to the California State Supreme Court, which finally resolved the

challenges in January 2023. While these legal matters were ongoing, all collected RM 3 funds were held in escrow. In March 2023, BATA released these funds and terminated the escrow agreement, which allowed for the RM 3 funds to start being allocated and spent.

Counties were asked to nominate IOC appointees for a new term from July 2023 through June 2027. Because the committee did not meet during the first term, the 2023-2027 term will be considered the first term for the purposes of fulfilling term limits outlined in state statute.

## FY 2024-25 IOC Activities and Accomplishments

The IOC meets three to four times per calendar year to review RM 3 expenditures. During review of FY 2025-25 expenses, the committee also discussed additional topics, including requesting that MTC staff provide additional information about MTC's independent auditor's review of RM 3 expenditures and MTC's investment policies, and a request for MTC to reach out to counties with IOC member vacancies.

At the August 4, 2025 meeting the committee selected three members to form an ad-hoc committee to prepare a draft of the IOC Annual Report summarizing its findings to submit to the state legislature. On November 7<sup>th</sup>, 2025 the full committee reviewed and approved the report for submission to the Legislature.

## Bridge Toll Fund Management

The IOC obtained and has reviewed the following information from MTC staff about bridge toll revenue collection and fund management, and finds it worthwhile to include in this report.

### Bridge Toll Revenues

Bridge toll revenues, including those provided by RM 3, are administered by BATA and fund a variety of obligations, including the projects in the RM 3 expenditure plan. Funds are maintained in BATA accounts and invoices are paid from these funds. BATA also leverages toll revenue by issuing toll bridge revenue bonds to finance the projects outlined in the RM 3 expenditure plan.

While the lawsuits challenging RM 3 were in progress, RM 3 toll revenue was collected but held in an escrow account managed by a bank trust officer. After the litigation was resolved, the BATA Board terminated the escrow and the funds were released for use by BATA to fund the RM 3 expenditure plan and other expenses as authorized by RM 3. As of June 30, 2025, BATA has collected \$1.144 billion in toll revenue generated by RM 3.

### Use of Bond Financing

To date, tolls approved under RM 3 have generated more revenue than BATA has spent on RM 3 operating costs, capital projects, and administrative expenses. However, with \$4.45 billion of planned RM 3 capital projects, total RM 3 expenditures are expected to exceed related toll revenue collections on a cash flow basis in future years. This trend would reverse once the major RM 3 capital projects have been completed and spending decreases. Therefore, bond financing will play a crucial role in funding the RM 3 capital program in periods when expenses surpass toll revenues approved under RM 3.

The availability and cost of funding in the municipal market varies over time. For this reason, it is important to maintain healthy levels of liquid funds by accessing the bond market when it is cost effective. Recent years have been a relatively advantageous time to issue tax-exempt debt. The overall net cost of borrowing has been nominal when taking into consideration the overall financial position of BATA and the RM 3 program.

### RM 3 Related Debt

All toll revenue secures and pays debt service on all toll bridge revenue bonds. BATA is tracking the collection and expenditure of toll revenues generated by the toll increases approved by RM 3. In addition, when BATA issues bonds, it is tracking which bond proceeds are applied to RM 3 projects and the associated debt service on those bonds. This information is being tracked to provide insight into the way in which funds generated by the toll increases approved by RM 3 are being used to meet the needs of the RM 3 Expenditure Plan over time.

As of June 30, 2025, BATA has issued two series of bonds to fund RM 3 projects. The \$250 million BATA San Francisco Bay Area Toll Bridge Revenue Bonds, 2024 Series F-2 (Green Bonds – Climate Bond Certified) (the “2024F2 Bonds”) were issued on June 26, 2024 and the \$400 million BATA San Francisco Bay Area Toll Bridge Revenue Bonds, 2025 Series F-2 (Green Bonds – Climate Bond Certified) (the “2025F2 Bonds”) were issued on June 18, 2025. The Bonds were issued as fixed rate tax-exempt senior lien bonds. Together these two series of bonds provided \$716 million in funds for RM 3 projects.

As of June 30, 2025, \$550 million has been reimbursed to project sponsors for RM 3 capital projects, all of which has been or will be reimbursed from bond proceeds.

### RM 3 Associated Funds<sup>1</sup>

Through June 30, 2025, incoming funds to the RM 3 program include:

- \$1.144 billion provided by toll revenues approved under RM 3
- \$109 million investment earnings
- \$716 million bond proceeds

Expenditures include:

- \$550 million RM 3 capital expenditures
- \$80 million operating transfers
- \$24 million administrative and overhead expenses
- \$10 million debt service on 2024F2 and 2025F2 Bonds

Unexpended balances include:

- \$212 million accrued, but not yet paid RM 3 capital expenditure reimbursements
- \$87 million restricted WETA operating reserve
- Approximately \$1 billion unexpended balance

The BATA Budget included in the Bay Area Metro Budget Book, Fiscal Year 2025-26<sup>2</sup>, budgets \$338 million in toll revenue generated by the toll increases approved under RM 3. Amounts in excess of that needed for debt service, the operating transfers in the RM 3 expenditure plan, and RM 3-related administration and overhead are expected to be available for the capital portion of the RM 3 expenditure plan.

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<sup>1</sup> All figures rounded. Totals may not sum due to rounding.

<sup>2</sup> [https://mtc.ca.gov/sites/default/files/documents/2025-07/Fiscal\\_Year\\_2025-26\\_Bay\\_Area\\_Metro\\_Budget\\_Book.pdf](https://mtc.ca.gov/sites/default/files/documents/2025-07/Fiscal_Year_2025-26_Bay_Area_Metro_Budget_Book.pdf)

## Investment of Funds

MTC's Investment Policy (included as Attachment II) states that all funds over which MTC is administratively responsible, which includes BATA funds (including toll revenue associated with RM 3), shall be managed under the "prudent investor standard" which requires all agencies investing public funds to be trustees of those funds, and therefore fiduciaries subject to the prudent investor standard. All funds shall be invested with the objectives of, in order of priority, safety, liquidity, and yield. MTC's investment policy is compliant with the California Government Code Section 53600 et seq., ensuring adherence to all statutory requirements governing public agency investments.

## Summary of MTC and BATA RM 3 Activities

### RM 3 Policies and Procedures and Allocation Process

The RM 3 expenditure plan lists specific amounts available for capital projects, and percentage-based amounts available for operating projects. The Commission has adopted the Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404, Revised; included as Attachment G to Appendix I of this report) to govern the implementation of both the capital and operating programs. These processes are summarized at a high level in the following paragraphs.

For the capital program, eligible project sponsors must follow the Policies and Procedures to request an allocation of funds, including the completion of an initial project report, an allocation request, and a board resolution. Staff reviews the request and prepares allocation recommendations in the form of resolutions for the Commission's consideration. These resolutions include reference to the specific line of the expenditure plan from which the allocation request is being made, a description of the scope of the allocation request, and additional information such as project schedule and funding plan. Payments to project sponsors for eligible expenses are made on a reimbursement basis. Capital projects may only receive the amount listed in the expenditure plan; per statute, BATA may fund the projects by transfers or bonding.

For the operating program, eligible project sponsors must likewise follow the Policies and Procedures to request allocations of funding. Statute establishes that not more than 16 percent, up to \$60 million of RM 3 revenues generated each year, are available for operating assistance. Of that annual amount, 8 percent is made available for the Transbay Terminal (Salesforce Transit Center), not to exceed \$5 million, 34 percent is made available for regional express bus services, not to exceed \$20 million; and 58% is made available for expanded ferry service, not to exceed \$35 million. To receive funds, recipients must execute an operating agreement with MTC that meets statutory requirements, and prepare an allocation application package including a cover letter, board resolution, operating agreement, and fiscal audit. The Commission annually approves programming and allocations of amounts, and in the case of the regional express bus program, recipients. Payments to project sponsors for eligible expenses are made on a reimbursement basis. Allocated amounts will be reduced if necessary to stay within statutory mandates.

### RM 3 Letters of No Prejudice

The RM 3 Policies and Procedures include an option for MTC to approve Letters of No Prejudice (LONPs) to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM 3 eligibility if and when RM 3 funds became available. On March 25, 2020, MTC approved Resolution No. 4412, which enables MTC to issue LONPs for RM 3 projects. LONPs are issued at the request of project sponsors and specify the amount and scope for which RM 3 eligibility will be preserved and the

alternate funding source to be used in place of RM 3 funds. The first LONP was approved in March 2020. A total of 21 LONPs have been issued totaling approximately \$602 million, the last in May 2023 prior to the start of allocations. Since then, allocations have been made toward the vast majority of LONPs issued. MTC Resolution No. 4412, Revised, contains a description of every project with an LONP. This resolution is included in BATA's 2023 RM 3 Annual Report and has not been revised since then.

### RM 3 Expenditure Plan Revisions and Programming

To ensure that RM 3 revenues are expended consistent with the applicable requirements set forth in SHC Section 30914.7, it is important for the IOC to track changes made to the RM 3 Expenditure Plan, which may be made through a public hearing process as outlined in the RM 3 statute (SHC Section 30914.7(e)). One such change was made during this report period. After a public hearing in March 2025, the Commission approved the following change to the RM 3 expenditure plan in April 2025:

- Modify scope of Highway 101-Marin/Sonoma Narrows (RM 3 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.

The RM 3 operating projects and funding levels are determined by the RM 3 statute, but each fiscal year, MTC approves programming for the RM 3 operating program that sets the funding amounts for the year based on an estimate of toll revenues. MTC approved the FY25 RM 3 Operating Program on May 22, 2024 and revised the programming on December 18, 2024 to incorporate programming amounts for sponsors of Express Bus operating projects.

In the RM 3 capital program, most projects are named and have a single sponsor and dollar amount assigned in the RM 3 statute, but there are a few projects that have multiple sponsors or are broad categories that require programming by MTC. Since MTC began issuing Letters of No Prejudice in 2020 to allow projects to proceed ahead of allocation of RM 3 funds, MTC has taken action to program funds under the following RM 3 projects:

- Bay Area Corridor Express Lanes
- Goods Movement and Mitigation
- North Bay Transit Access Improvements
- Dumbarton Corridor Improvements

### Invoicing and Monitoring

RM 3 funds are provided to project sponsors on a reimbursement basis. After funds are allocated, sponsors may submit invoices for eligible expenditures. MTC staff review these invoices for accuracy and consistency with the allocation and approve payment. Semi-annually, MTC collects progress reports for each ongoing capital project that has received an RM 3 allocation.

In March 2019, MTC issued an RFQ for the purpose of selecting a bench of audit firms to perform various auditing, attestation and consulting engagements. On September 4, 2019, the MTC Administration Committee approved a bench of five audit firms including MGO. In January 2024, MTC entered into a contract with MGO to conduct annual review of RM 3 expenses. The agreed-upon procedures (AUP) performed in the review of the RM 3 expenses were developed by the MTC Finance staff in accordance with the RM 3 Policies and Procedures. The agreed-upon procedures are as follows:

For the annual fiscal year review of RM 3 expenses:

**General Procedures:**

1. Obtain from MTC a listing of RM 3 recipients of operating programs and capital programs.
2. For each selected recipient, randomly select a minimum of 4 invoices to cover at least 50% of the recipient's project expenses, and apply the applicable procedures below to the selected invoices. For recipients with 4 or fewer invoices, inspect all invoices for review. Amounts less than \$5,000 are not to be selected. MTC will review and approve the selected transactions
3. Request supporting documentation electronically from RM 3 recipients for transactions selected for review, and apply the applicable procedures below to the selected transactions.

**Capital Programs:**

1. Obtain and determine the Allocation Application includes the required materials.
2. Determine whether invoices were submitted to the MTC on a reimbursement basis.
3. Determine whether the expenses included in the invoices were considered eligible expenses, as defined in the Capital Program Guidance section in the Regional Measure 3 Policies and Procedures, dated October 2023.
4. Determine whether the expenses included in the invoices were within the scope of the recipient's Initial Project Report.
5. Verify expenses as reported in the invoices to the recipient's supporting documentation.

**Operating Programs:**

1. Obtain and determine the Allocation Application includes the required materials:
2. Determine whether the recipient's invoices were exclusive of depreciation/amortization expenses.
3. Reconcile expenses and fare box revenues as reported in the invoices to the recipient's supporting documentation. (This procedure excludes other operating subsidies.)
4. Determine whether the expenses included in the invoices were within the scope of the recipient's Operating Agreement.

MTC also periodically engages an auditor to confirm RM 3 invoices for capital programs to ensure they were submitted in accordance with the RM 3 policies and procedures and check for duplicate charges or other errors. The agreed-upon procedures are as follows:

For periodic reviews of RM 3 Capital invoices, the independent account will:

- a. Vouch the invoiced amount to supporting documents accompanying the invoice, as submitted by BATA RM 3 recipients to MTC.
- b. Determine whether the invoice includes duplicate charges.
- c. Determine the arithmetic accuracy of the invoice.
- d. Determine invoiced amounts, including release of retention, are submitted to MTC on a reimbursement basis assuming it is clear on the vendor invoice whether retentions are included in the total or not.
- e. Determine whether the recipient's overhead rate exceeds the maximum allowable rate as set in the RM 3 policies and procedures (50 percent of total salaries and benefits).
- f. Based on the invoice date, determine if any recipients, excluding MTC, submit more than one invoice per month per project, unless the exception is approved in writing.

## IOC Findings

The IOC presents the following findings on BATA and the Metropolitan Transportation Commission (MTC's) expenditure of RM 3 funds.

### Capital Allocations

During FY 2025, MTC allocated approximately \$200 million to capital projects in the RM 3 expenditure plan. Details of these allocations were reviewed by the IOC at previous meetings and are available in the meeting materials posted to MTC's website.

Capital Allocations made through June 30, 2025 are consistent with the RM 3 statute.

### Operating Allocations

In FY 25, MTC approved \$49 million in operating allocations consistent with the FY 25 RM 3 Operating Program. Details of these allocations were reviewed by the IOC at previous meetings and are available in the meeting materials posted to MTC's website.

Operating Allocations made through June 30, 2025 are consistent with the RM 3 statute.

### Invoicing and Monitoring

The FY 24 AUP review (Appendix III) was completed in November 2024, and no issues were flagged with any FY 24 invoices. The FY 25 AUP review is in progress and findings will be provided to the IOC when available. The most recent AUP review of capital project invoices (Appendix IV) covered the period from March 1, 2024 to January 21, 2025 and no issues were flagged with any invoices during this period. These reviews are available as Appendices II and III to this report.

MTC collects semi-annual reports for all RM 3 capital allocations. In FY 25, summaries of findings were presented to the Commission in December 2024 and June 2025. The June 2025 update is included as Attachment E to Appendix I of this report.

MTC's invoicing and monitoring procedures ensure that funds are expended consistent with the RM 3 statute, allocations, and RM 3 policies and procedures.

### Other RM 3 Implementation Issues

#### *IOC Vacancies*

The IOC strongly urges counties with IOC position vacancies to fill them with appointees that can actively participate in IOC meetings, so that all counties in the region may be fully represented in the work of the committee.

#### *Discretionary Federal and State Matching Funding*

Many RM 3 projects have committed or planned discretionary federal and/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 other funding pressures at the state level. This is especially concerning for projects relying on such funding as the largest element of a funding plan, such as megaprojects relying on significant federal funding for construction or smaller projects relying on a discretionary federal grant to become reality. RM 3 funds are a flexible source of funding that can help these projects progress while construction funding is uncertain, but allocating RM 3 funds on early phases of projects awaiting discretionary funds for future phases increases the risk that regional investment is being put into projects that may have significant funding and project delivery challenges.

