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

Yerba Buena Conference Room, 1st Floor

MEETING AGENDA

Date: Wednesday, November 4, 2026 | **Time:** 9:35 a.m.

Bay Area Toll Authority Oversight Committee

Chair: Margaret Abe-Koga
Vice Chair: Nate Miley
Clerk: Carsie Bonner

The BATA Oversight Committee is scheduled to meet at 9:35 a.m. This meeting shall consist of a simultaneous teleconference call at the following location(s):
100 Santa Rosa Ave, Santa Rosa, CA 95404
Napa County Executive Office at 1195 Third Street, Suite 310, Napa, CA 94559

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at https://mtc.ca.gov--/whats-happening/meetings/live-webcasts.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: https://bayareametro.zoom.us/j/82849654048

iPhone One-Tap: US:
+16699006833,,82849654048# US (San Jose)
+14086380968,,82849654048# US (San Jose)
Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 828 4965 4048
International numbers available: https://bayareametro.zoom.us/u/kbgE8cfoEX

Detailed instructions on participating via Zoom are available at:
https://bayareametro.zoom.us/u/kdR1hznEgA
https://mtc.ca.gov--/how-provide-public-comment-board---meeting-zoom

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting's web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. All comments received will be submitted into the record.

Roster

Margaret Abe-Koga
Chair

Nate Miley
Vice Chair

Victoria Fleming
Myrna Melgar
Belia Ramos
Barbara Lee
Doanh Nguyen*
Libby Schaaf*
Amber Manfree
Gina Papan

**Non-Voting Members*

Agenda

1. Call to Order / Roll Call / Confirm Quorum
A quorum of the BATA Oversight Committee shall be a majority of its voting members (5).

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

4. Chair's Report

5. Consent Calendar

5a. Approval of BATA Oversight Committee Minutes of October 14, 2026, Meeting. 26-2211

Action: Committee Approval

Attachments:

- 5a_26-2211_11-4-2026_BATA_O_Draft_Meeting_Minutes.pdf

5b. FY 2026 Regional Measure 3 (RM 3) Annual Report to the Legislature 26-2060

Fiscal Year 2025-26 RM 3 Annual Report to the Legislature, as required by statute establishing RM 3.

Action: Authority Approval

Presenter(s): Anne Meeple

Attachments:

- 5b_26-2060_1_Summary_Sheet_RM3_Annual_Report_to_Legislature.pdf
- 5b_26-2060_2_Attachment_A_BATA_RM3_Report_2026.pdf

6. Public Comment / Other Business

Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.

6a. **Public Comment** 26-2326

Action: Public Comment

Attachments:

- 6a_26-2326_General_Public_Comment_Eric_Nyeste_FasTrak_Complaint.pdf

7. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee will be held on December 9, 2026 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at meetings by completing a request-to-speak card (available from the Clerk) and passing it to the Clerk. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the meeting body may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to meeting body members, key staff and others as appropriate. Copies will be available at the meeting.

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
Board Room, 1st Floor

MEETING MINUTES

Date: Wednesday, October 14, 2026 | **Time:** 9:35 a.m.

Bay Area Toll Authority Oversight Committee

Clerk: Carsie Bonner

Roster

Margaret Abe-Koga
Chair

Nate Miley
Vice Chair

Victoria Fleming
Myrna Melgar
Belia Ramos
Barbara Lee
Doanh Nguyen*
Libby Schaaf*
Amber Manfree
Gina Papan

**Non-Voting Members*

Agenda

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the BATA Oversight Committee shall be a majority of its voting members (5).

Present:	7 -	Member Fleming, Member Lee, Member Manfree, Member Melgar, Vice Chair Miley, Member Papan, Member Ramos
Absent:	1 -	Chair Abe-Koga
Non-Voting Present:	1 -	Member Schaaf
Non-Voting Absent:	1 -	Member Nguyen

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

Clerk provided the compensation announcement.

4. Chair's Report

There was nothing to report.

