Attachment C: Update on Dumbarton Corridor Improvements Program of Projects

Subject:
Update on status of RM3 Project #17: Dumbarton Corridor Improvements Program of Projects.

Background:
In June 2024, the Commission approved a total of $130 million in programming of RM3 capital funds for RM3 Project 17, Dumbarton Corridor Improvements (MTC Resolution No. 4411, Revised), distributing $72 million to projects in Alameda County, $53 million to projects in San Mateo County, and $5 million to Bay Area Toll Authority (BATA) projects. Additionally, MTC Resolution 4411, Revised, Attachment D, states that subprojects must submit allocation requests consistent with the RM3 Policies and Procedures, including an adopted board resolution and updated Initial Project Report demonstrating full funding commitments for the requested project phase by December 31, 2025. In the case that this condition was not met, MTC staff would request a project update for the Commission and could recommend deprogramming the funds. This attachment details which projects have received allocations, and provides updates on those that have not, consistent with the condition in MTC Res. 4411.

Dumbarton Corridor Improvements RM3 Projects with Allocations:

As of April 2026, six subprojects under RM3 Project 17 have received RM3 funding.

Project Sponsor	RM3 Project No.	Project Title	Requested Project Phase	RM3 Programmed Amount ($millions)	RM3 Allocation ($millions)	Unallocated RM3 Balance ($millions)
SMCTD	17.1	San Mateo Dumbarton Busway	PA/ED	$5.0	$4.1	$0.9
Union City	17.2	Union City BART Pedestrian Crossing	CON	$3.0	$3.0	$0
City of Fremont	17.3	Fremont Quarry Lakes Trail Project	PS&E	$10.8	$1.03	$9.77
BATA/ City of Fremont	17.4	Marshlands Road Bay Trail Segment Gap Closure	PA/ED	$1.0	$1.0	$0
Union City	17.5	Quarry Lakes Parkway	PSE/ROW/CON	$25.0	$16.73	$8.27

City of Newark	17.6	Thornton Avenue Multimodal Complete Streets & Bay Trail	PA/ED	$15.0	$15.0	$0
			Total	**$59.8**	**$40.86**	**$18.94**

The status and description of each project with approved allocations is summarized below.

- San Mateo Dumbarton Busway: The project scope includes planning and environmental work to advance dedicated busway improvements in the Dumbarton Corridor. Consultant procurement was finalized, allowing environmental, outreach, legal, and surveying workstreams to begin. The study area has been defined, and peer agency interviews and a site visit with Monterey–Salinas Transit BRT have been completed to gather insights.
- Union City BART At-Grade Pedestrian Crossing: This project will improve station access and safety by constructing a new at-grade pedestrian crossing. The Plans, Specifications, and Estimates (PS&E) were finalized and subsequently rebid following initial bid issues. A construction contract was awarded in August 2025. Pre-construction activities are underway, including fiber-optic relocation, and a maintenance agreement with BART is nearing execution.
- Fremont Quarry Lakes Trail Project: This project will enhance trail connectivity and improve multimodal access to key destinations within the Fremont area. Additional design and coordination activities will continue to advance the project toward implementation.
- Quarry Lakes Parkway: this project will build a four-lane multimodal street with a landscaped median, buffered Class II bike lanes, and a continuous Class I multi-use trail, creating a gateway to Quarry Lakes Regional Park and improving safe access to Union City BART for Fremont and Union City residents. This project received an allocation in December 2025 and will be submitting its first required RM3 semiannual report with updates this spring.
- Thornton Avenue Multimodal Complete Streets & Bay Trail: This project will include bicycle and pedestrian accessibility improvements on Thornton Avenue between I-880 and Ash St., incorporating design principles based on the All Ages and Abilities. This

project received an allocation in January 2026 and will be submitting its first required RM3 semiannual report with updates this spring.

- Marshlands Road Bay Trail Segment Gap Closure: This project supports environmental review and preliminary work for improvements to a Bay Trail segment. The project was on hold pending the transfer of sponsorship from BATA to the City of Fremont, with a recommendation for such Commission action contained elsewhere in this agenda item.

Dumbarton Corridor Improvements RM3 Projects with Pending RM3 Allocations:

As of April 2026, three subprojects under RM3 Project 17 have not received RM3 allocations.

Project Sponsor	RM3 Project No.	Project Title	Project Phase	RM3 Funding ($millions)	Expected RM3 Allocation
SMCTA/ Caltrans	17.X	US 101/SR 84 Interchange Improvement	PS&E	$48	June 2026
BATA	17. X	Dumbarton Forward Part Time Bus-Only Lane (PTBOL)	CON	Up to $4M	Fall 2026
City of Fremont	17.X	I-880/ Decoto Interchange Modernization and Decoto Road Complete Streets	PA/ED	$18.2	Summer 2027
		Total RM3 Funding		**$70.2**	

An update on each project yet to receive an allocation is summarized below:

- US 101/SR84 Interchange Improvement Project: The US 101/SR84 Interchange Reimagined Project in San Mateo County will reconstruct the existing interchange, widen Woodside Road, and deliver multimodal improvements, including new pedestrian and bicycle facilities. The project recently received a $105 million award from the federal INFRA program and is advancing through final design, with 95% PS&E submitted and final design expected in 2026. An RM3 allocation request of $48 million for the construction phase is planned for June 2026.
- Dumbarton Forward Part Time Bus-Only Lane (PTBOL): this project proposes operational improvements on SR-84/Bayfront Expressway to enhance bus reliability and

reduce congestion between Alameda and San Mateo Counties along the Dumbarton Bridge corridor. The project has completed final design and is ready for construction. An allocation request is pending in late fall 2026.

- I-880/Decoto Interchange Modernization and Decoto Road Complete Streets: MTC Res. No. 4411 states that the intent of this funding 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." Both projects are currently in the PS&E phase.

Recommendations:

Staff do not recommend any changes to programming at this time based on adequate progress and/or allocation plans for each project.