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## Appendices

Appendix I: Bay Area Toll Authority RM 3 FY 2024-25 Annual Report to the Legislature

Appendix II: MTC Investment Policy (MTC Resolution No. 4563)

Appendix III: Independent Accountant's Report on Applying Agreed-Upon Procedures – Regional Measure 3 Funds – Year Ended June 30, 2024

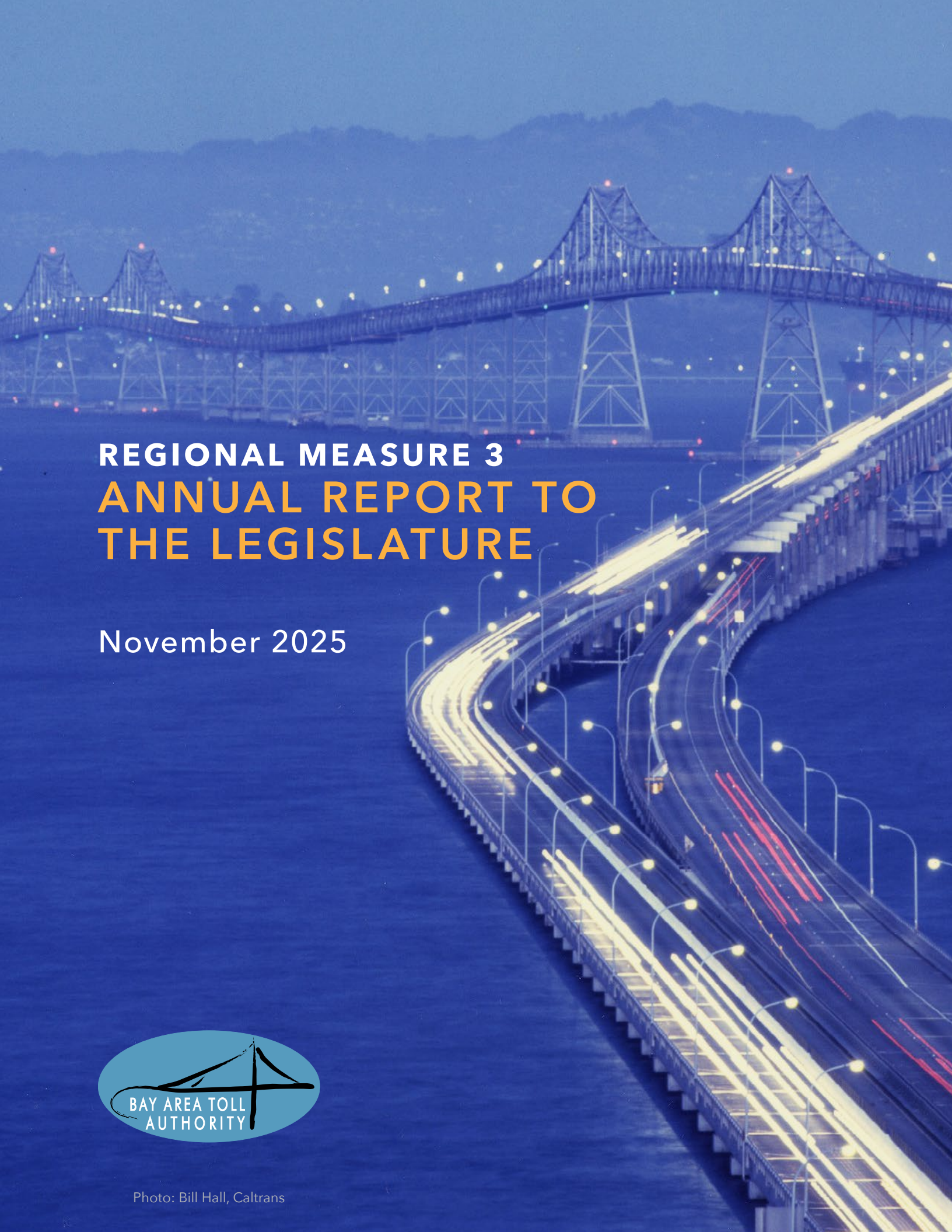
Appendix IV: Independent Accountant's Report on Agreed-Upon Procedures Applied to Regional Measure 2, 3, and AB1171 Capital Invoices For the period from March 1, 2024 to January 31, 202

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Regional Measure 3 Independent Oversight Committee  
Annual Report

**Appendix I**

Bay Area Toll Authority RM 3 FY 2024-25 Annual Report to the Legislature



**REGIONAL MEASURE 3**  
**ANNUAL REPORT TO**  
**THE LEGISLATURE**

November 2025



Photo: Bill Hall, Caltrans

# Regional Measure 3 Projects

- — Bus Project
- — Rail Project
- Light Rail Project
- ⋯ Ferry Project
- — Highway Project
- Existing Commuter Rail
- BART Project
- BART existing
- - - BART extension under construction
- Existing Light Rail



### Projects Not Mapped

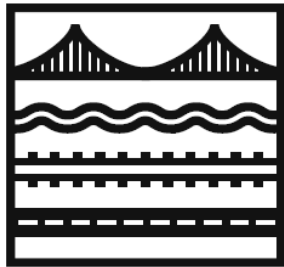
Regionwide Projects	
New BART Cars	
Next Generation Clipper Transit Fare Card	
Competitive Programs	
Corridor Express Lanes	
Goods Movement and Mitigation	
Bay Trail/Safe Routes to Transit	
Regional Express Bus	

RM3\_projects.pdf | MTC Graphics.ms — 12.2023

0 5 10 15 20 25 Miles

0 5 10 15 20 25 Kilometers

Map is for illustration only, showing planned projects and does not depict a commitment of funds. Exact projects and project limits to be funded are subject to design and environmental review and approvals.



# Regional Measure 3 Annual Report to the California Legislature

November 2025



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- Attachments..... 1**



The West Span of the San Francisco-Oakland Bay Bridge on a beautiful day on the Bay.  
*Photo: Joey Koffica, MTC.*

**This report is the Fiscal Year 2024-2025 (FY 2024-25) Regional Measure 3 (“RM 3”) Annual Report to the Legislature on the status of projects and programs funded by the RM 3 bridge toll increase authorized by the Legislature by Senate Bill 595 (Beall, 2017) and approved by the voters in June 2018. This report is submitted pursuant to Streets and Highways Code (“SHC”), Section 30923(i).**

## 1. Toll Implementation and Revenue Collection

The Bay Area Toll Authority (BATA) adopted the toll schedule incorporating the phased-in three-dollar RM 3 phased-in toll increase for the Bay Area’s state-owned toll bridges on December 19, 2018, pursuant to SHC Section 30916(c)(1). The first dollar increase took effect January 1, 2019; the second dollar increase took effect January 1, 2022; and the third dollar increase took effect January 1, 2025. The toll schedule also incorporates the FasTrak<sup>®</sup> Electronic Toll Collection RM 3 Toll Discount for vehicles crossing more than one bridge on the same calendar day during commute hours and updates the high-occupancy vehicle toll rates to incorporate RM 3 increases.

**RM 3 generated \$277,727,812 during FY 2024-25.**

## 2. Capital Allocations and Expenditures to Date

MTC allocates funding to projects and programs consistent with the RM 3 Expenditure Plan and reimburses sponsors for actual expenditures consistent with the funding allocations. For capital projects in which MTC or BATA is a sponsor or co-sponsor and that need further definition or distribution between multiple sponsors prior to allocation, MTC programs the funds to specific sponsors and projects. In most cases, these funds are programmed through MTC Resolution No. 4411, Revised, included as Attachment A..

In FY 2024-25, MTC adopted the Safe Routes to Transit and Bay Trail Cycle 1 Program of Projects via MTC Resolution No. 4639, Revised, included as Attachment B. Cycle 1 programmed \$75 million in RM 3 Capital funding to projects selected via a competitive application process.

RM 3 capital allocations may be requested by project sponsors listed in the RM 3 Expenditure Plan, a sponsor designated by MTC-adopted programming, or by an implementing agency designated by the sponsor for scope consistent with the project description in the Expenditure Plan.

Through June 30, 2025, approximately \$1.7 billion in RM 3 funds have been allocated from the \$4.45 billion capital program, representing 38 percent of the total program, and approximately \$550 million

has been reimbursed to project sponsors. A summary of the capital allocations made to date is included as Attachment C, RM 3 Capital Allocations Summary.



A WETA ferry carries state officials, BATA staff and others on an inspection tour of the Benicia-Martinez Bridge.  
Photo: Mark Jones, MTC

### 3. Transit Operations Funding

As specified in the RM 3 statute, the RM 3 Operating program is funded with up to \$60 million or 16% of the RM3 bridge toll revenues generated each year. The RM 3 Operating Program annually disburses:

- 8% of RM3 Operating Program revenue (up to \$5 million) to the Transbay Joint Powers Authority (TJPA) for the operation of the Transbay Terminal.
- 34% of RM3 Operating Program revenue (up to \$20 million) for Regional Express Bus Services, distributed for bus service in the bridge corridors.
- 58% of RM3 Operating Program revenue (up to \$35 million) to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) for ferry service.

In FY 2024-25, MTC approved \$48.6 million in RM 3 Operating Program allocations, and disbursed \$44.6 million to sponsors as reimbursement for actual expenses. Major disbursements included:

- Transbay Joint Powers Authority (Transbay Terminal/Salesforce Transit Center): \$3.5 million.
- Regional Express Bus Services: \$15.1 million distributed to bus services on the bridge corridors, as detailed in Attachment D.
- WETA Ferry Services: \$26.0 million for ferry service operations.

See Attachment D for the total RM3 operating allocations and disbursements to date.



MTC in 2024 was added as joint project sponsor for RM 3-eligible improvements to State Route 37.  
Photo: Karl Nielsen

From FY2018-19 through FY2021-22, the RM 3 operating program accrued approximately \$24 million in undisbursed funds due to legal challenges. Post-litigation, these funds were planned for allocation starting in FY 2025-26 to address operators' fiscal shortfalls and to support transit sustainability in alignment with RM 3 statutory requirements.

SHC Section 30914.7(c) provides that, to the extent that funds made available for the ferry component of the RM 3 operating program are not requested for expenditure by WETA in a given year, the funds will be held in a reserve account, until such time that WETA requests these funds for an operating or capital purpose. As of June 2025, the WETA Operating Reserve account is approximately \$87 million. The first disbursement from the WETA Operating Reserve occurred in FY 2024-25 in the amount of approximately \$268,000 for additional ferry service operations.

## 4. Updates to the Expenditure Plan

SHC Section 30914.7(e) gives MTC discretion to approve changes to the scope of projects within the RM3 expenditure plan or to 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 FY 2024-25, MTC held one such public hearing, in March 2025, to amend the RM 3 Capital Program to:

- 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.

After the public hearing, these changes were adopted by MTC in April 2025 (see Attachment E, MTC Resolution No. 4621).

## 5. Capital Project Reporting and Highlights

As required by the RM 3 policies and procedures, MTC semi-annually requests an update on the progress of each ongoing RM 3 capital project that received an allocation. Staff provide an update to MTC's Programming and Allocations Committee based on updates submitted by project sponsors. The most recent RM 3 semi-annual update was presented in June 2025 and is included as Attachment F to this report.

Project highlights from FY 2024-25 included completion of the SR-29/Soscol Junction intersection replacement in Napa and the SMART Windsor High School Undercrossing.



Left: Photo of Soscol Junction Roundabout. Right: Photo of Soscol Junction bike lanes.  
Photos: NVTA



SMART Windsor High School Undercrossing.  
Photo: SMART

Construction continued on the Santa Clara Valley Transportation Authority's Eastridge to BART Regional Connector project, a 2.4-mile-long light rail extension; the AC Transit Telegraph Rapid and Quick Build Transit Priority Projects; and the Alameda County Transportation Commission's I-680/SR 84 Interchange Reconstruction Project.



Aerial view of the Eastridge to BART Regional Connector superstructure under construction  
Photo: VTA



AC Transit Quick Build improvements and bus delineation on Durant Avenue in Berkeley (left), and Dana Street in Berkeley (right):  
Photos: AC Transit



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

Construction began on projects including San Mateo County Transportation Agency’s 101/92 Area Improvements project; Solano Transportation Authority’s SR 37 and Fairgrounds Drive Interchange; and the San Francisco Mission Bay Ferry Landing.

## 6. Independent Oversight Committee Activities

BATA established the RM 3 Independent Oversight Committee (RM 3 IOC) on June 26, 2019, pursuant to SHC Section 30923(h), and filled its roster for the requisite four-year term as appointees were received from county boards of supervisors. (Current version included as Attachment G, BATA Resolution No. 131, Revised). The RM 3 IOC did not meet for the entire term of July 2019 to June 2023 due to the lengthy litigation challenging RM 3, which resulted in RM 3 funds being held in escrow.

After the litigation was resolved in BATA’s favor, BATA released RM 3 toll funds for allocation in 2023, and updates to the RM 3 IOC membership were referred to the Authority for approval in November 2023. These appointees are listed in Attachment A to the resolution and can be found on our website at [mtc.ca.gov/funding/regional-funding/regional-measure-3](https://mtc.ca.gov/funding/regional-funding/regional-measure-3). As appointments are received for committee vacancies (as of this report, two each from Santa Clara and San Francisco counties, and one each from Solano and San Mateo Counties), BATA Resolution No.131 will be updated.

The RM 3 IOC began meeting regularly in March 2024 to fulfill its mandate to annually review the expenditure of RM 3 funds and to prepare and submit a report to the Legislature summarizing its findings. The FY 2024-25 RM 3 IOC Annual Report is expected to be submitted to the Legislature concurrent with or shortly after the submittal of this report, as the information in this report will assist the RM 3 IOC in conducting its review.

## 7. Update of Policies and Procedures

The RM 3 Policies and Procedures, adopted by MTC on December 18, 2019, and revised in May 2023 and October 2023, provide guidance to project sponsors requesting funding from the RM 3 capital and operating programs. The RM 3 Policies and Procedures were further amended in November 2024 to update the capital allocation process to facilitate compliance with MTC's Transit-Oriented Communities Policy and Complete Streets Policy, and to revise sponsor board resolution templates. The RM3 Policies and Procedures can be accessed online via MTC's Digital Library (<https://mtc.ca.gov/digital-library/5024045-rm3-policies-and-procedures-mtc-resolution-no-4404-revised>).



Traffic on the Richmond-San Rafael Bridge.

Photo: © Noah Berger

# Attachments

- A. MTC Resolution No. 4411, Revised  
(Programming of Regional Measure 3 Capital Projects)
- B. MTC Resolution No. 4639, Revised (Programming of the RM3 Safe Routes to Transit and Bay Trail program)
- C. RM 3 Capital Allocations Summary
- D. RM 3 Operating Program Summary
- E. MTC Resolution No. 4621  
(Amendments to the Regional Measure 3 Program)
- F. RM 3 Semi Annual Update, June 2025
- G. BATA Resolution No. 131, Revised  
(RM 3 Independent Oversight Committee establishment and membership)

**Regional Measure 3**  
Annual Report to the Legislature

**Attachment A**  
MTC Resolution No. 4411, Revised  
(Programming of Regional Measure 3 Capital Projects)

Date: March 25, 2020  
W.I.: 1258  
Referred by: PAC  
Revised: 05/27/20-C 06/23/21-C  
07/28/21-C 11/16/22-C  
06/26/24-C

ABSTRACT

MTC Resolution No. 4411, Revised

This resolution establishes programming for Regional Measure 3 (RM3) capital projects sponsored or co-sponsored by MTC or BATA.

This resolution includes the following attachments:

Attachment A – Goods Movement and Mitigation Program of Projects

Attachment B – Bay Area Corridor Express Lanes Program of Projects

Attachment C – North Bay Transit Access Improvements Program of Projects

Attachment D – Dumbarton Corridor Improvements Program of Projects

This resolution was revised on May 27, 2020 by Commission Action to add Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on June 23, 2021 by Commission Action to add Attachment C – North Bay Transit Access Improvements Program of Projects.

This resolution was revised on July 28, 2021 by Commission Action to amend Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on November 16, 2022 by Commission Action to amend Attachment A – Goods Movement and Mitigation Program of Projects.

This resolution was revised on June 26, 2024 by Commission Action to add Attachment D – Dumbarton Corridor Improvements Program of Projects, and to amend Attachments B and C to conform to programming and allocation actions taken by the Commission, including the addition of funds to the Bay Area Corridor Express Lanes program and further specification of a separate programming and allocation resolution for county programs under the North Bay Transit Access Improvements program.

Additional discussion of this allocation is contained in the Executive Director’s memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020, May 13, 2020, June 9, 2021, July 14, 2021, November 9, 2022, and June 12, 2024, and the Commission summary sheet dated June 24, 2024.

Date: March 25, 2020  
W.I.:  
Referred by: PAC

Re: Programming of Regional Measure 3 Capital Projects Sponsored or Co-Sponsored by MTC or BATA

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4411

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

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

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

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

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

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

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

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

WHEREAS, the RM3 Expenditure Plan gives certain responsibilities to MTC or BATA for specific projects, including project sponsorship or co-sponsorship, making funds available for projects, providing funding for competitive grant programs, allocating funding to an agency designated to build a project, or consulting with entities to determine a project sponsor, as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 30914.7(a) of the California Streets and Highways Code, other entities are joint project sponsors of certain RM3 capital projects or otherwise listed in determining the project sponsor;

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list project programming determinations for specific projects pursuant as Section 30914.7(a) of the California Streets and Highways Code; now, therefore, be it

RESOLVED, that MTC approves the programs of projects as set forth in the Attachments; and be it further

RESOLVED, that MTC may take further action to issue RM3 Letters of No Prejudice based on the programs of projects as set forth in the Attachments; and, be it further

RESOLVED, that further MTC action in the form of approved allocations are required to expend RM3 funds; and, be it further

RESOLVED, that MTC will meet all obligations for these projects regarding joint sponsors and other entities pursuant to Section 30914.7(a) of the California Streets and Highways Code; and be it further

RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to any applicable project sponsor, co-sponsor, or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION



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Scott Haggerty, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on March 25, 2020.

**Goods Movement and Mitigation**

<b>RM3 Project No.</b>	<b>3</b>
<b>Project Title</b>	<b>Goods Movement and Mitigation</b>
<b>Funding Amount</b>	<b>\$160,000,000</b>
<b>Statute Project Description</b>	
Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.	
<b>Statute Project Sponsor Description</b>	
The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission.	
<b>Other Project Sponsor Action Required for Programming</b>	
Alameda County Transportation Commission (Alameda CTC) adopted its initial program of projects consistent with MTC's March 2020 programming action at its March 26, 2020 meeting. Alameda CTC will adopt an amendment to the program of project consistent with the list below at its December 1, 2022 meeting.	

**Program of Projects**

<b>Project Sponsor</b>	<b>Project Title</b>	<b>RM3 Amount (\$ millions)</b>
Alameda County Transportation Commission	GoPort Suite of Projects at the Port of Oakland, including the 7 <sup>th</sup> Street Grade Separation (East and West) Project	\$80
Alameda County Transportation Commission	Railroad Safety Enhancement Program (RSEP)	\$25
City of Oakland	Neighborhood and Railroad Safety Improvements Near the Port of Oakland	\$55
<b>Total</b>		<b>\$160</b>

**RM3 Program of Projects – Bay Area Corridor Express Lanes**

<b>RM3 Project No.</b>	<b>2</b>
<b>Project Title</b>	<b>Bay Area Corridor Express Lanes</b>
<b>Funding Amount</b>	<b>\$300,000,000</b>
<b>Statute Project Description</b>	
Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara.	
<b>Statute Project Sponsor</b>	
Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness.	
<b>Other Project Sponsor Action Required for Programming</b>	
Sponsors must agree to follow regionally consistent toll policies established by MTC/BAIFA	

**Program of Projects**

<b>Project Sponsor</b>	<b>Project Title</b>	<b>RM3 Amount (\$ millions)</b>
San Mateo County Transportation Authority	US 101 Express Lanes: I-380 to Santa Clara County Line <sup>1</sup>	\$75
Solano Transportation Authority	Interstate 80 Express Lanes: Red Top Road to I-505 <sup>2</sup>	\$70.424
Bay Area Infrastructure Financing Authority	Interstate 80 Express Lanes: Red Top Road to I-505 (Toll System) <sup>2</sup>	\$31.276
Alameda County Transportation Commission	Interstate 680 Southbound Express Lane: Alcosta Boulevard to SR-84 <sup>2</sup>	\$80
Express Lanes Program Reserve	TBD <sup>3</sup>	\$60
<b>Total</b>		<b>\$316.7</b>

<sup>1</sup> Project exempt for requirement to follow regionally consistent toll policies established by MTC/BAIFA since toll funds were committed through prior BATA action.

