

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 13, 2026

Agenda Item 3a-26-0565

**Public Hearing: Proposed Amendment to the Regional Measure 3 (RM3) Program**

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**Subject:**

Pursuant to California Streets and Highways Code Section 30914.7(e), MTC proposes to modify the scope of five existing projects in the Regional Measure 3 (RM3) capital program, specifically to:

- 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.

A public hearing will be held at the meeting to take comments on the proposal.

**Background:**

On June 5, 2018, Bay Area voters approved RM3, a toll increase of three dollars (\$3) phased in over time, including a one dollar (\$1) toll increase on January 1, 2019, a one dollar (\$1) toll increase on January 1, 2022, and a one dollar (\$1) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area. Pursuant to California Streets and Highway Code Section 30914.7(e), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM3. MTC is seeking public input on the proposed change to modify the scope of one existing project included in the RM3 capital program. Further discussion of the proposal is below.

## **Project Discussion**

Staff received letters from the three sponsors of the five RM3 projects proposed for amendment; these request letters are included in Attachment A.

### Transbay Rail Crossing (RM3 Project #13)

The Bay Area Rapid Transit District (BART), the named sponsor of RM3 project #13, requests 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 notes 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 notes 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 states that these issues make it unrealistic to move forward with a new transbay rail crossing within a reasonable timeframe.

BART's requested language would enable 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 proposed language for RM3 Project #13 would make 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, requests updating the scope of the Marin portion of the Richmond-San Rafael Bridge Access Improvements project. The legislation currently states 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 requests deleting references to a direct connector and replacing it with improved regional connectivity and traffic operations in the area, with no other changes. TAM requests 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, requests updating the scope of the three projects. The legislation currently states that RM3 will fund construction of various improvements in Contra Costa; however, CCTA requests the flexibility to use RM3 funds for pre-construction phases. CCTA requests deletion of references to construction in the program language, with no other changes.

Public Hearing

A public hearing will be conducted at today's meeting to take comments on the proposed amendment. The comment period opened on April 29, 2026, and will close on May 29, 2026. Any comments received will be provided at the Committee meeting. Staff will return to the Commission in June with a summary of comments received and with recommendations for approval of the proposed program revisions. If the proposed revisions are approved, staff will also return to the Commission with recommendations to allocate funds to the projects.

**Issues:**

None

**Recommendation:**

Information: Hold public hearing and receive input.

**Attachments:**

- Attachment A: Project Amendment Request Letters from:
  - BART, dated 04/23/2026
  - TAM, dated 04/24/2026
  - CCTA, dated 04/22/2026
- Attachment B: Public Hearing Notice
- MTC Resolution 4621, Revised
  - Attachment A
  - Attachment B



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