5. Consent Calendar

Upon the motion by Member Papan and second by Vice Chair Miley, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 7 - Vice Chair Miley, Member Fleming, Member Lee, Member Manfree, Member Melgar, Member Papan, and Member Ramos

Absent: 1 - Chair Abe-Koga

5a. **Approval of BATA Oversight Committee Minutes of September 9, 2026, Meeting.** 26-2150

Action: Committee Approval

5b. **BATA Resolution No. 196: Regional Measure 3 Richmond-San Rafael Bridge Access Improvements: Sponsor Agency Resolution of Project Compliance - Allocation Request ($5,250,000).** 26-2151

Action: Authority Approval

Presenter(s): Michelle Go

5c. **Contract - BATA Camera System: NuSpectra Multimedia, Inc. ($725,000).** 26-2152

Action: Committee Approval

Presenter(s): Wilfred Poon

5d. **Contract Change Order – FasTrak CSC Operational and System Enhancements: Conduent State and Local Solutions, Inc. ($2,000,000)** 26-2153

Action: Committee Approval

Presenter(s): Eric Davis

5e. **Contract Amendment - Advanced Toll Collection and Accounting System (ATCAS II): Annual Operating Funds and Richmond-San Rafael Open Road Tolling (ORT) Project – TransCore, LP ($1,350,000)** 26-2154

Action: Committee Approval

Presenter(s): Sylvia Cox

5f. **Fiscal Year (FY) 2026-27 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended August 31, 2026 (Unaudited).** 26-2155

Action: Information

Presenter(s): Derek Hansel

6. Information

6a. **Update on Strategies to Move Customers to FasTrak®.** 26-2156

BATA has implemented a variety of strategies to move customers from invoices to FasTrak toll tags. This presentation is an update on those strategies.

Action: Information

Presenter(s): Lysa Hale

Lysa Hale presented the item. The following member of the public was called to speak: Aleta Dupree (Team Folds).

7. Public Comment / Other Business

Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.

Aleta Dupree (Team Folds) was called to speak.

8. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee will be held on November 4, 2026 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public. * Please note: the next meeting is on the 1st Wednesday of the month due to the Veteran's Day Holiday.***

Bay Area Toll Authority
Oversight Committee

November 4, 2026 **Agenda Item 5b-26-2060**

FY 2025-26 Regional Measure 3 (RM 3) Annual Report to Legislature

Subject:

Fiscal Year 2025-26 RM 3 annual report to the Legislature, as required by statute establishing RM 3.

Background:

Senate Bill 595, which established RM 3, requires the Bay Area Toll Authority to "*annually prepare a report to the Legislature, in conformance with Section 9795 of the Government Code, on the status of the projects and programs funded pursuant to Section 30914.7.*" (California Streets and Highways Code, Section 30923(i).)

The attached FY 2025-26 RM 3 Annual Report to the Legislature details the status of the projects and programs in the RM 3 Expenditure Plan, consisting of:

- Toll Implementation and Revenue Collection
- Capital Allocations and Expenditures to Date
- Transit Operations Funding
- Updates to the Expenditure Plan
- Capital Project Reporting and Highlights
- Independent Oversight Committee Activities
- Update of Policies and Procedures

Issues:

None identified.

Recommendations:

Refer the FY 2025-26 RM 3 Annual Report to the Legislature to the Authority for approval, and direct staff to submit the report to the Secretary of the Senate, Chief Clerk of the Assembly, and Legislative Counsel.

Attachments:

- Attachment A: FY 2025-26 Regional Measure 3 Annual Report to the Legislature

Andrew B. Fremier

Regional Measure 3
Annual Report to the California Legislature

November 2026

Published by
Funding Policy and Programs &
Legislation and Public Affairs sections

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mtc.ca.gov/funding

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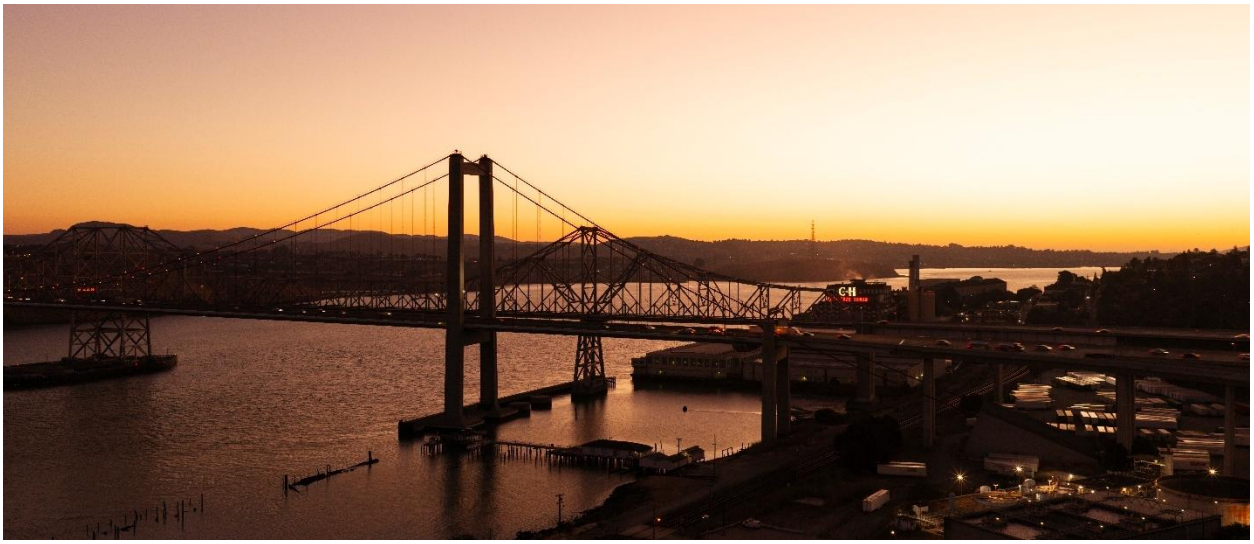
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7. Update of Policies and Procedures 7