<sup>2</sup> Funds programmed to these projects are intended as leverage for 2020 Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP). If the I-80 project fails to secure sufficient 2020 SB1 funding to fully fund the project and start construction as planned in 2021, the \$80 million in RM3 programmed to this project will be returned to the RM3 Express Lanes Program Reserve. If the I-680 project fails to secure fully funding and meet environmental and regulatory requirements to start construction by the end of calendar year 2022, the \$80 million in RM3 programmed to this project will be returned to the RM3 program reserve.

Note updated 6/26/24: \$16.7 million added to total to conform to January 24, 2024 action to redirect same amount from RM3 Project 21, Solano County I-80/I-680/SR-12 Interchange Project to the Express Lanes project.

<sup>3</sup> Projects may include development or construction of express lanes or supportive operational improvements. Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending completion of environmental review, sufficient design to determine the benefit-cost ratio and development of a full funding plan.

**North Bay Transit Access Improvements**

<b>RM3 Project No.</b>	<b>26</b>
<b>Project Title</b>	<b>North Bay Transit Access Improvements</b>
<b>Funding Amount</b>	<b>\$100,000,000</b>
<b>Statute Project Description</b>	
Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	
<b>Statute Project Sponsor Description</b>	
The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma.	
<b>Other Project Sponsor Action Required for Programming</b>	
MTC is delegating project selection for each county to the applicable County Transportation Agency, subject to review of consistency with RM3 legislation and RM3 policies and procedures. Prior to MTC programming projects in this category, a Board resolution from relevant County Transportation Agency will be required.	

**Program of Projects**

<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Napa	Napa Valley Transportation Authority	Vine Transit Maintenance Facility	\$20
Contra Costa	TBD	TBD	\$20
Marin	TBD	TBD	\$20
Solano	TBD	TBD	\$20
Sonoma	TBD	TBD	\$20
<b>Total</b>			<b>\$100</b>

Note Updated 6/26/2024: Further programming and allocation of this program takes place through MTC Resolution No. 4584, Revised, *Approval of Regional Measure 3 Funds for North Bay Transit Access Improvements*, or other such allocation resolutions to be taken by the Commission.

**Dumbarton Corridor Improvements**

<b>RM3 Project No.</b>	<b>17</b>
<b>Project Title</b>	<b>Dumbarton Corridor Improvements</b>
<b>Funding Amount</b>	<b>\$130,000,000</b>
<b>Statute Project Description</b>	
Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. One hundred thirty million dollars (\$130,000,000).	
<b>Statute Project Sponsor Description</b>	
The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority.	
<b>Other Project Sponsor Action Required for Programming</b>	
Designated project sponsors Alameda County Transportation Commission and San Mateo County Transit District / San Mateo County Transportation Authority will take board action approving initial project reports and allocation requests for projects from their respective county prior to MTC consideration. Implementing agencies (if different from designated project sponsor) will also take board action approving initial project report and allocation request prior to MTC consideration.	

**Program of Projects**

The program of projects is split into four categories, each totaling \$32.5 million: Alameda County projects, San Mateo County projects, BATA projects (may include bridge projects or projects in either Alameda or San Mateo counties), and competitive (may include any corridor project).

**General condition:** Projects programmed below must submit allocation requests consistent with the RM3 Policies and Procedures, including an adopted board resolution and updated Initial Project Report that demonstrates full funding commitments for the requested project phase. If these are not submitted by December 31, 2025, MTC staff will request a project update for the Commission and could recommend deprogramming the funds.

<b>ALAMEDA COUNTY PROJECTS</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Alameda	Union City	Union City BART Station: Pedestrian At-Grade Crossing at Oakland Rail Subdivision, New Station East Entrance	\$3.0
Alameda	Fremont	Decoto Road Complete Streets and I-880/Decoto Interchange Modernization <sup>1</sup>	\$11.2
Alameda	Union City	Quarry Lakes Parkway <sup>2</sup>	\$18.3
<b>Total</b>			<b>\$32.5</b>

<b>SAN MATEO COUNTY PROJECTS</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
San Mateo	SamTrans	San Mateo Dumbarton Busway	\$5.0
San Mateo <sup>3</sup>	Redwood City/SMCTA	US 101/SR 84 Interchange Improvement Project	\$27.5
<b>Total</b>			<b>\$32.5</b>

<b>BATA PROJECTS</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Multiple	BATA	BATA Programming/ Dumbarton Forward Operational Improvements	\$5.0
Alameda	Union City	Quarry Lakes Parkway <sup>2</sup>	\$6.7
Alameda	Fremont	Dumbarton Bridge to Quarry Lakes Trail	\$10.8
San Mateo <sup>3</sup>	Redwood City/SMCTA	US 101/SR 84 Interchange Improvement Project	\$10.0
<b>Total</b>			<b>\$32.5</b>

<b>COMPETITIVE FUNDING</b>			
<b>County</b>	<b>Implementing Agency</b>	<b>Project Title(s)</b>	<b>RM3 Amount (\$ millions)</b>
Alameda	Fremont	Decoto Road Complete Streets and I-880/Decoto Interchange Modernization <sup>1</sup>	\$7.0
Alameda	Newark	Thornton Avenue Complete Streets & Bay Trail	\$15.0
San Mateo <sup>3</sup>	Redwood City/SMCTA	US 101/SR 84 Interchange Improvement Project	\$10.5
<b>Total</b>			<b>\$32.5</b>

Project Funding Notes

1. The Decoto Road Complete Streets project is adjacent to the I-880/Decoto Interchange Modernization project. Funding for this corridor is prioritized under both Alameda County (\$11.2 million) and Competitive Funding (\$7 million) for a total of \$18.2 million. Both projects consist of continuous active transportation and bus priority improvements. The intent of funding from both Alameda and Competitive categories is to prioritize the Decoto Road Complete Streets project and pursue a full funding plan that would deliver both active transportation and transit priority elements for that project. However, if alternate funding for the Decoto Road Complete Streets project is found, RM3 allocations may be recommended for the I-880/ Decoto Interchange Modernization project so that the continuous active transportation and bus priority improvements may be made throughout this corridor.
2. The Quarry Lakes Parkway project is prioritized under both Alameda County (\$18.3 million) and BATA Funding (\$6.7 million) for a total of \$25 million.
3. The US 101/SR 84 Interchange Improvement project is prioritized under San Mateo County (\$27.5 million), BATA (\$10 million), and Competitive (\$10.5 million) for a total of \$48 million.

**Regional Measure 3**  
Annual Report to the Legislature

**Attachment B**

MTC Resolution No. 4639, Revised  
(Programming of the RM3 Safe Routes to Transit and Bay Trail program)

Date: June 26, 2024  
Referred by: PAC  
Revised: 02/26/25-C

ABSTRACT

Resolution No. 4639, Revised

This resolution adopts the program guidelines for the Safe Routes to Transit and Bay Trail Program (SR2TBT) as included in Regional Measure 3 (RM3 project 4).

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria

Attachment B – 2025 SR2TBT Program of Projects

This resolution was amended via Commission action on February 26, 2025, to update Attachment B, Safe Routes to Transit and Bay Trail Program (SR2TBT) Program of Projects – Cycle 1.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated June 12, 2024 and February 12, 2025.

Date: June 26, 2024  
Referred by: PAC

RE: Adoption of the Regional Measure (RM3) Safe Routes to Transit and Bay Trail Program (SR2TBT) Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4639

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

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

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

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

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

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

WHEREAS, the San Francisco Bay Trail/Safe Routes to Transit Program is identified as capital project number 4 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the program sponsor of the Safe Routes to Transit and Bay Trail Program; and

WHEREAS, MTC has developed, in cooperation with operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the San Francisco Bay Trail/Safe Routes to Transit Program; and

WHEREAS, MTC will assemble a multidisciplinary evaluation panel to evaluate and recommend candidate Safe Routes to Transit and Bay Trail Program projects for MTC inclusion in the Program of Projects; and

WHEREAS, the Safe Routes to Transit and Bay Trail Program is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC hereby adopts the attached guidelines for the implementation of the RM3 Safe Routes to Transit and Bay Trail Program as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC hereby adopts the Safe Routes to Transit and Bay Trail Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial changes as deemed appropriate to implement the Safe Routes to Transit and Bay Trail Program.

METROPOLITAN TRANSPORTATION COMMISSION



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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 26, 2024.

# **Safe Routes to Transit & Bay Trail Program (SR2TBT)**

## **Guidelines**

**MTC Resolution No. 4639  
Attachment A**

**June 26, 2024**

**Metropolitan Transportation Commission  
Funding Policy and Programs Section**  
<http://mtc.ca.gov/funding>

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## **Safe Routes to Transit and Bay Trail Program Guidelines**

### **Background**

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the first and second dollars of the toll increase on January 1, 2019, and January 1, 2022, respectively.

RM3 provides \$150 million in funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. The Metropolitan Transportation Commission (MTC) is listed as the project sponsor and is responsible for administering a competitive grant program for the Safe Routes to Transit & Bay Trail (SR2TBT) program. MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. MTC Resolution No. 4639 establishes MTC's policies, procedures, and project selection criteria specific to the SR2TBT program. This document serves as MTC's Safe Routes to Transit and Bay Trail Program Guidelines.

### **Development Principles**

The following principles will frame the development of MTC's SR2TBT program.

- MTC will work with Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested partners to develop the SR2TBT program.
- SR2TBT investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- SR2TBT investments must adhere to the approved Regional Measure 3 Policies and Procedures established by MTC Resolution No. 4404.
- MTC will work with project sponsors to seek efficiencies and streamlining for delivering successful SR2TBT projects.
- MTC will not penalize applicants for previous project delivery issues outside the sponsor's control.

### **Consistency with MTC Regional Policies**

#### **MTC Resolution No. 4404 Compliance – Regional Measure 3 Policies and Procedures**

MTC Resolution No. 4404 establishes the general provisions in the management of RM3 funding and establishes the policies and procedures to guide the delivery of capital projects funded by RM3. All projects programmed in the SR2TBT program shall comply with the capital program guidance outlined in Resolution No. 4404 and be managed where allocations are approved based on project sponsor need and readiness and funding availability in the bridge toll program. MTC's goal is to carry out the intent of the regional measure legislation and ensure that programs and projects are delivered.

#### **MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy**

MTC Resolution No. 4404 establishes the timely use of funds and project delivery requirements for all the projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the timely use of funds and project delivery requirements outlined in MTC Resolution No. 4404. Missing critical milestones could result in

deleting the project from the SR2TBT program. Therefore, the timely use of funds deadlines must be considered when programming the various project phases in the SR2TBT. Further, MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding. Project sponsors must demonstrate and certify that they can meet all the deadlines for the timely use of funds policies as part of the financial plan included in the Initial Project Report for the various fund sources on the project. MTC encourages project sponsors to follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised.) All projects in the SR2TBT program are subject to the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), including adopting a Resolution of Local Support for selected projects before allocation. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

**MTC Resolution No. 4493 Compliance – Complete Streets Policy**

MTC's Resolution No. 4493 sets forth MTC's regional policy for implementing Complete Streets, which are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, especially for people biking, walking, rolling, and taking transit. The Complete Streets resolution also requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist is available on MTC's website, which is online at <https://mtc.ca.gov/planning/transportation/complete-streets>.

**MTC Resolution Nos. 4530 and 3434 Compliance – Transit-Oriented Communities and Development Policies**

MTC adopted a Transit-Oriented Communities (TOC) Policy that applies to existing and planned transit stops and stations served by key rail, ferry, and bus rapid transit services to support the development of communities around new transit lines and stations. As of the release of RM3 funds and the start of RM3 allocations, the TOC policy is in an initial implementation period, and guidance for compliance with the TOC policy is under development. SR2TBT projects, as appropriate, shall comply with the compliance requirements of the TOC policy beginning with the second call for projects in 2026.

**Program Guidelines**

MTC adopted Resolution No. 4404 Regional Measure 3 Policies and Procedures in December 2019, which serves as the general provisions for managing RM3 funding. All project sponsors must follow the RM3 policies and procedures and the SR2TBT program guidelines in developing and implementing the SR2TB program. In developing the SR2TBT program, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

**Development Schedule**

The development of the SR2TBT program will follow the schedule outlined on page 13 of this guidance, which is subject to change.

**Applicant and Project Eligibility**

Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. If an interested applicant does not fall into one of the categories of

eligible applicants, they may partner with an eligible agency to serve as the project applicant and serve as the project implementor. Applicants partnered with an implementing agency must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency with the application and potential allocation request.

All projects eligible for programming must be selected through a competitive process and meet one or more SR2TBT program goals. Eligible projects for the SR2TBT program include infrastructure, plans, infrastructure projects with non-infrastructure components, and quick-build projects. MTC encourages applicants to apply for projects that provide a transformative benefit to a community. MTC hopes to fund one or more large transformative projects that significantly expand the active transportation opportunities in a community or a region.

- **Infrastructure Projects:** Capital projects that will further the goals of the SR2TBT program. These projects can include funding requests for a capital project's environmental, design, right-of-way, and construction phases.
- **Plans:** The development of community-wide bicycle, pedestrian, or active transportation plans with a targeted focus on safe routes to transit and/or access to the Bay Trail.
- **Infrastructure Projects with Non-Infrastructure Components:** capital projects with education or encouragement components. Applicants should highlight non-infrastructure components throughout the application.
- **Quick-Build Projects:** projects that require minor construction and are typically built with durable, low-to-moderate-cost materials that have moderate design flexibility to anticipate adjustments that may occur based on community feedback. A quick-build project shall aim to immediately implement safety needs, allowing a community to benefit quickly from improvements made and allowing the people affected by the project to provide input and test the improvements before longer-term solutions are permanently installed.

#### **Fund Source and Funding Availability**

Regional Measure 3 identifies \$150 million in toll revenue for the SR2TBT program. The SR2TBT program will consist of two programming cycles, with the potential for a third should any unprogrammed balances be available. A base funding amount of \$50 million will be available for programming in each cycle. Each cycle will also reserve an optional \$25 million for a transformative active transportation project. If MTC does not select a transformative project or fully program the available \$25 million in either cycle, that amount will roll over to the next cycle, increasing the transformative funding amount to \$25 million plus any unprogrammed funds.

Furthermore, if there are project cancellations or savings in the first two cycles, or if the MTC does not allocate the remaining transformative funding in the second cycle, MTC may hold a third competitive cycle to utilize any remaining funds. The program years for the first cycle of the SR2TBT program cover state fiscal years 2024-25, 2025-26, 2026-27, and 2027-28. The program funding amounts and cycle structure are outlined on page 14 of this guidance.

#### ***Quick Build Projects Target***

MTC has elected to establish a target of \$3 million, or greater, per cycle, of SR2TBT funds for quick-build style projects. The goal of the target is to encourage quick build and quick-build

style project applications throughout the region that will implement interim capital infrastructure improvements that advance the goals of the SR2TBT program. If the \$3 million target is not met based on score order, quick-build projects that score five or fewer points under the lowest-scoring funded project may be added to the program recommendations list to meet the target.

## **Regional Program Priorities**

### **Increasing Active Transportation**

The program aims to fund projects to increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors, reduce greenhouse gas emissions, increase active transportation, reduce congestion, and improve real and perceived safety. The Bay Trail project's mission is to complete the vision of the 500-mile walking and bicycling shoreline trail that serves Bay Area residents' recreation and active transportation needs. The goals for Bay Trail projects should increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors by funding projects that will lead to enhanced connections and completion of the Bay Trail. As required in RM3 legislation, projects must provide access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals.

#### *Transformative Active Transportation Projects*

MTC will prioritize transformative active transportation projects in the SR2TBT program. MTC defines an SR2TBT transformative project as a capital project that holds the potential to dramatically enhance the active transportation built environment and increase active transportation use within the Bay Area. Transformative projects should aim to significantly impact how people move by prioritizing modes like walking, cycling, and other non-automobile forms of travel. Elements of a transformative project should include an emphasis on creating safer routes for pedestrians and cyclists, mitigating existing safety concerns or establishing new secure routes for users, increasing accessibility by connecting to essential community resources, and aspiring to influence regional travel patterns by promoting healthier, more sustainable ways of travel.

### **Bay Trail & Active Transportation Network**

All active transportation projects programmed in the SR2TBT program must demonstrate support for the Bay Trail, toll bridge corridors, or public transit and are encouraged to support MTC's Regional Active Transportation Plan, MTC's Regional Safety/Vision Zero Policies, MTC's Bay Trail Gap Closure Implementation Plan, and countywide bicycle plans. MTC's Regional Active Transportation Plan and Caltrans Deputy Directive 64 provide guidance on considering bicycle and pedestrian transportation. MTC's Regional Active Transportation Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>. MTC's Bay Trail Gap Closure Implementation Plan is available at MTC's web site at: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>

**MTC Equity Priority Communities**

The MTC region has adopted a measure to define Disadvantaged Communities (DACs) known as "Equity Priority Communities." MTC updated the Equity Priority Communities (EPCs) definition in 2020 as a part of *Plan Bay Area 2050* Equity Framework. MTC encourages sponsors to apply for projects directly benefiting Equity Priority Communities and other marginalized communities.

