

Regional Measure 3 Independent Oversight Committee

August 3, 2026

Agenda Item 5b-26-0841

RM3 Expenditure Plan Revisions

Subject:

Summary of the RM3 Expenditure Plan revisions approved June 2026, including an overview of the public hearing and public comment period.

Background:

The RM3 statute (California Streets and Highway Code Section 30914.7(e)) gives MTC discretion to change the scope or reassign funding of projects included in RM3, within limits, provided MTC consults with the program or project sponsor and holds a public hearing.

On April 29, 2026, MTC staff published a proposal to modify the scope of five existing RM3 capital projects – listed below – and opened a 30-day public comment period on the proposal. MTC also held a public hearing during the Programming and Allocations Committee meeting on May 13, 2026 to take oral comments.

- Modify scope of Transbay Rail Crossing (RM3 project #13) to provide accommodation of additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor and remove reference to a second transbay crossing.
- Modify scope of Richmond-San Rafael Bridge Access Improvements (RM3 project #25) to update the project description affecting Marin County.
- Modify scope of Byron Highway-Vasco Road Airport Connector (RM3 project #32) to clarify and expand eligible phases of work.
- Modify scope of Vasco Road Safety Improvements (RM3 project #33) to clarify and expand eligible phases of work.
- Modify scope of East Contra Costa County Transit Intermodal Center (RM3 project #34) to clarify and expand eligible phases of work.

These revisions were approved by the Commission on June 24, 2026. Further discussion of the approved changes and a summary of the public hearing comments is included below. These

changes are formalized in MTC Resolution No. 4621, Revised, which is included as Attachment A.

Project Discussion

Transbay Rail Crossing (RM3 Project #13)

The Bay Area Rapid Transit District (BART), the named sponsor of RM3 project #13, requested revising the scope of the Transbay Rail Crossing project to remove reference to a second transbay rail crossing, and to instead focus on capital improvements that provide the additional rail capacity, increased reliability, and improved resiliency already referenced in the statutory language. In its request letter, BART noted that efforts toward a second transbay rail crossing between Oakland and San Francisco, which became known as the Link21 program, completed Phase 0 (Program Definition) and Phase 1 (Project Identification) via BART Measure RR funds. Phase 1 completed technical analysis that determined standard-gauge rail would meet more program requirements, and the BART Board decided in June 2025 not to proceed with a project to design and construct a second BART transbay rail crossing. BART also noted that further efforts on Link21 (Phase 2 would be Project Selection, inclusive of project alternatives, environmental review, and final business case and implementation strategy) face significant financing obstacles, having not received federal grants via the Federal-State Rail Partnership for Intercity Passenger Rail program, and with an estimated \$800 million in grant funding, which could take a decade to secure, still needed to complete Phase 2. BART stated that these issues make it unrealistic to move forward with a new transbay rail crossing within a reasonable timeframe.

BART's requested language enables allocation of RM3 funds to the Transbay Corridor Core Capacity Program (TCCCP), which will provide additional rail capacity via running longer trains more frequently through the Transbay Tube, and will increase reliability and improve resiliency as a result of a new, modern train control system in addition to additional rail car storage and additional traction power substations. The RM3 expenditure plan already contains \$500 million toward TCCCP expansion railcars (RM3 Project #1; fully allocated and with railcar delivery nearly complete); the revised language for RM3 Project #13 makes this \$50 million line item eligible for allocation to the remaining TCCCP elements: the communications-based train

control system, expansion of the Hayward Maintenance Complex, and six additional traction power substations.

Richmond-San Rafael Bridge Access Improvements (RM3 Project #25)

The Transportation Authority of Marin (TAM), one of the named sponsors of RM3 Project #25, requested updating the scope of the Marin portion of the Richmond-San Rafael Bridge Access Improvements project. The legislation previously stated that RM3 will fund a direct connector from northbound US-101 to eastbound I-580. TAM is currently preparing the environmental document for improvements in the area, where a direct connector is one alternative being considered. However, TAM requested deleting references to a direct connector and replacing it with improved regional connectivity and traffic operations in the area, with no other changes. TAM requested this change as to not pre-suppose the outcome of the environmental document, as well as recognizing that constructing a direct connector may not be financially feasible without substantial external grant funding.

Projects in Contra Costa County (RM3 Projects #32, 33, and 34)

The Contra Costa Transportation Authority (CCTA), the named sponsor of RM3 Projects #32, 33, and 34, requested updating the scope of the three projects. The legislation previously stated that RM3 will fund construction of various improvements in Contra Costa; however, CCTA requested the flexibility to use RM3 funds for pre-construction phases. CCTA requested deletion of references to construction in the program language, with no other changes.

Public Hearing Summary

The Committee received two oral public comments at the public hearing on May 13, summarized below:

- Roland LeBrun: Expressed concern about removing reference to second transbay tube under RM3 Project #13 and concerns about connections to the Transbay Transit Center.
- Aleta Dupree: Expressed interest in improving public transit now with the backdrop of ongoing Link21 discussions as it relates to RM3 Project #13.

MTC did not receive any other written comments.

Issues:

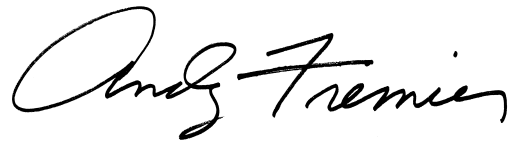
None.

Recommendation:

Information only.

Attachments:

- Attachment A: MTC Resolution No. 4621, Revised
- Attachment B: Presentation



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