Attachments 1



The Carquinez bridge at sunset.
Photo: Karl Nielsen.

This report is the Fiscal Year 2025-2026 (FY 2025-26) 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 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® 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 $376.6 million during FY 2025-26, including $335.1 million in RM 3 toll revenues and $41.5 million in interest earned.

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.

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.



Photo of the Treasure Island Ferry with the Bay Bridge in the background
Photo: Joey Kottica, MTC.

Through June 30, 2026, approximately $2.3 billion in RM 3 funds have been allocated from the $4.45 billion capital program, representing 52 percent of the total program, and approximately $927 million has been reimbursed to project sponsors. A summary of the capital allocations made to date is included as Attachment B, RM 3 Capital Allocations Summary.

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 2025-26, MTC approved $73.3 million in RM 3 Operating Program allocations and disbursed $62.8 million to sponsors as reimbursement for actual expenses, as shown in the table below. The total allocations exceeded $60 million due to the inclusion of prior year Express Bus funds and WETA Operating Reserve funds, as described below. Actual disbursements were lower than the approved allocations as a result of RM3 bridge toll revenues ($335.1 million for FY 2025-26) falling short of projections by less than 1 percent and WETA's actual Operating Reserve draw down remaining below the approved allocation amount.

From FY2018-19 through FY2021-22, the RM 3 Express Bus operating program accrued approximately $24 million in undisbursed funds due to legal challenges to the RM 3 program. Beginning in FY 2025-26, MTC is adding these accrued funds to the annual Express Bus operating program 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 2026, the WETA Operating Reserve account is approximately $91 million. In FY 2025-26, approximately $8.2 million was disbursed from the WETA Operating Reserve for additional ferry service operations.

Operating Project	Percent of RM3 Operating Program	Maximum Annual Toll Revenue Funding	FY 2025-26 Toll Revenue Disbursement	FY 2025-26 Reserve and Prior Year Funds Disbursement	FY 2025-26 Total Disbursement
Transbay Terminal	8%	$5.0	$4.3	N/A	$4.3
Ferry	58%	$35.0	$22.7	$8.2	$30.9
Regional Express Bus	34%	$20.0	$18.2	$9.4	$27.6
Total	**100%**	**$60.0**	**$45.2**	**$17.6**	**$62.8**

Major disbursements included:

- Transbay Joint Powers Authority (Transbay Terminal/Salesforce Transit Center): $4.3 million.
- Regional Express Bus Services: $27.6 million distributed to bus services on the bridge corridors, as detailed in Attachment C.
- WETA Ferry Services: $30.9 million for ferry service operations.

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



Work is underway at the Richmond-San Rafael Bridge as Bay Area toll bridges begin the transition to open road tolling.
Photo: Noah Berger

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 2025-26, one such change was made. After a public hearing in May 2026, the Commission approved the following scope changes to the RM 3 expenditure plan in June 2026:

- 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.

Revisions to the expenditure plan are formalized in MTC Resolution No. 4621, included as Attachment D to this report.

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 2026 and is included as Attachment E to this report.