MTC defines Equity Priority Communities as those census tracts that have a concentration of both people of color and low-income households or that have a concentration of 3 or more of the remaining six factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	21%	28%
3. Limited English Proficiency Population	8%	12%
4. Zero-Vehicle Households	9%	15%
5. Seniors 75 Years and Over	6%	8%
6. People with Disability	10%	12%
7. Single-Parent Families	13%	18%
8. Severely Rent-Burdened Households	10%	14%

Based on this definition, 21% of the region's population is located in Equity Priority Communities. MTC consistently uses the definition of Equity Priority Communities for planning and programming purposes. Additional discussion of the Equity Priority Communities definition and methodology are included in the *Plan Bay Area 2050* Equity Analysis Report, available online at <https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/>. The last link also includes a static map of the EPC locations. An interactive online map is available at <https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050>.

MTC is currently updating the region’s EPC definition using the latest American Community Survey (ACS) data (2018-2022) to help inform long-range planning efforts such as Plan Bay Area 2050+. The updated definition will be available for use in the summer of 2024. Applicants may identify qualifying census tracts to show benefits to MTC EPCs from the 2020 EPC definition or the 2024 EPC updated data. The latest information regarding the EPC update can be accessed on MTC’s website at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

*Other Disadvantaged Communities and Marginalized Populations*

While MTC will prioritize projects benefitting EPCs, program applicants can include alternative definitions and metrics of disadvantage inclusive of and contextually relevant to their communities. Any alternative definitions or metrics should be supported by quantifiable data and align with the overarching goal of supporting MTC's EPCs.

### **Community Based Transportation Plans (CBTPs)**

Consistent with other regional discretionary funding programs, MTC will continue to advance projects identified in Community Based Transportation Plans (CBTPs). This planning program is a collaborative process involving residents in low-income Bay Area communities, community- and faith-based organizations serving them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs and solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards and to MTC for consideration in planning, funding, and implementation discussions.

### **Consistency with One Bay Area Grant Program**

The SR2TBT program will reinforce the region's commitment to safety and housing by maintaining consistency with MTC's One Bay Area Grant (OBAG 3) Program framework. Specifically, applicants must submit evidence of an adopted Local Road Safety Plan (LRSP) or equivalent safety plan for the city or county where the proposed project is located. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for funding in the SR2TBT program until they comply.

Additionally, the city or county in which the proposed project is located must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) by December 31, 2024. Jurisdictions without a certified general plan housing element will be ineligible for the SR2TBT program until they comply. Furthermore, under state statute, jurisdictions must submit Housing Element Annual Reports by April 1 every year.

### **Matching & Leveraged Funding**

The SR2TBT program will not require matching funds for program applications; however, MTC will prioritize applications that include funding from additional non-regional discretionary funding sources. Applicants must provide a complete (phase-by-phase) project funding plan through construction that demonstrates that the SR2TBT and leveraged funding in the plan (local, federal, state, and private sources) is reasonably expected to be available and sufficient to complete the project. Additionally, applicants must indicate the amounts and sources of leveraged funds in the application cover letter.

### **Evidence of Transit Coordination**

Applicants must demonstrate coordination with affected transit agencies when applying for funding. Evidence of coordination should be a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations

should indicate" no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

### **Project Readiness**

Project sponsors must demonstrate they can meet the delivery timeframe of the SR2TBT program. Projects that can be delivered earlier shall receive priority for funding over other projects. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right-of-way, or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right-of-way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.

### **Project Application Guidelines**

The following sections outline the relevant guidelines and procedures for the SR2TBT program application.

#### **Project Application Process & Requirements**

Upon MTC's approval of the SR2TBT program guidelines, MTC will issue a call for projects for the program. Project sponsors must complete an application for each project proposed for funding in the SR2TBT program, consisting of the items on page 15 of this guidance. All application materials, in the form of one electronic copy, must be received by MTC no later than September 30, 2024, to be considered.

#### **Project Evaluation Process and Scoring Criteria**

MTC will screen all applications for demonstrated support of the program goals, specifically for projects on or providing connections to the Bay Trail and public transit and for projects that will contribute to congestion relief to the toll bridge corridors. MTC will form a multidisciplinary evaluation committee to review and evaluate projects for eligibility. It will also rank proposed projects based on applicant responses to the application questions below. A maximum of 100 points can be awarded in the evaluation process.

- **Transformative Project (0 points, criteria for transformative funding reserve)**  
Applicants must indicate whether or not they consider their project to be a transformative active transportation project consistent with the intent of the SR2TBT program description and provide a narrative explaining the transformative nature of the project. This question will not be scored, and applicants must respond to this question to be considered in the transformative funding category.
- **Safety Countermeasures (0 to 15 points)**  
Applicants shall describe the project's scope for improving real and perceived safety for active transportation users. Applicants shall also describe the project's scope as it relates to traffic countermeasures, speed, and driver awareness of active transportation users. The evaluation committee will award to the degree to which the proposed project addresses collision rates, high prevailing vehicle speeds, and volumes, poor sight lines for bicyclists and pedestrians, long unprotected crossings, high turning motion speeds, etc. and to the degree to which the project may reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including identifying safety hazards for pedestrians and bicyclists.

- **Demonstrated Project Need (0 to 15 points)**  
Applicants shall describe the need for the proposed project. The evaluation committee will award points for the degree to which the proposed project's scope has the potential to increase all non-automobile transportation that solves a significant safety problem and closes a gap in the transportation network.
- **Support of the Bay Trail Network and Gap Closure Implementation Plan (0 to 10 points)**  
Applicants shall describe the project's location as it relates to the regional Bay Trail Network, what type of Bay Trail gap (spine, spur, connector) is being closed or improved, and how the project either connects to or closes a gap in the network as it relates to the Bay Trail Gap Closure Implementation Plan prioritization. If applicable, the Bay Trail Fieldwork Review and the condition of the Bay Trail as it relates to the project should also be provided. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the Bay Trail program.
- **State-Owned Toll Bridge Corridor Congestion Relief (0 to 10 points)**  
Applicants shall describe the project's location as it relates to the region's state-owned toll bridges and how the project would increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors and reduce congestion. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the region's state-owned toll bridges.
- **Public Transportation Accessibility (0 to 10 points)**  
Applicants shall describe the project's enhancements to improve public transportation accessibility. The evaluation committee will award points for the degree to which the proposed project's scope has the potential to increase all non-automobile transportation trips to public transportation facilities and improve first and last-mile trips from public transportation.
- **Design Alternatives Analysis (0 to 7 points)**  
Applicants shall describe the design solutions for the proposed project and why they selected the design as the preferred alternative. The evaluation committee will award points to the degree to which the applicant selected the "recognized best" solutions appropriate for the local community, including but not limited to innovative project elements, sustainability, and resilience.
- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**  
Applicants shall describe the project's consistency with previously approved regional priorities and how the project supports *Plan Bay Area 2050*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area 2050* Health and Safety goals & Transportation strategies.
  - Bay Trail build-out and gap closures
  - Regional active transportation network build-out
  - Gap closures in the regional active transportation network
  - Multi-jurisdictional projects
  - Applications only requesting construction phase funds
  - Proximity to Transit-Rich or Connected Community Priority Development Areas (PDAs)

- **Demonstrated Local Engagement & Support (0 to 7 points)**  
Applicants shall describe all the local public participation and engagement efforts to develop the project scope. The evaluation committee will award points for the degree to which the proposed project's scope is influenced and supported by local communities and the public.
- **Benefit to MTC Equity Priority Communities (0 to 5 points)**  
Applicants shall describe the project's location as it relates to an MTC Equity Priority Community and how the project would benefit the identified EPC. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the EPC.
- **Leveraged Funding (0 to 5 points)**  
The evaluation committee will award points to projects with higher proportions of non-regional discretionary funds included in the project funding plan.
- **Multi-Modal Improvements (0 to 4 points)**  
Applicants shall describe all potential benefits to various active transportation users. The evaluation committee will award points to the degree to which the project includes elements to benefit all active transportation users.
- **Completion of Approved Environmental Document (0 or 3 points)**  
While the SR2TBT program funds can go toward the pre-construction phases of projects, including the environmental document phase, the region prefers environmentally cleared projects to promote certainty in project delivery and project scope. Applicants who provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. This provision does not apply to planning projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive SR2TBT funding.
- **Multi-Jurisdiction Project Sponsorship (0 to 2 points)**  
Applicants shall describe all the local agencies involved with the inception and delivery of the proposed project. The evaluation committee will award points for projects with multiple active co-sponsors, including other public agency sponsors, non-profits, and community sponsors.
- **Deliverability Determination (0 to -3 points)**  
MTC staff will review each application's project delivery schedule to ensure they meet the policies described in MTC Resolution Nos. 4404 and 3606. Projects deemed unable to allocate SR2TBT funds within the program's lifespan shall receive a 5-point penalty. Projects MTC deems able to be allocated within the programming years of the program cycle will be held harmless.

### **Project Delivery Guidelines**

#### **Program of Projects**

Following the evaluation of the SR2TBT applications, MTC staff will recommend programming projects for the SR2TBT in early 2025 to the MTC Programming and Allocations Committee via an amendment to MTC Resolution No. 4639.

**Allocation and Funding Agreement Process**

MTC Resolution No. 4404 establishes the allocation and funding agreement processes for all capital projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the allocation outlined in MTC Resolution No. 4404. The allocation process for RM3 capital projects shall also serve as the process for executing funding agreements, in most cases in lieu of a separate funding agreement for each capital project. These agreements will generally be fully executed through a process of project sponsor governing board certification, followed by Commission allocation action. However, under S&HC Section 30914.7(d)(2), MTC can enter into an agreement between itself and a capital project sponsor addressing specific requirements to be met.

**SR2TBT Program Development Schedule**

<b>METROPOLITAN TRANSPORTATION COMMISSION</b> <b>Safe Routes to Transit and Bay Trail Program</b> <b>Development Schedule (Subject to Change)</b> <b>June 26, 2024</b>	
Fall & Winter 2023/2024	Program information presented to Metropolitan Transportation Commission (MTC) Working Groups
June 12, 2024	MTC Programming and Allocation Committee (PAC) review of Safe Routes to Transit and Bay Trail Program (SR2TB) Program Guidelines
June 17, 2024	Active Transportation Program (ATP) Applications Due to the California Transportation Commission (CTC) and MTC
June 26, 2024	MTC Commission adoption of SR2TBT Program Guidelines
July 1, 2024	MTC releases SR2TBT Call for Projects
September 30, 2024	SR2TBT Applications Due to MTC
November 1, 2024	CTC releases staff recommendations for ATP Statewide Competitive Program
December 5, 2024	CTC ATP Statewide Program Adoption
January 2, 2025	MTC releases staff recommendation for ATP Regional Program
January 8, 2025	MTC PAC scheduled review and recommendation of the final ATP Regional Program
January 22, 2025	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
February 5, 2025	MTC releases staff recommendations for the SR2TBT Program
February 12, 2025	MTC PAC scheduled review and recommendation of the final SR2TBT Program
February 26, 2025	SR2TBT Program Adoption: MTC Commission scheduled approval of the SR2TBT program

*Shaded areas indicate key Active Transportation Program milestones.*

**SR2TBT Programming Years & Cycle Structure**

	<b>Program Years</b>					
<b>Cycle Structure</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
SR2TBT Base Amount	\$50	\$0	\$50	\$0	\$0**	\$100
SR2TBT Transformative Pot	\$25	\$0	\$25*	\$0	\$0*	\$50
<b>Total SR2TBT Amount</b>	<b>\$75</b>	<b>\$0</b>	<b>\$75</b>	<b>\$0</b>	<b>\$0*</b>	<b>\$150</b>

\*Funds may be available for programming if MTC does not select a transformative project for funding in the previous SR2TBT cycle.

\*\* Funds may be available for programming in a future cycle if project savings accrue.

	<b>Programming Years</b>					
<b>Program Year</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>FY 2027-28</b>	<b>FY 2028-29</b>	<b>FY 2029-30</b>
2025 (Cycle 1)						
2027 (Cycle 2)						
2029 (Cycle 3)*						

\* Funds may be available for programming in a future cycle if project savings accrue.

### **SR2TBT Program Project Application**

Project sponsors must submit a completed application for each project proposed for funding in the Safe Routes to Transit and Bay Trail Program. The application consists of the following parts and is available on the Internet (as applicable) at: <https://mtc.ca.gov/funding/regional-funding/regional-measure-3>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board.
  - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included.
  - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project.
2. Project application forms
  - a. Safe Routes to Transit and Bay Trail Program Application Form, available at <https://mtc.ca.gov/funding/regional-funding/regional-measure-3>, including back-up documentation, as applicable, such as:
    - i. Map of the Project Area
    - ii. Evidence of benefits to an MTC Equity Priority Community
    - iii. Environmental Certification Documentation
    - iv. Evidence of project location on the Regional Active Transportation Network
    - v. Evidence of project location on the Bay Trail Network
    - vi. MTC Regional Active Transportation Plan compliance
    - vii. MTC Transit Oriented Communities Policy compliance
    - viii. Community-Based Transportation Plan evidence
    - ix. Transit Agency Coordination evidence
3. Project Budget and Expenditure Plan forms
  - a. Available at: <https://mtc.ca.gov/funding/regional-funding/regional-measure-3>
4. OBAG 3 Housing Element and Local Road Safety Plan compliance
5. MTC Complete Streets Policy - Complete Streets Checklist
  - a. Available at: <https://mtc.ca.gov/planning/transportation/complete-streets>

Note: Selected projects must also provide a Resolution of Local Support and an Initial Project Report before allocation.

**Attachment B**  
**Metropolitan Transportation Commission**  
**Safe Routes to Transit and Bay Trail Program (SR2TBT)**  
**Program of Projects - Cycle 1**

**Safe Routes to Transit and Bay Trail Program of Projects (in order by county)**

County	Implementing Agency	Project	RM3 Funds (\$1,000s)
ALA	ACTC	East Bay Greenway Multimodal (Phase 1: Lake Merritt to Bayfair)	\$ 25,000
ALA	City of Alameda*	Stargell Avenue Complete Street Project	\$ 4,896
ALA	City of Berkeley	Adeline Street Quick-Build	\$ 922
ALA	City of Emeryville	40th Street Multimodal Project	\$ 13,167
CC	Contra Costa County	San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study	\$ 425
MRN	City of San Rafael	Canal Neighborhood Bellam Gateway Local Access Improvement Project	\$ 6,840
SF	SFCTA & BATA	Multimodal Bay Skyway	\$ 23,750
<b>TOTAL:</b>			<b>\$75,000</b>

#N/A

**SR2TBT Program Contingency List (in descending score order)**

County	Implementing Agency	Project	RM3 Funds (\$1,000s)
SM	City of Menlo Park	Willow Road (SR-114) Separated Bikeway and Pedestrian Improvements Project	\$ 8,901
SCL	Santa Clara VTA	Bascom Avenue Complete Street Project (I-880) to Hamilton Avenue)	\$ 7,716
SF	SFMTA	Howard Streetscape Project	\$ 14,000
<b>TOTAL:</b>			<b>\$30,617</b>

#N/A

**Regional Measure 3**  
Annual Report to the Legislature

**Attachment C**  
RM 3 Capital Allocations Summary

RM3 FY25 Annual Report  
Attachment C: RM 3 Capital Expenditure Plan Tracker

Regional Measure 3 Capital Allocations							
Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/ Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount (\$M)	Allocating Resolution	Reimbursements to Date <sup>4</sup>
1	BART Expansion Cars	\$ 500.00	BART		\$ 500.00	4636	\$ 208.75
2	Bay Area Corridor Express Lanes	\$ 317.00	MTC				
2.1	<i>I-80 Express Lanes in Solano County</i>	\$ 102.00	STA	\$ 70.42	\$ 70.42	4591	\$ 29.53
2.2	<i>I-80 Express Lanes in Solano County (Toll System)</i>		BAIFA	\$ 31.28	\$ 31.28	4592	\$ -
2.3	<i>I-680 Southbound Express Lanes in Alameda County</i>	\$ 80.00	ACTC	\$ 80.00	\$ 80.00	4597	\$ 30.47
3	Goods Movement and Mitigation	\$ 160.00	MTC/ACTC				
3.1	<i>GoPort 7th St Grade Separation East</i>	\$ 55.00	ACTC	\$ 55.00	\$ 55.00	4598	\$ -
4	San Francisco Bay Trail / Safe Routes to Transit	\$ 150.00	MTC				
5	Ferry Enhancement Program	\$ 300.00	WETA				
5.1	<i>Mission Bay Ferry Landing</i>	\$ 26.00	WETA	\$ 25.00	\$ 26.00	4614	\$ 0.09
5.2	<i>Shoreline Electrical Program</i>	\$ 0.84	WETA		\$ 0.84	4614	\$ 0.49
5.3	<i>Berkeley Marina Ferry Facility</i>	\$ 3.00	WETA		\$ 3.00	4614	\$ 0.03
5.4	<i>Three 149-Passenger Electric Ferry Vessels</i>	\$ 32.14	WETA		\$ 32.14	4614	\$ 3.03
6	BART to San Jose Phase 2	\$ 375.00	VTA				
7	Sonoma-Marin Area Rail Transit (SMART)	\$ 40.00	SMART	\$ 5.00			
8	Capitol Corridor	\$ 90.00	CCJPA				
9	Caltrain Downtown Extension	\$ 325.00	TJPA		\$ 100.70	4612	\$ 0.03
10	Muni Fleet Expansion & Facilities	\$ 140.00	SFMTA				
10.01	<i>Potrero Modernization Project</i>	\$ 45.90	SFMTA		\$ 3.50	4615	\$ 3.50
10.02	<i>Light Rail Vehicle (LRV) Procurement</i>	\$ 6.50	SFMTA		\$ 6.50	4615	\$ 6.50
10.03	<i>40'/60' hybrid buses</i>	\$ 27.01	SFMTA		\$ 27.01	4615	\$ -
10.04	<i>Kirkland Electrification</i>	\$ 6.51	SFMTA		\$ 6.51	4615	\$ 0.63
10.05	<i>Battery Electric Bus procurement</i>	\$ 14.76	SFMTA		\$ 11.91	4615	\$ 0.06
10.06	<i>Presidio Yard Modernization</i>	\$ 12.59	SFMTA		\$ 12.59	4615	\$ 0.03
10.07	<i>Vintage Streetcar Rehabilitation</i>	\$ 6.72	SFMTA		\$ 6.72	4615	\$ -
10.08	<i>New Flyer Midlife Overhaul</i>	\$ 12.44	SFMTA		\$ 11.34	4615	\$ 5.67
11	Core Capacity Transit Improvements	\$ 140.00	MTC/ACTC/AC Transit				
12	AC Transit Rapid Bus Corridor Improvements	\$ 100.00	AC Transit/ACTC				
12.1	<i>Telegraph Rapid</i>	\$ 2.70	AC Transit		\$ 2.70	4613	\$ -
12.2	<i>Quick Build Transit Priority Projects</i>	\$ 1.50	AC Transit		\$ 1.50	4613	\$ 0.49
13	Transbay Rail Crossing	\$ 50.00	BART				
14	Tri-Valley Transit Access Improvements	\$ 100.00	MTC /tdb				
15	Eastridge to BART Regional Connector	\$ 130.00	VTA		\$ 130.00	4596	\$ 44.49
16	San Jose Diridon Station	\$ 100.00	VTA	\$ 30.00	\$ 30.12	4608	\$ 23.82
17	Dumbarton Corridor Improvements	\$ 130.00	BATA/ACTC/ SMCTD/SMCTA				
17.1	<i>San Mateo Dumbarton Busway</i>	\$ 5.00	SamTrans		\$ 4.10	4660	\$ -
17.2	<i>Union City BART At-grade Pedestrian Crossing</i>	\$ 3.00	ACTC/Union City		\$ 3.00	4660	\$ -
17.3	<i>Fremont Quarry Lakes Trail</i>	\$ 10.80	ACTC/Fremont		\$ 1.03	4660	\$ -

