

RM3 IOC
August 3, 2026
Item 5d, Attachment A
MTC Resolution No. 4758

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4758

This resolution adopts the Regional Measure 3 (RM3) Operating Program for FY 2026-27.

This resolution includes the following attachment:

- Attachment A – FY 2026-27 RM3 Operating Program – Streets and Highways Code 30914.7(c)

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 13, 2026.

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

RE: Adoption of FY 2026-27 RM3 Operating Program

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4758

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 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, 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 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, RM3 assigns administrative duties and responsibilities for the implementation of the RM3 Expenditure Plan to MTC; and

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

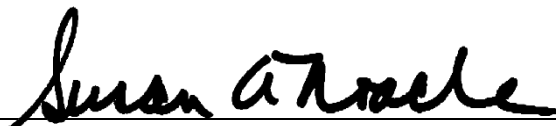
WHEREAS, MTC has developed guidelines for the programming and use of the RM3 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM3 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM3 operating subsidy amounts for FY 2026-27, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 27, 2026.

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Attachment A
MTC Resolution No. 4758

FY 2026-27 RM3 Operating Program – Streets and Highways Code 30914.7(c)

Project #	Project Name	Sponsor	Service ¹	Amount ²
1	Transbay Terminal	TJPA	Terminal Operations	\$ 4,326,844
2	Ferry Service	WETA	Ferry Service	\$ 31,369,616
3	Regional Express Bus	AC Transit	Express Bus	\$ 6,068,398
		CCCTA	Express Bus	\$ 500,000
		GGBHTD	Express Bus	\$ 2,147,640
		ECCTA	Express Bus	\$ 196,267
		LAVTA	Express Bus	\$ 1,362,692
		NVTA	Express Bus	\$ 500,000
		SFMTA	Express Bus	\$ 2,886,623
		SolTrans	Express Bus	\$ 3,041,920
		WestCAT	Express Bus	\$ 1,685,545
		Total		
Regional Express Bus FY 2018-19 through FY 2021-22 Funds	CCCTA	Express Bus ³	\$ 802,469	
	ECCTA	Express Bus ³	\$ 2,608,847	
	GGBHTD	Express Bus ⁴	\$ 500,000	
	LAVTA	Express Bus ³	\$ 584,596	
	WestCAT	Express Bus ³	\$ 2,710,277	
Total			\$ 7,206,189	
Grand Total			\$ 61,291,734	

Notes:

- Transit operators will have increased flexibility in FY 2026-27 to allocate funds toward their highest ridership express bus routes serving bridge corridors or directly connecting to BART.
- Amounts shown are subject to approval of the FY 2026-27 BATA Budget and funding availability.
- East Bay recipients of Regional Express Bus FY 2018-19 through FY 2021-22 funds will be provided increased flexibility for FY 2026-27 to use funds on eligible BART feeder bus services. Eligible routes for these funds must serve an intended bridge corridor and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility. Should SB 63 pass, operators will repay the loan through reduced annual RM3 Operating Program allocations beginning in FY2027-28.
- Regional Express Bus FY 2018-19 through FY 2021-22 funds for GGBHTD are contingent upon an equivalent contribution of State Transit Assistance (STA) Population-Based funds from GGBHTD to Sonoma-Marín Area Rail Transit (SMART) in FY 2026-27. Before allocating funds, MTC staff and project sponsor will confirm the adoption of the STA funding distribution in the Sonoma County Transportation Authority's FY 2026-27 Transit Coordinated Claim.