Projects reported as complete in FY 2025-26 included:

- AC Transit's Telegraph Rapid and Quick Build Transit Priority Projects
- Alameda County I-680/SR 84 Interchange Reconstruction
- Marin Sonoma Narrows - final roadway widening segment (RM3-funded environmental and utility work is ongoing)
- WestCAT Bus Procurements for I-80 Express Service
- Solano County I-80 Express Lanes
- Alameda County I-680 Southbound Express Lane





Left: WestCAT Express Bus, WestCAT Photo
Right: US-101 near San Antonio Road in Marin County, Caltrans Photo

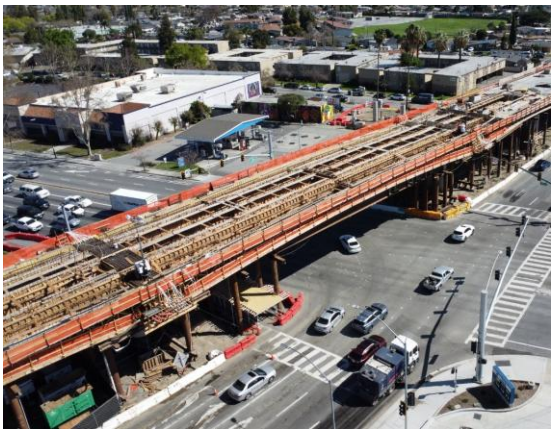
Projects in construction in FY 2025-26 Included:

- Alameda County GoPort 7th St. Grade Separation East
- WETA Mission Bay Ferry Landing – Phase 2a Marine Demolition and Mattress
- VTA Eastridge to BART Regional Connector
- San Mateo County 101/92 Area Improvements Project
- Solano Transportation Authority's SR 37 and Fairgrounds Drive Interchange
- WETA Electric Ferry Procurement and Conversion
- Muni Light Rail Vehicle and Bus Procurements
- Union City BART At-grade Pedestrian Crossing



Top: US 101/SR 92 Construction Progress, SMCTA Photo





Left: New Muni hybrid bus in production, SFMTA photo
Right: Eastridge Regional Connector bridge construction at Story Road, VTA photo

6. Independent Oversight Committee Activities

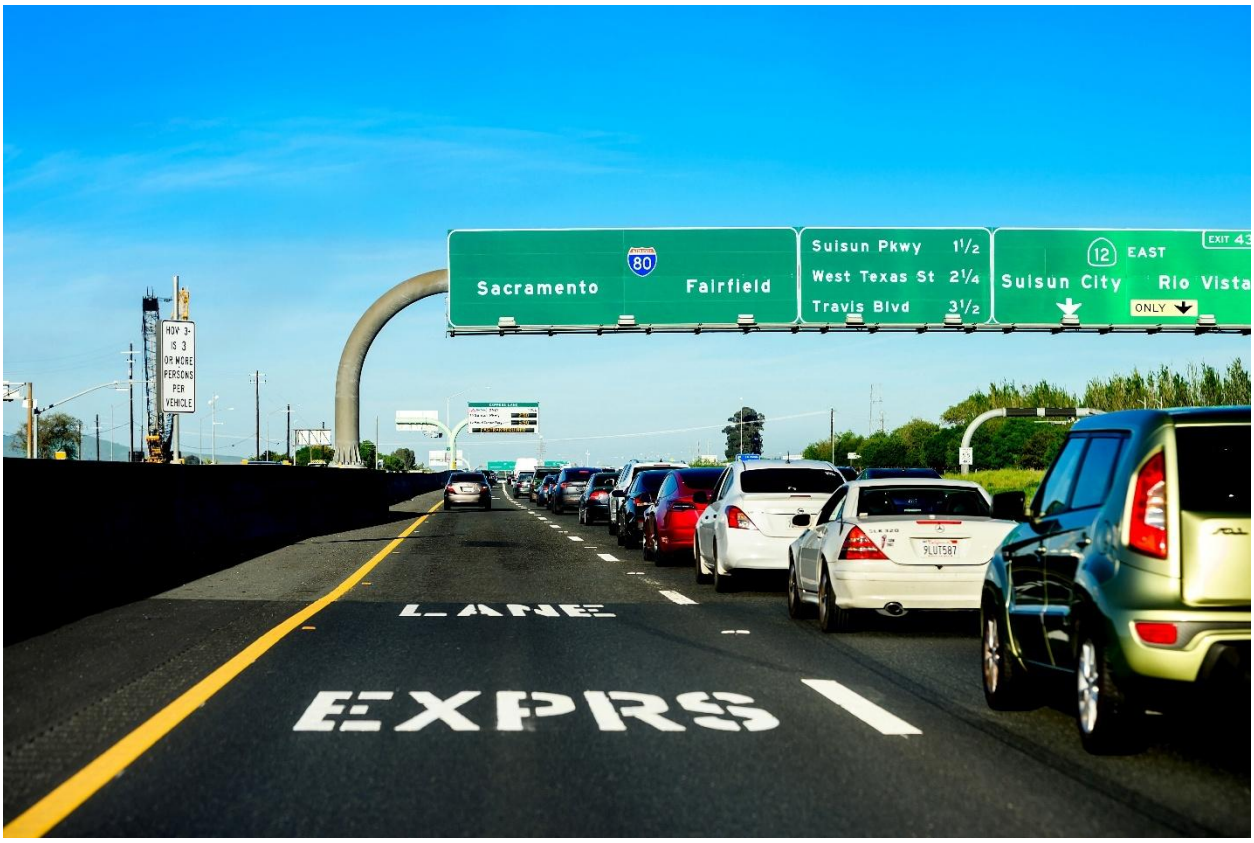
BATA established the RM 3 Independent Oversight Committee (RM 3 IOC) on June 26, 2019, pursuant to SHC Section 30923(h), and filled its roster for the requisite four-year term as appointees were received from county boards of supervisors. (Current version included as Attachment F, BATA Resolution No. 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. 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 met three times to review FY 2025-26 expenditures of RM 3 funds and to prepare and submit a report to the Legislature summarizing its findings. The FY 2025-26 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, October 2023, and November 2024 provide guidance to project sponsors requesting funding from the RM 3 capital and operating programs. 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).