RM3 FY25 Annual Report  
Attachment C: RM 3 Capital Expenditure Plan Tracker

Regional Measure 3 Capital Allocations							
Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/ Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount (\$M)	Allocating Resolution	Reimbursements to Date <sup>4</sup>
17.4	Marshland Road Bay Trail	\$ 1.00	BATA		\$ 1.00	4660	\$ -
18	Highway 101/ State Route 92 Interchange	\$ 50.00	C/CAG/ SMCTA				
18.1	101/92 Area Improvements Project	\$ 21.96	SMCTA	\$ 0.03	\$ 21.96	4635	\$ -
18.2	101/92 Direct Connector Project	\$ 24.00	SMCTA	\$ 2.00	\$ 2.00	4599	\$ 0.39
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210.00	CCTA				
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	\$ 210.00	CCTA	\$ 8.00	\$ 24.00	4586	\$ 7.61
19.2	I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study	\$ 1.00	CCTA		\$ 0.50	4586	\$ 0.01
20	Highway 101-Marin/Sonoma Narrows	\$ 120.00	TAM/SCTA				
20.1	Marin Segment	\$ 88.00	TAM	\$ 87.98	\$ 87.98	4593	\$ 52.82
20.2	Marin Sonoma Narrows - Sonoma Segment	\$ 30.00	SCTA	\$ -	\$ 4.00	4640	\$ -
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 133.00	STA	\$ 18.58			
21.1	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)	\$ 50.00	STA		\$ 3.68	4594	\$ 2.40
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)	\$ 83.30	STA		\$ 11.00	4594	\$ 0.38
22	Interstate 80 Westbound Truck Scales	\$ 105.00	STA	\$ 5.27	\$ 95.24	4595	\$ 9.46
23	State Route 37 Improvements	\$ 100.00	TAM/NVTA/STA/SCTA				
23.1	SR 37 and Fairgrounds Drive Interchange	\$ 15.00	STA		\$ 15.00	4602	\$ 2.19
23.2	Interim Segment B - PAED & PS&E	\$ 20.00	SCTA/MTC	\$ -	\$ 11.50	4607	\$ 1.52
24	San Rafael Transit Center	\$ 30.00	GGBHTD				
25	Richmond-San Rafael Bridge Access Improvements	\$ 210.00	BATA/CCTA/TAM				
25.1	US-101/I-580 Direct Connector	\$ 135.00	TAM	\$ 5.60	\$ 7.80	4606	\$ 3.89
25.2	I-580 Richmond Parkway Interchange Operational Improvements	\$ 7.00	BATA/CCTA		\$ 0.95	4631	\$ -
25.3	Cutting Boulevard Transit Improvements	\$ 3.00	BATA		\$ 0.60	4632	\$ -
26	North Bay Transit Improvements	\$ 100.00	MTC				
26.01	Vine Transit Maintenance Facility	\$ 20.00	NVTA	\$ 20.00	\$ 20.00	4584	\$ 20.00
26.02	Solano Rail Hub	\$ 10.00	STA		\$ 2.00	4584	\$ -
26.03	County Connection Bus Replacements	\$ 5.00	CCCTA		\$ 5.00	4584	\$ 5.00
26.04	ECCTA Hydrogen Fuel	\$ 3.50	ECCTA		\$ 0.30	4584	\$ 0.08
26.05	Windsor Extension - Windsor High School Undercrossing	\$ 2.80	SMART		\$ 2.80	4584	\$ 2.80
26.06	Zero Emission Bus and Infrastructure	\$ 6.66	WestCat		\$ 6.67	4584	\$ -
26.07	State Route 37/Fairgrounds Drive Interchange Improvements Project	\$ 3.00	STA		\$ 3.00	4602	\$ -
26.08	San Rafael Transit Center Replacement	\$ 2.00	GGBHTD/TAM		\$ 0.50	4584	
27	State Route 29	\$ 20.00	NVTA	\$ 20.00	\$ 20.00	4583	\$ 11.19

RM3 FY25 Annual Report  
Attachment C: RM 3 Capital Expenditure Plan Tracker

<b>Regional Measure 3 Capital Allocations</b>							
<b>Project No.</b>	<b>Project Title<sup>1,2</sup></b>	<b>Funding Amount (\$M)</b>	<b>Project Sponsor/ Implementing Agency<sup>1,2</sup></b>	<b>LONP Issued<sup>3</sup> (\$M)</b>	<b>Allocated Amount (\$M)</b>	<b>Allocating Resolution</b>	<b>Reimbursements to Date<sup>4</sup></b>
28	Next-Generation Clipper Transit Fare Payment System	\$ 50.00	MTC	\$ 30.00	\$ 50.00	4609	\$ -
29	I-680/I-880/Route 262 Freeway Connector	\$ 15.00	ACTC	\$ 10.00			
29.1	<i>State Route 262 (Mission Boulevard) Cross Connector Project</i>	\$ 15.00	ACTC		\$ 10.00	4601	\$ 2.11
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85.00	ACTC	\$ 85.00	\$ 85.00	4600	\$ 56.69
31	I-80 Transit Improvements	\$ 25.00	CCTA				
31.1	<i>San Pablo Multimodal Corridor</i>	\$ 7.50	CCTA		\$ 1.00	4670	\$ -
31.2	<i>Express Bus Service in I-80 Corridor (Bus Acquisition)</i>	\$ 5.00	WestCat		\$ 1.75	4670	\$ -
32	Byron Highway Vasco Road Airport Connector	\$ 10.00	CCTA				
33	Vasco Road Safety Improvements	\$ 15.00	CCTA				
34	East Contra Costa County Transit Intermodal Center	\$ 15.00	CCTA				
34.1	<i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i>	\$ 14.00	CCTA	\$ 13.00	\$ 14.00	4585	\$ 13.31
35	I-680 Transit Improvements	\$ 10.00	CCTA				
35.1	<i>Martinez Amtrak Station Shared Mobility Hub</i>	\$ 0.69	CCTA		\$ 0.48	4641	\$ -
35.2	<i>Bollinger Canyon Road Shared Mobility Hub</i>	\$ 2.07	CCTA		\$ 0.50	4641	\$ -
35.3	<i>Walnut Creek Shared Mobility Hub</i>	\$ 1.94	CCTA		\$ 0.44	4641	\$ -
<b>Total</b>		<b>\$ 4,450.00</b>		<b>\$ 602.15</b>	<b>\$ 1,668.55</b>		<b>\$ 549.46</b>

Notes

- For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=SHC&sectionNum=30914.7](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=30914.7).
- Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.
- LONPs have been issued under MTC Res. No. 4412
- RM3 reimbursements paid to project sponsors through June 2025

**Regional Measure 3**  
Annual Report to the Legislature

**Attachment D**  
RM 3 Operating Program Summary

RM3 FY25 Annual Report  
Attachment D: RM3 Operating Program Summary

**FY 2024-25 RM3 Operating Program Summary**

All values in \$millions

Project	Sponsor/Service	Total Disbursed	Allocation (FY 2024-25)	Disbursement (FY 2024-25)
		FY 2022-23 Through FY 2023-24		
<b>Transbay Terminal</b>	Transbay Joint Powers Authority (TJPA)	\$10.21	\$3.55	\$3.55
<b>Regional Express Bus</b>	AC Transit	\$11.70	\$7.49	\$7.49
	CCCTA	\$0.10	\$0.10	\$0.10
	ECCTA	\$0.77	\$0.68	\$0.68
	GGBHTD	\$4.11	\$1.87	\$1.87
	LAVTA	\$1.40	\$0.70	\$0.70
	NVTA	\$0.94	\$0.73	\$0.73
	SolTrans	\$2.50	\$1.02	\$1.02
	WestCAT	\$1.50	\$2.50	\$2.50
	<b>Subtotal</b>	<b>\$33.21</b>	<b>\$15.08</b>	<b>\$15.08</b>
<b>WETA Ferry Service</b>	Water Emergency Transportation Authority (WETA)	\$1.97	\$29.93	\$26.00
<b>Total Allocations and Disbursements</b>		<b>\$35.17</b>	<b>\$48.56</b>	<b>\$44.64</b>

The FY 2022-23 allocation and disbursement amounts for the Transbay Terminal included a one-time payment of funds from FY 2019-20 through FY 2021-22. Under the Letter of No Prejudice policy precedent, the Commission allowed the TJPA to preserve its eligibility to receive RM3 operating program funds from FY 2019-20 through FY 2021-22.

**Regional Measure 3**  
Annual Report to the Legislature

**Attachment E**  
MTC Resolution No. 4621  
(Amendments to the Regional Measure 3 Program)

Date: January 24, 2024  
W.I.: 1255  
Referred by: PAC  
Revised: 04/23/25-C

ABSTRACT

MTC Resolution No. 4621, Revised

This resolution approves amendments to the Regional Measure 3 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914.7(e) *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 3 Project List.

This resolution updates Attachments A and B to include the draft changes proposed as a part of the public hearing on December 13, 2023 to add \$16.7 million in RM3 funds to RM3 project #2 (Bay Area Corridor Express Lanes) from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project); to clarify inclusion of the multi-use pathway along the SMART right-of-way within the project scope for RM3 project #7 (Sonoma-Marin Area Rail Transit); to reduce the RM3 amount by \$16.7 million from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project) to be transferred to RM3 project #2 (Bay Area Corridor Express Lanes); to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately 3 miles from Atherton Ave. to State Route 37 in Novato for RM3 project #20 (Highway 101-Marin/Sonoma Narrows); and to add MTC as a joint project sponsor to RM3 Project #23 (State Route 37 Improvements).

This resolution was revised on April 23, 2025, to include the high occupancy vehicle lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito for RM3 project #20 (Highway 101-Marin/Sonoma Narrows).

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated January 10, 2024, and April 9, 2025.

Date: January 24, 2024  
W.I.: 1255  
Referred by: PAC

Re: Approval of Amendments to the Regional Measure 3 Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4621

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

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

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

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

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

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

WHEREAS, Streets and Highways Code Section 30914.7(e) authorizes MTC to modify any RM3 program and the scope of any RM3 project, decrease its level of funding, or reassign some or all of the funds to another program or project; and

WHEREAS, MTC has been requested to make the changes in the RM3 program and projects specified in Attachment A to this resolution pursuant to Streets and Highways Code Section 30914.7(e) for the reasons set forth in Attachment A; and

WHEREAS, MTC has consulted with the sponsor or sponsors of each of the programs and projects listed in Attachment A; and

WHEREAS, MTC has held a public hearing concerning each such program or project on the dates specified in Attachment A; and

WHEREAS, the sponsors of each of the projects and programs listed in Attachment A have agreed to comply with the RM3 Policies and Procedures adopted by MTC; and

WHEREAS, each sponsor of a project listed in Attachment A has provided an initial project report to MTC pursuant to Streets and Highways Code Section 30914.7(d) or agreed to provide such a report to MTC within the time period specified by MTC in recognition of the statutory requirement that no funds may be allocated by MTC for any such project until the project sponsor submits the initial project report and the report is reviewed and approved by MTC; and

WHEREAS, based on the above-described consultations with sponsors, the information provided at public hearings, and MTC staff advice, MTC has concluded that the changes in the RM3 program and projects specified in Attachment A to this resolution are consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code to reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, is the updated project list for the RM3 Program;

NOW, THEREFORE, IT IS

RESOLVED, that MTC hereby makes the changes in the RM3 program and projects specified in Attachment A and Attachment B to this resolution pursuant to Streets and Highways Code Section 30914.7(e) in the amounts, for the reasons, and subject to the conditions set forth in Attachment A, which is hereby incorporated into this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 24, 2024.

**Summary of Project/Program Changes**

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
Bay Area Corridor Express Lanes (Streets and Highways Code Section 30914.7(a)(2))	BAIFA and any countywide or multicounty agency in the Bay Area authorized to implement express lanes.	Add \$16.7 million in funding (hearing date December 13, 2023)	Receive \$16.7 million transfer from project #21 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
Sonoma-Marin Area Rail Transit (Streets and Highways Code Section 30914.7(a)(7))	SMART	Add scope to the project to include multi-use path improvements. (hearing date December 13, 2023)	Clarify the scope includes implementation of the multi-use Pathway along SMART right-of-way.	None
Highway 101-Marin/Sonoma Narrows (Streets and Highways Code Section 30914.7(a)(20))	TAM SCTA	Modify scope to extend the project limits. (hearing date December 13, 2023)	Update project limits to reflect entire limits of the Marin-Sonoma Narrows project.	None
Solano County I-80/I-680/SR-12 Interchange (Streets and Highways Code Section 30914.7(a)(21))	STA	Reduce funding by \$16.7 million (hearing date December 13, 2023)	Redirect funds to project #2 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
State Route 37 Improvements (Streets and Highways Code Section 30914.7(a)(23))	TAM NVTA STA SCTA MTC	Add the Metropolitan Transportation Commission as a joint sponsor. (hearing date December 13, 2023)	MTC is a co-implementing agency for various phases of the project.	None

<b><u>Project or Program</u></b>	<b><u>Sponsor(s)</u></b>	<b><u>Change (hearing date)</u></b>	<b><u>Reason</u></b>	<b><u>Conditions</u></b>
Highway 101- Marin/Sonoma Narrows (Streets and Highways Code Section 30914.7(a)(20))	TAM SCTA	Modify scope to include high occupancy vehicle lane hours signage. (hearing date March 12, 2025)	Update project scope to include signage for the entire limits of Marin-Sonoma Narrows project.	None

**Regional Measure 3 Program: Project List as Proposed  
(draft changes are noted in italics)**

**Streets and Highways Code Sections 30914.7(a)**

(1) BART Expansion Cars. Purchase new railcars for the Bay Area Rapid Transit District (BART) to expand its fleet and improve reliability. The project sponsor is BART. Five hundred million dollars (\$500,000,000).

(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred three hundred sixteen million seven hundred thousand dollars (\$316,700,000).

(3) Goods Movement and Mitigation. Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsors are the Metropolitan Transportation Commission and the Alameda County Transportation Commission. One hundred sixty million dollars (\$160,000,000).

(4) San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars (\$150,000,000).

(5) Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred million dollars (\$300,000,000).

(6) BART to San Jose Phase 2. Extend BART from Berryessa Station to San Jose and Santa Clara. The project sponsor is the Santa Clara Valley Transportation Authority. Three hundred seventy-five million dollars (\$375,000,000).

(7) Sonoma-Marin Area Rail Transit District (SMART). Provide funding to extend the rail system north of the Charles M. Schulz-Sonoma County Airport to the Cities of Windsor and Healdsburg and implementation of the multi-use Pathway along SMART right-of-way. The project sponsor is the Sonoma-Marin Area Rail Transit District. Forty million dollars (\$40,000,000).

(8) Capitol Corridor. Provide funding for track infrastructure that will improve the performance of Capitol Corridor passenger rail operations by reducing travel times, adding service frequencies, and improving system safety and reliability. The project sponsor is the Capital Corridor Joint Powers Authority. Ninety million dollars (\$90,000,000).

(9) Caltrain Downtown Extension. Extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center. The Metropolitan Transportation Commission shall allocate funding to the agency designated to build the project, which shall be the project sponsor. Three hundred twenty-five million dollars (\$325,000,000).

(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000).

(11) Core Capacity Transit Improvements. Implement recommendations from the Core Capacity Transit Study and other ideas to maximize person throughput in the transbay corridor. Eligible projects include, but are not limited to, transbay bus improvements and high-occupancy vehicle (HOV) lane access improvements. Priority funding shall be the Alameda-Contra Costa Transit District's (AC Transit) Tier 1 and Tier 2 projects identified in the study. The project sponsors are the Metropolitan Transportation Commission, Alameda County Transportation Commission, and AC Transit. One hundred forty million dollars (\$140,000,000).

(12) Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements. Fund bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors. The project sponsors are AC Transit and Alameda County Transportation Commission. One hundred million dollars (\$100,000,000).

(13) Transbay Rail Crossing. Fund preliminary engineering, environmental review, and design of a second transbay rail crossing and its approaches to provide additional rail capacity, increased reliability, and improved resiliency to the corridor. Subject to approval by the Metropolitan Transportation Commission, funds may also be used for construction, and, if sufficient matching funds are secured, to fully fund a useable segment of the project. The project sponsor is the Bay Area Rapid Transit District. Fifty million dollars (\$50,000,000).

(14) Tri-Valley Transit Access Improvements. Provide interregional and last-mile transit connections on the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore. The Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor. One hundred million dollars (\$100,000,000).

(15) Eastridge to BART Regional Connector. Extend Santa Clara Valley Transportation Authority light rail from the Alum Rock station to the Eastridge Transit Center. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred thirty million dollars (\$130,000,000).

(16) San Jose Diridon Station. Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred million dollars (\$100,000,000).

(17) Dumbarton Corridor Improvements. Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. One hundred thirty million dollars (\$130,000,000).

(18) Highway 101/State Route 92 Interchange. Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars (\$50,000,000).

(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars (\$210,000,000).

(20) Highway 101-Marin/Sonoma Narrows. Construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between Petaluma Boulevard North in Petaluma and State Route 37 in Novato. *The project scope shall also include updating high occupancy vehicle lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito.* The project sponsors are the Transportation Authority of Marin and the Sonoma County Transportation Authority. One hundred twenty million dollars (\$120,000,000).

(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred thirty-three million three hundred thousand dollars (\$133,300,000).

(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars (\$105,000,000).

(23) State Route 37 Improvements. Fund near-term and longer-term improvements to State Route 37 to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may be used on any segment along this corridor, as determined by the project sponsors. The project is jointly sponsored by the Transportation Authority of Marin, the Napa Valley Transportation Authority, the Solano Transportation Authority, Sonoma County Transportation Authority, and the Metropolitan Transportation Commission. Funds for this project may be allocated to any of the project sponsors. One hundred million dollars (\$100,000,000).

(24) San Rafael Transit Center. Construct a replacement to the San Rafael (Bettini) Transit Center on an existing or new site, or both, in downtown San Rafael. The selected alternative shall be approved by the City of San Rafael, the Golden Gate Bridge, Highway and Transportation District, the Transportation Authority of Marin, and Marin Transit. The project sponsor is the Golden Gate Bridge, Highway and Transportation District. Thirty million dollars (\$30,000,000).

(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars (\$210,000,000).

(26) North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars (\$100,000,000).

(27) State Route 29. Eligible project expenses include State Route 29 major intersection improvements, including Soscot Junction, and signal and signage improvements, which may include multimodal infrastructure and safety improvements between Carneros Highway (State Route 12/121) and American Canyon Road. The project sponsor is the Napa Valley Transportation Authority. Twenty million dollars (\$20,000,000).

(28) Next-Generation Clipper Transit Fare Payment System. Provide funding to design, develop, test, implement, and transition to the next generation of Clipper, the bay area's transit fare payment system. The next-generation system will support a universal, consistent, and seamless transit fare payment system for the riders of transit agencies in the bay area. The project sponsor is the Metropolitan Transportation Commission. Fifty million dollars (\$50,000,000).

(29) Interstate 680/Interstate 880/Route 262 Freeway Connector. Connect Interstate 680 and Interstate 880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety. The project sponsor is the Alameda County Transportation Commission. Fifteen million dollars (\$15,000,000).

(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84. The

project sponsor is the Alameda County Transportation Commission. Eighty-five million dollars (\$85,000,000).

(31) Interstate 80 Transit Improvements. Fund improvements to support expanded bus service in the Interstate 80 corridor including, but not limited to, bus purchases, expansion of the WestCAT storage yard and maintenance facility. Fund implementation of the San Pablo Avenue Multi-modal Corridor (AC Transit). The project sponsor is the Contra Costa Transportation Authority. Twenty-five million dollars (\$25,000,000).

(32) Byron Highway-Vasco Road Airport Connector. Fund construction of a new connector between Byron Highway and Vasco Road south of Camino Diablo Road as well as shoulder and other improvements to the Byron Highway, including a railroad grade separation, to improve safety and access to the Byron Airport and to facilitate economic development and access for goods movement in East Contra Costa County. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars (\$10,000,000).

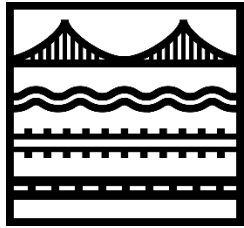
(33) Vasco Road Safety Improvements. Fund the widening of lanes and construction of a concrete median barrier along 2.5 miles of Vasco Road beginning approximately three miles north of the Contra Costa/Alameda County Line. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).

(34) East Contra Costa County Transit Intermodal Center. Fund the construction of a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).

(35) Interstate 680 Transit Improvements. Fund improvements that will enhance transit service in the Interstate 680 corridor, including, but not limited to, implementing bus operations on shoulder (BOS), technology-based intermodal transit centers/managed parking lots and development of technology to enhance real-time travel information. Fund implementation of Shared Autonomous Vehicles (SAVs) to improve first and last mile transit connectivity. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars (\$10,000,000).

**Regional Measure 3**  
Annual Report to the Legislature

**Attachment F**  
RM 3 Semi-Annual Update, June 2025



# Regional Measure 3 Capital Program Semi-Annual Report

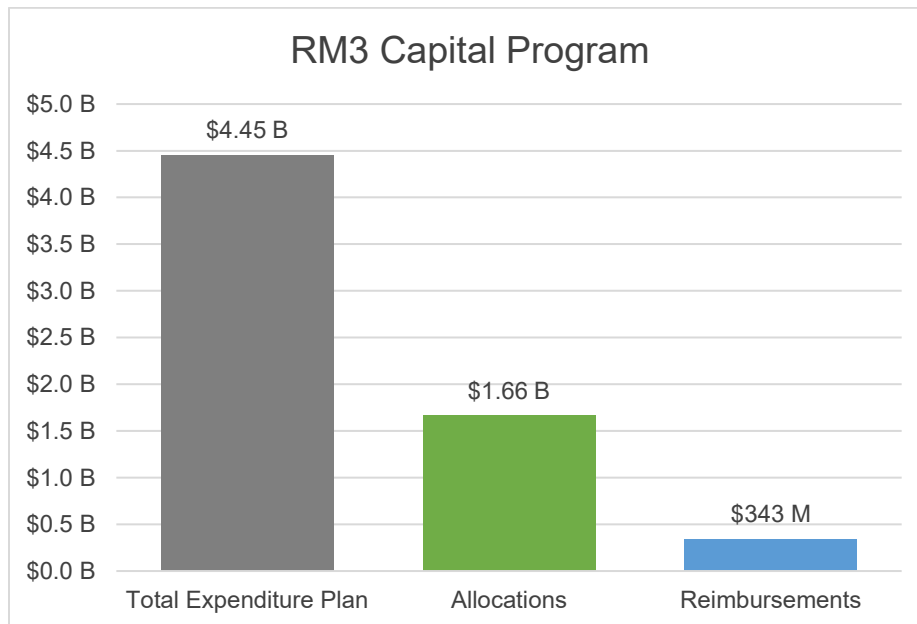
June 2025

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%
<b>Total</b>	<b>\$1,660</b>	

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%
<b>Total</b>	<b>\$1,660</b>	

[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

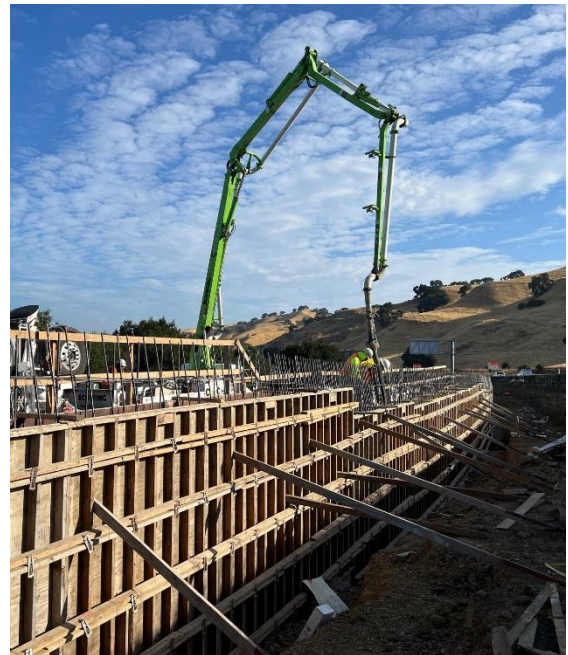
## Regional Megaprojects and Programs

### *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 Portal alignment map  
Image: Transbay Joint Powers Authority

### Caltrain Downtown Extension (“The Portal”) – Transbay Joint Powers Authority

- 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-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 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 2025 For 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

**Regional Measure 3**  
Annual Report to the Legislature

**Attachment G**

BATA Resolution No. 131, Revised  
(RM 3 Independent Oversight Committee  
Establishment and Membership)

Date: June 26, 2019  
Referred by: BATA Oversight  
Revised: 07/24/19-BATA 10/23/19-BATA  
11/20/19-BATA 11/15/23-BATA  
10/23/24-BATA

ABSTRACT

BATA Resolution No. 131, Revised

This resolution establishes the Regional Measure 3 Independent Oversight Committee, as set forth in Section 30923(h) of the California Streets and Highways Code and approved by voters on the June 5, 2018 ballot.

Attachment A to this Resolution was revised on July 24, 2019 to update appointees.

Attachment A to the Resolution was revised on October 23, 2019 to update appointees.

Attachment A to the Resolution was revised on November 20, 2019 to update appointees.

Attachment A to the Resolution was revised on November 15, 2023 to update appointees.

Attachment B to the Resolution was revised on November 15, 2023 to update the title of the administrator.

Attachment A to the Resolution was revised on October 23, 2024 to update appointees.

Further discussion of this resolution is contained in the BATA Oversight Committee Summary Sheets dated June 12, 2019, July 10, 2019, October 9, 2019, November 13, 2019, November 8, 2023, and October 9, 2024.

Date: June 26, 2019  
Referred by: BATA Oversight

Re: Regional Measure 3 Independent Oversight Committee

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 131

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

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

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to Regional Measure 3, effective on January 1, 2019; and

WHEREAS, in accordance with subsection (h) of Section 30923 of the California Streets and Highways Code (“SHC”), the Authority shall, within six months of the effective date of the toll increase, establish an independent oversight committee, with specified composition and duties; now, therefore, be it

RESOLVED, that the Authority specifically finds and declares that the statements, findings and determinations of the Authority set forth in the preambles above are true and correct; and be it further

RESOLVED, that pursuant to SHC § 30923(h), the Authority hereby establishes the Regional Measure 3 Independent Oversight Committee (“Committee”); and be it further

RESOLVED, that the Committee shall annually review the expenditure of funds by the Authority for the projects and programs specified in SHC § 30914.7 and prepare and submit a report to the transportation committee of each house of the Legislature summarizing its findings, and that the Committee may request any documents from the Authority to assist the Committee in performing its functions; and be it further

RESOLVED, that pursuant to SHC § 30923(h)(2), the Committee shall include two representatives from each county within the jurisdiction of the Metropolitan Transportation Commission (the "Commission"), and each representative shall be appointed by the applicable county board of supervisors and serve a four-year term and be limited to two terms; and be it further

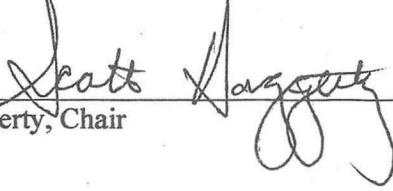
RESOLVED, that pursuant to SHC § 30923(h)(3), a representative appointed to the Committee shall not be a member, former member, staff, or former staff of the Commission or the Authority, shall not be employed by any organization or person that has received or is receiving funding from the Commission or the Authority, and shall not be a former employee or a person who has contracted with any organization or person that has received or is receiving funding from the Commission or the Authority within one year of having worked for or contracted with that organization or person; and be it further

RESOLVED, that the Committee roster, as appointed by the applicable county board of supervisors, is contained in Attachment A to this resolution; and be it further

RESOLVED, that the travel reimbursement rate and stipend policy for members of the Committee is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Chair of the Authority, the Vice Chair of the Authority, the Executive Director, the Chief Financial Officer and other appropriate officers and staff of the Authority, are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Authority, to do any and all things that they deem necessary or advisable in order to effectuate the purposes of this Resolution in accordance with the terms hereof and of applicable provisions of law.

BAY AREA TOLL AUTHORITY

  
\_\_\_\_\_  
Scott Haggerty, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California, on June 26, 2019.

Date: June 26, 2019

Referred by: BATA Oversight

Revised: 07/24/19-BATA 10/23/19-BATA  
11/20/19-BATA 11/15/23-BATA  
10/23/24-BATA

Attachment A

BATA Resolution No. 131

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**Regional Measure 3 Independent Oversight Committee Membership 2019-2023**

County	Member Name	Term Length	Term No.
Alameda	Anu Natarajan	July 2019 – June 2023	First
Alameda	William Harrison	July 2019 – June 2023	First
Contra Costa	Nazanin Shakerin	July 2019 – June 2023	First
Contra Costa	Kathy Chang	July 2019 – June 2023	First
Marin	Kevin Hagerty	July 2019 – June 2023	First
Marin	William McNicholas	July 2019 – June 2023	First
Napa	David Bailey	July 2019 – June 2023	First
Napa	Pamela Kindig	July 2019 – June 2023	First
San Francisco	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
San Francisco	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
San Mateo	Frederick A. Hansson	July 2019 – June 2023	First
San Mateo	Pam Frisella	July 2019 – June 2023	First
Santa Clara	Joanne Benjamin	July 2019 – June 2023	First
Santa Clara	David Fung	July 2019 – June 2023	First
Solano	Steve Lessler	July 2019 – June 2023	First
Solano	William G. Jerry Hayes	July 2019 – June 2023	First
Sonoma	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Sonoma	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First

**Regional Measure 3 Independent Oversight Committee Membership 2023-2027**

<b>County</b>	<b>Member Name</b>	<b>Term Length</b>	<b>Term No.<sup>1</sup></b>
Alameda	Anu Natarajan	July 2023 – June 2027	First
Alameda	Tim Ambrose	July 2023 – June 2027	First
Contra Costa	Nazanin Shakerin <sup>2</sup>	July 2023 – June 2027	First
Contra Costa	Kathy Chang <sup>2</sup>	July 2023 – June 2027	First
Marin	Kevin Hagerty	July 2023 – June 2027	First
Marin	Joanne Webster	July 2023 – June 2027	First
Napa	Aisha Nasir <sup>2</sup>	July 2023 – June 2027	First
Napa	Pamela Kindig	July 2023 – June 2027	First
San Francisco	Brian David Shaw	July 2023 – June 2027	First
San Francisco	<i>To be appointed by Board of Supervisors</i>	July 2023 – June 2027	First
San Mateo	Frederick A. Hansson	July 2023 – June 2027	First
San Mateo	<i>To be appointed by Board of Supervisors<sup>2</sup></i>	July 2023 – June 2027	First
Santa Clara	<i>To be appointed by Board of Supervisors</i>	July 2023 – June 2027	First
Santa Clara	<i>To be appointed by Board of Supervisors</i>	July 2023 – June 2027	First
Solano	William G. Jerry Hayes	July 2023 – June 2027	First
Solano	<i>To be appointed by Board of Supervisors<sup>2</sup></i>	July 2023 – June 2027	First
Sonoma	John Maitland	July 2023 – June 2027	First
Sonoma	Steve Birdlebough	July 2023 – June 2027	First

Notes

1. The IOC did not meet during the 2019-2023 term due to ongoing litigation and no expenditure of RM3 funds. Therefore, for any reappointees for the 2023-2027 term, the 2023-2027 term shall count as the first term for the purposes of fulfilling term limits in SHC 30923(h)(2).
2. In October 2024, the roster for this term was updated to add two new appointees from Contra Costa County, to remove members who resigned from San Mateo County and Solano County, and to replace one member who resigned from Napa County with a new appointee from the County.

Date: June 26, 2019  
Referred by: BATA Oversight  
Revised: 11/15/23-BATA

Attachment B  
BATA Resolution No. 131  
Page 1 of 1

## **Travel Reimbursement Rate and Stipend for Members of the Regional Measure 3 Independent Oversight Committee**

1. Individual members of the Regional Measure 3 Independent Oversight Committee (“Committee”) appointed by county boards of supervisors shall each be eligible to receive a stipend of \$50 per meeting of the Committee, as defined below, with a maximum of four meetings per year. Meetings are defined as publicly noticed meetings or subcommittee meetings of the Committee.
2. Members of the Committee may be reimbursed for actual travel expenses, as defined below, for a maximum of four meetings per year.
3. The mileage reimbursement rate is the rate allowable by the Internal Revenue Service when a personal vehicle is used. Related bridge tolls, parking fees and actual expenses for use of public transit will be reimbursed.

All requests for stipend and reimbursement of expenses shall be submitted quarterly to the Committee staff liaison and processed according to the procedures established by MTC's Executive Director.

The MTC Chief Deputy Executive Director, shall administer this Attachment B. Any questions regarding its application shall be decided by the MTC Chief Deputy Executive Director, whose decision shall be final.



## Bay Area Toll Authority

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

email [info@bayareametro.gov](mailto:info@bayareametro.gov)

tel 415-778-6700

web [www.mtc.ca.gov/RM3](http://www.mtc.ca.gov/RM3)

# Regional Measure 3 Independent Oversight Committee Annual Report

## **Appendix II**

MTC Resolution No. 44563, Revised: MTC Investment Policy

Date: January 25, 2023  
W.I.: 1521  
Referred by: Admin. Committee  
Revised: 01/24/24-C  
12/18/24-C

ABSTRACT

Resolution No. 4563

This resolution authorizes the establishment of a Statement of Investment Policy for the management of MTC funds. This resolution also accepts administrative responsibility for management of the funds of the MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA), the Bay Area Headquarters Authority (BAHA), the Bay Area Housing Finance Authority (BAHFA), and other MTC affiliated agencies as delegated to MTC by MTC SAFE, BATA, BAIFA, BAHA, BAHFA and other MTC affiliated agencies; and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017.

This resolution supersedes MTC Resolution No. 4173 and any other MTC resolutions to the extent that they may conflict with this policy.

Attachment A to this resolution was amended on January 24, 2024 to renew the Statement of Investment Policy.

Attachment A to this resolution was amended on December 18, 2024, to renew the Statement of Investment Policy.

Further discussion of this resolution is contained in the Executive Director's memoranda to the Administration Committee dated January 11, 2023, January 10, 2024, and December 11, 2024.

Date: January 25, 2023  
W.I.: 15.2.1  
Referred by: Admin. Committee

RE: Establishment of a Statement of Investment Policy.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4563

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Authority for the San Francisco Bay Area pursuant to Government Code §§ 66500 et seq.; and

WHEREAS, the MTC has the responsibility to manage funds received in accordance with the provisions of Government Code §§ 53600 et seq. and a Statement of Investment Policy adopted pursuant to those statutory provisions; and

WHEREAS, the MTC Service Authority for Freeways and Expressways (MTC SAFE), created pursuant to Streets and Highways Code §§ 2250-2556; the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 et seq.; the Bay Area Headquarters Authority (BAHA), created pursuant to a Joint Exercise of Powers Agreement between MTC and BATA dated September 28, 2011; the Bay Area Infrastructure Financing Authority (BAIFA), created pursuant to the joint exercise of powers between MTC and BATA dated August 1, 2006; Bay Area Housing Finance Authority (BAHFA), established by AB 1487 (2019, Chiu) ; and other MTC affiliated entities have requested MTC to assume administrative responsibility for all such MTC affiliated entities' respective funds; and

WHEREAS, MTC is accepting administrative responsibility for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017; and

WHEREAS, MTC intends to manage all funds for which it is responsible pursuant to a single comprehensive investment policy; and

WHEREAS, the ABAG Administrative Committee has authorized MTC to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; now therefore, be it

RESOLVED, that MTC hereby adopts the Statement of Investment Policy as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, Attachment A shall be applicable to all funds delegated to MTC; and, be it further

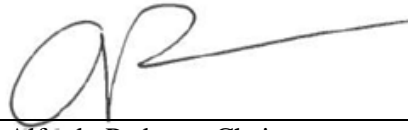
RESOLVED, that the Resolution No. 4563 supersedes MTC Resolution No. 4173; and, be it further

RESOLVED, that MTC's Executive Director or Treasurer or both, as applicable, are directed to manage MTC funds and funds delegated to MTC's administrative responsibility in conformance with said policy; and, be it further

RESOLVED, that this policy shall remain in effect unless modified by MTC; and, be it further

RESOLVED, that this Resolution shall take precedent over any prior MTC Resolutions to the extent that they may conflict herewith or with Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a horizontal line extending to the right.

---

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 25, 2023.

Date: January 25, 2023  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 01/24/24-C  
12/18/24-C

Attachment A  
Resolution No. 4563  
Page 1 of 13

## Statement of Investment Policy

### 1.0 Scope

Metropolitan Transportation Commission (MTC) shall invest all funds over which MTC is administratively responsible, including those of MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Headquarters Authority (BAHA) the Bay Area Infrastructure Financing Authority (BAIFA), the Bay Area Housing Finance Authority (BAHFA), and other MTC affiliated agencies, and the Association of Bay Area Governments (ABAG) a separate joint powers authority, and its affiliated entities (collectively, the “Agencies”), for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services dated May 30, 2017 in accordance with the provisions of §§ 53600 et seq. of the California Government Code and the provisions of this investment policy (“the Policy”), with the exceptions of:

- 1.1 Bond proceeds, including established reserve funds, shall be invested in the securities, obligations, agreements and other evidences of indebtedness permitted by the applicable bond documents. If the bond documents are silent as to the permitted investments, the bond proceeds will be invested in the securities obligations, agreements and other evidences of indebtedness permitted by this Policy.
- 1.2 Also excluded from this Policy are any deferred compensation, retirement, Section 115 Trust, and Other Post Employment Benefit Plans. Investments related to these plans are not subject to this Policy since third-party administrators or trustees manage the funds, and, either the individual plan participants or outside investment managers or trustees direct investment selections under the guidelines established by the plan documents.
- 1.3 Any other funds specifically exempted by the Commission.

## **2.0 Objectives and Prudence**

Funds shall be managed under the “prudent investor standard” which requires all agencies investing public funds to be trustees of those funds, and therefore, fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. All funds shall be invested within the following objectives, in order of priority:

- 2.1 Safety: Preservation and safeguard of capital.
- 2.2 Liquidity: Funds shall be invested in a manner consistent with operating needs of the Agencies.
- 2.3 Yield: Funds shall be invested to earn a secured and safe, market rate return without compromising the objectives of safety and liquidity.

## **3.0 Delegation of Authority**

The authority to manage MTC’s investment program is derived from California Government Code, Sections 41006 and 53600 et seq. The Commission is responsible for the management of MTC’s funds, including the administration of this Policy. The Commission delegates the management of all funds to MTC’s Executive Director or Treasurer. The Treasurer, who is also the Chief Financial Officer of MTC, will be responsible for all transactions undertaken and will establish a system of procedures and controls to regulate the activities of subordinate officials and employees. Such procedures will include explicit delegation of authority to persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this Policy and the procedures established by the Treasurer.

MTC may engage the services of one or more external investment advisers, who are registered under the Investment Advisers Act of 1940 (the Act) or who are trust companies exempt from the Act due to regulation by relevant state banking authorities, to assist in the management of the MTC's investment portfolio in a manner consistent with MTC's objectives. External investment advisers may be granted discretion by the Treasurer to purchase and sell investment securities in accordance with this Policy.

#### **4.0 Ethics and Conflicts of Interest**

All participants in the investment process shall act as custodians of the public trust. Investment officials shall recognize that the investment portfolio is subject to public review and evaluation. Employees and officials involved in the investment process shall refrain from personal business activity that could create a conflict of interest or the appearance of a conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. Employees and officers shall refrain from undertaking any personal investment transactions with a firm managing Commission funds pursuant to Section 3.0 of this Policy. Employees shall additionally comply with the applicable conflict of interest code and related agency policies.

#### **5.0 Permitted Investments:**

Percentage holding limits and minimum credit criteria listed in this section apply at the time the security is purchased. Investments authorized under this Policy shall be limited to:

- 5.1 United States treasury notes, bonds or bills with a maximum remaining maturity of five years for which the full faith and credit of the United States are pledged for the payment of principal and interest.
- 5.2 Bonds, notes, bills, warrants or obligations with a maximum remaining maturity of five years issued by a federal agency or United States government-sponsored enterprise (GSE), including those issued by or fully guaranteed as to the principal and interest by federal agencies or GSE. No more than 30% of the Agencies' funds may be invested in any single GSE issuer.

- 5.3 Eligible commercial paper with a maximum maturity of 270 days or less; no more than 25% of the Agencies' funds will be allocated to commercial paper, and no more than 5% of the Agencies' funds may be invested in any single issuer. Additionally, any commercial paper investment is limited to 10% of the outstanding commercial paper of any single issuer.

Commercial Paper of "prime" quality of the highest ranking or of the highest letter and numerical rating provided by a Nationally Recognized Statistical Rating Organization (NRSRO) that meets one of the following criteria:

- 5.3.1 Is organized and operating in the United States as a general corporation and having total assets in excess of five hundred million dollars (\$500,000,000) and having an "A", or the equivalent, or higher rating for the issuers' debt by an NRSRO, other than commercial paper, if any..
- 5.3.2 Is organized within the United States as a special purpose corporation, trust, or limited liability company, and has program wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond, and is rated A-1 or its equivalent, or higher by an NRSRO.
- 5.4 Banker's acceptances: Banker's acceptances must be issued by institutions which have short-term debt obligations rated "A-1" or its equivalent or better by at least one NRSRO; or long-term debt obligations which are rated in a rating category of "A" or its equivalent or better by at least one NRSRO. No more than 25% of the Agencies' funds may be invested in Banker's Acceptances. No more than 5% of the Agencies' funds may be invested in any single issuer. The maximum maturity must not exceed 180 days.
- 5.5 Negotiable certificates of deposit (NCD) issued by a nationally or State chartered bank, a savings association or a federal association (as defined by Section 5102 of the California Financial Code), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank, not to exceed 25% of the Agencies' funds, provided that:
- 5.5.1 The amount of the NCD insured up to the FDIC limit does not require any credit ratings.
- 5.5.2 Any amount above the FDIC insured limit must be issued by institutions which have short-term debt obligations rated "A-1" or its equivalent or

- better by at least one NRSRO; and long-term obligations rated in a rating category of “A” or its equivalent or better by at least one NRSRO.
- 5.5.3 No more than 5% of the Agencies’ funds may be invested in any single issuer
- 5.5.4 The maximum maturity does not exceed five (5) years.
- 5.6 Collateralized Time Deposits (Non-Negotiable Certificates of Deposit) in state or federally chartered banks, savings and loans, or credit unions more than insured amounts which are fully collateralized with securities in accordance with California law, provided that:
- 5.6.1 No more than 25% of the Agencies’ funds will be invested in a combination of federally insured and collateralized time deposits.
- 5.6.2 The maximum maturity does not exceed five (5) years.
- 5.7 Medium-Term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of “A” or its equivalent or better by an NRSRO.
- 5.7.1 Purchase may not exceed 30% of the Agencies’ funds.
- 5.7.2 No more than 5% of the Agencies’ funds may be invested in any single issuer.
- 5.8 Money Market Funds and mutual funds registered with the Securities and Exchange Commission, having attained the highest letter and numerical ranking by at least two NRSROs. Such investments shall not exceed 20% of funds, with no more than 10% invested in any single mutual fund.
- 5.9 Local Agency Investment Fund (LAIF) as authorized by California Government Code §§ 16429.1.
- 5.10 The Alameda County Treasury local agency investment fund authorized under California Government Code §§ 53684.
- 5.11 Local Government Investment Pools (“LGIP”) defined as shares of beneficial interest issued by a joint powers authority organized pursuant to California Government Code § 6509.7 that invests in the securities and obligations authorized in California Government Code § 53601 subdivisions (a) to (r), inclusive. Each share shall represent an equal

proportional interest in the underlying pool of securities owned by the joint powers authority. To be eligible under this section, the joint powers authority issuing the shares shall have retained an investment adviser that meets all of the following criteria:

- 5.11.1 The adviser is registered or exempt from registration with the United States Securities and Exchange Commission.
- 5.11.2 The adviser has not less than five years of experience investing in the securities and obligations authorized in California Government Code § 53601 subdivisions (a) to (q), inclusive.
- 5.11.3 The pool size should have a minimum market value of five hundred million dollars (\$500,000,000).
- 5.11.4 The Agencies' share of the pool cannot exceed 10%.
- 5.12 Repurchase agreements collateralized by securities of the United States Government or an agency of the United States Government, subject to additional requirements as set forth in in California Government Code § 53601 subdivision (j).
- 5.13 Municipal Obligations issued by MTC, the State of California, local agencies within the State of California, as well as municipal obligations that are treasury notes or bonds of any of the other 49 states in addition to California. Eligible investments shall be rated in a rating category of "A" or its equivalent or better by an NRSRO.
  - 5.13.1 Such bonds can include the obligations of the Bay Area Toll Authority and the Bay Area Infrastructure Financing Authority.
  - 5.13.2 Variable Rate Demand Municipal Obligations shall have mandatory investor tender rights supported by a third-party liquidity facility from a financial institution with short-term ratings of at least A-1 or P-1, or its equivalent, by an NRSRO. The maturity of these bonds shall be equivalent to the investor's tender option supported by the liquidity facility.
  - 5.13.3 Municipal Obligations issued by the State of California, any of the other 49 states, or local agencies within the State of California, with the exception of the Bay Area Toll Authority or Bay Area Infrastructure Financing Authority, shall have a maximum remaining maturity of five years.
- 5.14 Asset-backed, mortgage-backed, mortgage passthrough securities, and collateralized mortgage obligations from issuers not defined in paragraphs 5.3 of the Permitted Investments section of this Policy,

provided that:

- 5.14.1 The security shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less.
- 5.14.2 No more than 20% of the Agencies’ funds may be invested in these securities.
- 5.14.3 No more than 5% of the Agencies’ funds may be invested in the Asset-Backed or Commercial Mortgage securities of any single issuer; GSEs are exempt from this limit.
- 5.15 United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the following supranational organizations, International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and shall not exceed 15% of the Agencies’ funds. No more than 5% of the Agencies’ funds may be invested in any single issuer.
- 5.16 All other investments authorized under §§ 53600 et seq. of the California Government Code as appropriate for public fund investments and not specifically addressed by this Policy.
- 5.17 Bond proceeds, including established reserve funds, may be invested in investment contracts, including guaranteed investment contracts, forward delivery agreements or similar agreements providing for a specified rate of return over a specified time period.
  - 5.17.1 Such agreements must be with, or the obligations must be guaranteed by, a financial institution or insurance company or domestic or foreign bank which has at the date of execution thereof an outstanding issue of unsecured, uninsured and unguaranteed debt obligations or a claims paying ability rated (or the parent company of which is rated) in either of the two highest long-term Rating Categories by an NRSRO.

Attachment A

Resolution No. 4563

The table below summarizes Permitted Investments listed in this Policy (for reference only).

<b>Investment Type</b>	<b>MAXIMUM MATURITY</b>	<b>MAXIMUM SPECIFIED % OF PORTFOLIO</b>	<b>Minimum Quality Requirements</b>	<b>Gov't Code Sections</b>
U.S. Treasury Obligations	5 years	None	None	53601(b)
State Obligations - State of CA and other 49 states	5 years (See Section 5.13.2)	None	A Rating Category or its equivalent or better by an NRSRO	53601(c) 53601(d)
CA Local Agency Obligations	5 years	None	A Rating Category or its equivalent or better by an NRSRO	53601(e)
U.S. Agency Obligations	5 years	None	None	53601(f)
Bankers' Acceptances	180 Days	25%	None	53601(g)
Commercial paper of U.S. Corps with total assets in excess of \$500 MM	270 Days	25% total for all Commercial Paper	A-1 or higher by an NRSRO	53601(h)(1)
Negotiable Certificates of Deposit	5 Years	25%	None (See Section 5.5.2)	53601(i)
Non-negotiable Certificate of Deposit	5 years	25%	None	53630 et seq.
Repurchase Agreements	1 Year	None	None	53601(j)
Medium-Term Notes	5 Years	30%	A Rating Category or its equivalent or better by an NRSRO	53601(k)
<i>Mutual Funds and Money Market Mutual Funds</i>	N/A	20%	Multiple	53601(l) and 53601.6(b)
<i>Mortgage Pass-Through and Asset-Backed Securities</i>	5 years	20%	AA rating category or its equivalent or better by an NRSRO	53601(o)
<i>County Pooled Investment Funds</i>	N/A	None	None	27133, 53684
<i>Joint Powers Authority Pool</i>	N/A	None	Multiple	53601(p)
<i>Local Agency Investment Funds (LAIF)</i>	N/A	None	None	16429.1
<i>Supranational Obligations</i>	5 Years	15%	AA rating category or its equivalent or better by an NRSRO	53601(q)

## **6.0 Prohibited Investments:**

In addition to any prohibited investments listed in California Government Code §§ 53601.6 and 53631.5, the following are specifically prohibited:

- 6.1 Reverse repurchase agreements.
- 6.2 Financial futures.
- 6.3 Option contracts.
- 6.4 Mortgage interest strips.
- 6.5 Inverse floaters.
- 6.6 Securities lending.
- 6.7 Repurchase agreements purchased for “yield enhancement” purposes and not required for banking and liquidity purposes.
- 6.8 Any investment that fails to meet credit or portfolio limits at the time of investment.
- 6.9 Investment in any security that could result in a zero interest accrual if held to maturity is prohibited.
- 6.10 Purchasing or selling securities on margin is prohibited.
- 6.11 Securities with trade settlement periods exceeding 45 days are not permitted.
- 6.12 The purchase of foreign currency denominated securities is prohibited.

## **7.0 Sales Prior to Maturity:**

- 7.1 All sales prior to maturity shall be detailed in the investment report.
- 7.2 A security whose market value or credit quality falls outside the investment policy parameters after purchase may be held to maturity without violation of this Policy provided the fact is disclosed in the investment report.

## **8.0 Fund and Liquidity Levels:**

- 8.1 MTC’s Executive Director or Treasurer or both, and/or his/her designee(s) shall maintain a system to monitor and forecast revenues and expenditures so that the Agencies’ funds can be invested to the fullest extent possible while providing sufficient liquidity to meet the Agencies’

reasonably anticipated cash flow requirements. Because of inherent difficulties in accurately forecasting cash flow requirements, a portion of the funds should be continuously invested in readily available funds. The maximum weighted maturity of the Agencies' funds shall be no longer than five (5) years.

8.2 Reserve Funds:

Specifically designated reserve funds may have a maximum maturity of 40 years or less, provided each fund is clearly identified in the investment report. Investment types that may be purchased with maturities up to 40 years include: U.S. Treasuries, Federal Agencies and government-sponsored enterprises, and municipal obligations, as permitted by California Government Code.

8.3 All funds under management shall be combined for the purpose of evaluating credit and portfolio limits.

**9.0 Authorized Brokerage Firms:**

It shall be MTC's policy to purchase securities only from authorized institutions and firms. MTC staff shall maintain procedures for establishing and recertifying a list of authorized broker/dealers and financial institutions which are approved for investment purposes that are selected through a process of due diligence as determined by MTC.

These institutions may include "primary" dealers or regional dealers that qualify under Securities and Exchange Commission (SEC) Rule 15c3-1 (uniform net capital rule). In accordance with California Government Code Section 53601.5, institutions eligible to transact investment business with MTC include:

- 9.1 Institutions licensed by the State as a broker-dealer.
- 9.2 Institutions that are members of a federally regulated securities exchange.
- 9.3 Primary government dealers as designated by the Federal Reserve Bank and non-primary government dealers.
- 9.4 Nationally or state-chartered banks.
- 9.5 The Federal Reserve Bank.
- 9.6 Direct issuers of securities eligible for purchase.

All financial institutions on the approved list will be evaluated individually, with preference given to primary dealers, who possess a strong capital and credit base appropriate to their operations. Provided written certification that they received a copy of the approved policy.

The selection of broker/dealers used by an external investment adviser retained by MTC will be at the sole discretion of the adviser. Where possible, transactions with brokers/dealers shall be selected on a competitive basis and their bid or offering prices shall be recorded. If there is no other readily available competitive offering, best efforts will be made to document quotations for comparable or alternative securities. When purchasing original issue instrumentality securities, no competitive offerings will be required as all dealers in the selling group offer those securities at the same original issue price.

### **10.0 Bond Repurchase Accounts**

MTC may use licensed brokerage firms for the purpose of purchasing BATA bonds with the intent of retiring its debt when such debt is offered for sale in the secondary market. Such brokerage firms are for the specific purpose of purchasing and transferring BATA bonds to BATA and as such will be exempt from the requirements of Section 9.0, except that all firms shall be licensed brokers.

### **11.0 Safekeeping:**

- 11.1 All securities shall be maintained in a safekeeping account, independent from all broker accounts, with securities held in the name of the Agencies. Banks with independent trust, custody, or safekeeping departments shall qualify as independent safekeeping accounts.
- 11.2 Safekeeping accounts shall be maintained with firms or banks with at least fifty million dollars (\$50,000,000) in trust and safekeeping accounts under management and a minimum rating in the "A" category from an NRSRO.
- 11.3 The Executive Director, Treasurer, or their designated assignee(s) are

authorized to sign documents providing for the sale and purchase of securities, as well as all documents required to provide for safekeeping and trust.

### **12.0 Internal Controls:**

The Treasurer shall be responsible for developing a system of internal controls that maintain appropriate records of all transactions as well as individual fund ownership of all investments and interest earnings and shall also be subject to the annual independent audit process.

### **13.0 Investment Reports:**

In accordance with § 53646 of the California Government Code, at least quarterly, within 45 days after quarter end, the Treasurer shall submit an investment report to the Executive Director who shall forward the report to all entities whose funds are subject to this Policy. The report shall detail all securities, par value, market value, maturity, liquidity and credit limit thresholds, as well as any sales prior to maturity, any securities no longer meeting policy standards, and any investment policy violations.

### **14.0 Financial Accounts:**

Both the Executive Director and the Treasurer are required to sign documents to open financial accounts with banks, financial institutions and government pooled investment funds as needed in order to manage the Agencies' investments as described within this investment policy; provided that all such accounts meet policy standards.

### **15.0 Authorized Signers:**

The following positions are authorized to sign on all accounts:

Executive Director  
Treasurer/Chief Financial Officer  
Chief Deputy Executive Director  
Chief Operating Officer

Deputy Treasurer/ Director of Treasury

Other assignee(s) designated by the Executive Director, or Treasurer.

**16.0 Renewal:**

This investment policy shall be subject to review annually.

Regional Measure 3 Independent Oversight Committee  
Annual Report

**Appendix III**

Independent Accountant's Report on Applying Agreed-Upon Procedures  
– Regional Measure 3 Funds – Year Ended June 30, 2024

# Metropolitan Transportation Commission

San Francisco, California

*Independent Accountant's Report on  
Agreed-Upon Procedures Applied to  
Regional Measure 3 Capital Invoices*

*For the period from March 1, 2024 to  
January 31, 2025*





## INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

The Members of the Metropolitan  
Transportation Commission  
San Francisco, California

We have performed the procedures enumerated below on the BATA Regional Measure 3 invoices from recipients of the Metropolitan Transportation Commission (MTC) for the period from March 1, 2024 to January 31, 2025. MTC's management is responsible for the BATA Regional Measure 3 capital project invoices from the recipients.

MTC has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of assisting MTC in determining whether invoices submitted by recipients were in compliance with the requirements of Regional Measure 3 (i.e. eligible for reimbursement by MTC). This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and the associated findings are as follows:

1) For each invoice:

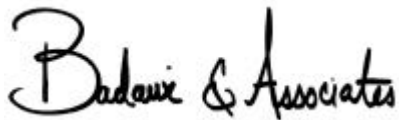
- a. We vouched the invoiced amount to supporting documents accompanying the invoice, as submitted by BATA RM3 recipients to MTC.  
*Finding: No exceptions were noted as a result of our procedures.*
- b. We determined whether the invoice included duplicate charges.  
*Finding: No exceptions were noted as a result of our procedures.*
- c. We determined the arithmetic accuracy of the invoice.  
*Finding: No exceptions were noted as a result of our procedures.*
- d. We determined invoiced amounts, including release of retention, were submitted to the MTC on a reimbursement basis assuming it is clear on the vendor invoice whether retention are included in the total or not.  
*Finding: No exceptions were noted as a result of our procedures.*
- e. We determined whether the recipient's overhead rate exceeded 50 percent of total salaries and benefits.  
*Finding: No exceptions were noted as a result of our procedures.*
- f. Based on the invoice date, we determined if any recipients, excluding MTC, submitted more than one invoice per month per project, unless the exception was approved in writing.  
*Finding: No exceptions were noted as a result of our procedures.*

The Members of the Metropolitan  
Transportation Commission  
San Francisco, California  
Page 2

We were engaged by MTC to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on the BATA Regional Measure 3 capital project invoices from recipients of MTC. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of MTC and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of MTC and management of MTC, and is not intended to be and should not be used by anyone other than these specified parties.

A handwritten signature in black ink that reads "Badawi & Associates". The signature is written in a cursive, flowing style.

Badawi & Associates, CPAs  
Berkeley, California  
April 21, 2025

**Metropolitan Transportation Commission**  
**Agreed-upon Procedures - RM 3**  
**Listing of Invoices**  
**Period from 3/1/2024 to 1/31/2025**

	<b>Recipient Agency</b>	<b>Project No.</b>	<b>Project Title</b>	<b>Invoice No.</b>	<b>Invoice Amount</b>
1	Santa Clara Valley Transportation Authority	5500	Eastridge-BART Regional Connec	1-24459601	\$ 340,001.00
2	Contra Costa Transportation Authority	7401	Mokelumne Trail Bike/Ped SR84	2-23458501	4,231,225.13
3	Transportation Authority of Marin	6001	Marin Segment	2-23459302	9,821,890.89
4	Santa Clara Valley Transportation Authority	5500	Eastridge-BART Regional Connec	2-24459601	446,616.00
5	Contra Costa Transportation Authority	7401	Mokelumne Trail Bike/Ped SR84	3-23458501	205,805.67
6	Transportation Authority of Marin	6001	Marin Segment	3-23459302	3,653,813.21
7	Santa Clara Valley Transportation Authority	5500	Eastridge-BART Regional Connec	3-24459601	1,554,638.08
8	Contra Costa Transportation Authority	7401	Mokelumne Trail Bike/Ped SR84	4-23458501	721,449.03
9	Transportation Authority of Marin	6001	Marin Segment	4-23459302	4,849,904.42
10	Santa Clara Valley Transportation Authority	5500	Eastridge-BART Regional Connec	4-24459601	2,214,769.13
11	Contra Costa Transportation Authority	7401	Mokelumne Trail Bike/Ped SR84	5-23458501	467,527.82
12	Contra Costa Transportation Authority	7401	Mokelumne Trail Bike/Ped SR84	5-24458502	294,434.74
13	Alameda County Transportation Commission	4203	I-80 S EL Alameda County	1215	3,618,576.50
14	Alameda County Transportation Commission	7000	I680/SR84 Interchng Reconstuct	1227	38,847,613.42
15	Alameda County Transportation Commission	7000	I680/SR84 Interchng Reconstuct	1267	10,287,700.92
16	Alameda County Transportation Commission	4203	I-80 S EL Alameda County	1270	22,270,082.83
17	Alameda County Transportation Commission	4203	I-80 S EL Alameda County	1292	4,580,526.75
18	Alameda County Transportation Commission	7000	I680/SR84 Interchng Reconstuct	1294	3,870,350.89
19	San Francisco Municipal Transportation Agency	5002	Light Rail Vehicle Procuremnt	2025-50	6,495,096.00
20	San Francisco Municipal Transportation Agency	5008	New Flyer Midlife Overhaul	2025-52	2,836,000.00
21	Alameda Contra Costa Transit District	5202	Quick Build Transit Priority	MTCBT322	441,702.27
			<b>Total</b>		<b>\$ 122,049,724.70</b>

# Regional Measure 3 Independent Oversight Committee Annual Report

## **Appendix IV**

Independent Accountant's Report on Agreed-Upon Procedures Applied  
to Regional Measure 2, 3, and AB1171 Capital Invoices For the period  
from March 1, 2024 to January 31, 2025

**METROPOLITAN TRANSPORTATION COMMISSION**

Independent Accountant's Report  
on Applying Agreed-Upon Procedures  
Regional Measure 3 Funds

Year Ended June 30, 2024



## **Independent Accountant's Report on Applying Agreed-Upon Procedures**

Mr. Derek Hansel, Chief Financial Officer  
Metropolitan Transportation Commission  
San Francisco, California

We have performed the procedures enumerated below, which were agreed to by the Metropolitan Transportation Commission (MTC), on whether the Regional Measure 3 (RM3) funds recipient agencies' expenditures of RM3 funds were substantiated with supporting documentation for the year ended June 30, 2024. Management of the RM3 funds recipient agencies are responsible for substantiating expenditures of RM3 funds. MTC's management is responsible for the list of RM3 expenditure details for the year ended June 30, 2024.

MTC has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of whether the RM3 funds recipient agencies' expenditures of RM3 funds were substantiated with supporting documentation for the year ended June 30, 2024. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

### **PROGRAM DESCRIPTION**

On June 5, 2018, voters passed RM3 raising the toll for all vehicles travelling on the State-owned bridges in the San Francisco Bay Area by \$3.00 phased in over time. RM3 revenues were designated to fund various transportation projects within the region that have been determined to reduce congestion or make improvements to travel in the toll bridge corridors.

### **PROCEDURES**

The procedures and associated findings are as follows:

#### **General Procedures:**

1. Obtain from MTC a listing of RM3 recipients of operating programs and capital programs. MTC selected eight recipients whose total project expenses accounted for 91% of total RM3 expenses (excluding MTC) for the year ended June 30, 2024.
2. For each selected recipient, haphazardly select a minimum of 4 invoices to cover at least 50% of the recipient's project expenses, and apply the applicable procedures below to the selected invoices. For recipients with 4 or fewer invoices, select all invoices for review. Transactions less than \$5,000 are not to be selected. MTC will review and approve the selection of invoices.
3. Request supporting documentation electronically from RM3 recipients for transactions selected for review, and apply the applicable procedures below to the selected transactions.

## **PROCEDURES (Continued)**

### **Capital Programs:**

1. Obtain and determine the Allocation Application includes the following material:
  - a) Sponsor / Implementing Agency Resolution of Project Compliance\*;
  - b) Opinion of Legal Counsel / MTC Indemnification\*;
  - c) Board or Official Governing Body Approved Initial Project Report (IPR);
  - d) Environmental documentation; and
  - e) Evidence of Allocation and Commitment of Complementary Funds.

\* The recipient may consolidate items 1a and 1b.
2. Determine whether invoices were submitted to the MTC on a reimbursement basis.
3. Determine whether the expenses included in the invoices were considered eligible expenses, as defined in the Capital Program Guidance section in the Regional Measure 3 Policies and Procedures dated October 2023.
4. Determine whether the expenses included in the invoices were within the scope of the recipient's Initial Project Report.
5. Verify expenses as reported in the invoices to the recipient's supporting documentation.

### **Operating Programs:**

1. Obtain and determine the Allocation Application includes the following material:
  - a) Cover letter detailing the allocation request;
  - b) Implementing Agency Resolution\*;
  - c) Operating Agreement;
  - d) Opinion of Legal Counsel\*;
  - e) Environmental documentation;
  - f) Certifications and assurances; and
  - g) Fiscal audit.

\* The recipient may consolidate items 1b and 1d.
2. Determine whether the recipient's invoices were exclusive of depreciation/amortization expenses.
3. Reconcile expenses and fare box revenues as reported in the invoices to the recipient's supporting documentation. (This procedure excludes other operating subsidies.)
4. Determine whether the expenses included in the invoices were within the scope of the recipient's Operating Agreement.

## **FINDINGS**

### **Capital Programs:**

No exceptions were found as a result of applying the procedures for capital programs listed in the accompanying Schedule of Expenditures of Regional Measure 3 Funds (Appendix A).

### **Operating Programs:**

No exceptions were found as a result of applying the procedures for operating programs listed in the accompanying Schedule of Expenditures of Regional Measure 3 Funds (Appendix A).

We were engaged by MTC to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the AICPA. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on whether the RM3 funds recipient agencies' expenditures of RM3 funds were substantiated with supporting documentation for the year ended June 30, 2024. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of MTC and the RM3 funds recipient agencies and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of MTC and Regional Measure 3 (RM3) Independent Oversight Committee and is not intended to be and should not be used by anyone other than these specified parties.

*Macias Gini É O'Connell LAP*

Walnut Creek, California

November 22, 2024

## Appendix A

### Metropolitan Transportation Commission Schedule of Expenditures of Regional Measure 3 Funds Year Ended June 30, 2024

#### Capital Programs:

Index	Recipient Agency	Project No.	Title	Total Expenses	Amount Reviewed
1.	Alameda County Transportation Commission	4203	I-80 S EL Alameda County	\$ 25,888,659	\$ 22,270,083
2.	Alameda County Transportation Commission	6900	I680/I880/R262 Freeway Connect	2,027,719	1,737,484
3.	Alameda County Transportation Commission	7000	I680/SR84 Interchg Reconstuct	49,135,314	49,135,314
4.	Central Contra Costa Transportation Authority	6603	Solano Projects TBD	5,000,000	-
5.	Contra Costa Transportation Authority	5901	I680/SR4 Interchg Imprv Ph1&2A	3,300,695	-
6.	Contra Costa Transportation Authority	7401	Mokelumne Trail Bike/Ped SR84	5,158,480	-
7.	County of San Mateo	5802	101/92 Direct Connector Projec	69,847	-
8.	Napa Valley Transportation Authority	6700	State Route 29	189,364	-
9.	San Francisco Municipal Transportation Agency	5003	40'/60' hybrid buses	16,229	-
10.	San Francisco Municipal Transportation Agency	5004	Kirkland Electrification	425,158	-
11.	Santa Clara Valley Transportation Authority	5601	SJ Diridon-Planning&Early Row	23,818,526	23,818,526
12.	Solano Transportation Authority	4201	I-80 EL in Solano County	29,534,771	29,534,771
13.	Solano Transportation Authority	6100	Sol80/I680/SR 12 Interchange	2,364,697	28,888
14.	Solano Transportation Authority	6200	I80 Westbound Truck Scales	9,894,327	9,231,799
15.	Sonoma County Transportation Authority	6302	Interim Segment B - PAED & PS&	96,935	-
16.	Transportation Authority of Marin	6001	Marin Segment	38,998,561	35,344,748
17.	Transportation Authority of Marin	6501	US-101/I-580 Direct Connector	2,863,053	2,731,780
18.	Water Emergency Transportation Authority	4501	Mission Bay Ferry L&ing	50,598	50,598
19.	Water Emergency Transportation Authority	4502	Shoreside Electrical Program	42,237	42,237
<b>Total capital programs expended during the fiscal year ended June 30, 2024*</b>				<b>\$ 198,875,170</b>	<b>\$ 173,926,229</b>

\*Total may not add due to rounding.

#### Operating Programs:

Index	Recipient Agency	Project No.	Title	Total Expenses	Amount Reviewed
1.	AC Transit	1800	Regional Bus Service	\$ 6,168,059	\$ 6,168,059
2.	Central Contra Costa Transportation Authority	1800	Regional Bus Service	22,630	-
3.	Eastern Contra Costa Transportation Authority	1800	Regional Bus Service	526,491	-
4.	Golden Gate Bridge	1800	Regional Bus Service	2,181,768	-
5.	Livermore Amador	1800	Regional Bus Service	915,829	-
6.	Napa Valley Transportation Authority	1800	Regional Bus Service	678,760	-
7.	Solano County Transit (SoITrans)	1800	Regional Bus Service	655,951	655,951
8.	Transbay Joint Powers Authority	1700	Transbay Transit Center	2,732,100	2,732,100
9.	Water Emergency Transportation Authority	1900	Ferries	1,965,576	1,965,576
10.	Western Contra Costa Transportation Authority	1800	Regional Bus Service	350,512	-
<b>Total operating programs expended during the fiscal year ended June 30, 2024 *</b>				<b>\$ 16,197,676</b>	<b>\$ 11,521,686</b>

\*Total may not add due to rounding.