Funded in part with RM 3 dollars, the I-80 Solano County Express Lanes opened in December 2025.
Photo: Noah Berger

Attachments

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

B. RM 3 Capital Allocations Summary

C. RM 3 Operating Program Summary

D. MTC Resolution No. 4621, Revised
(Amendments to the Regional Measure 3 Program)

E. RM 3 Semi Annual Update, June 2026

F. 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 04/22/26-C
09/23/26-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.

This resolution was revised on April 22, 2026 by Commission Action to amend Attachment B – Bay Area Corridor Express Lanes Program of Projects.

This resolution was revised on September 23, 2026 by Commission Action to amend Attachment A – Goods Movement and Mitigation Program of Projects.

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, June 12, 2024, April 8, 2026, and September 9, 2026 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

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.

March 25, 2020
MTC Resolution No. 4411
Attachment A
Revised: 11/16/22-C, 9/23/26-C
Goods Movement and Mitigation

Goods Movement and Mitigation

RM3 Project No.	**3**
Project Title	**Goods Movement and Mitigation**
Funding Amount	**$160,000,000**

Statute Project Description
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.
Statute Project Sponsor Description
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.
Other Project Sponsor Action Required for Programming
November 2022 Amendment: 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. August 2026 Amendment: Alameda County Transportation Commission (Alameda CTC) adopted its amended program of projects consistent with MTC's November 2022 programming action at its December 1, 2022 meeting. The City of Oakland submitted a letter of concurrence supporting the programming changes to the Neighborhood and Railroad Safety Improvements Near the Port of Oakland Category.

Program of Projects

Project Sponsor	**Project Title**	**RM3 Amount ($ millions)**
Alameda County Transportation Commission	GoPort Suite of Projects at the Port of Oakland, including the 7th Street Grade Separation East 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	$44
Port of Oakland	Port of Oakland Green Power Microgrid Project	$11
Total		**$160**

May 27, 2020
MTC Resolution No. 4411
Attachment B
Bay Area Corridor Express Lanes
Revised: 07/28/21-C; 06/26/24-C
04/22/26-C

RM3 Program of Projects – Bay Area Corridor Express Lanes

RM3 Project No.	**2**
Project Title	**Bay Area Corridor Express Lanes**
Funding Amount	**$316,700,000**

Statue Project Description
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.
Statute Project Sponsor
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.
Other Project Sponsor Action Required for Programming
Sponsors must agree to follow regionally consistent toll policies established by MTC/BAIFA

Program of Projects

Project Sponsor	**Project Title**	**RM3 Amount ($ millions)**
San Mateo County Transportation Authority	US 101 Express Lanes: I-380 to Santa Clara County Line [1]	$75
Solano Transportation Authority	Interstate 80 Express Lanes: Red Top Road to I-505 [2]	$70.424
Bay Area Infrastructure Financing Authority	Interstate 80 Express Lanes: Red Top Road to I-505 (Toll System) [2]	$31.276
Alameda County Transportation Commission	Interstate 680 Southbound Express Lane: Alcosta Boulevard to SR-84 [2]	$80
Contra Costa Transportation Authority	Interstate 680 Northbound Express Lane Completion[3]	$50
Santa Clara Valley Transportation Authority	US-101 Silicon Valley Express Lanes Phase 5[3]	$10
Express Lanes Program Reserve	Reserve for future cost savings, failures, or non-full funding plan [4]	$0
Total		**$316.7**

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

[2] 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.

[3] Contra Costa Transportation Authority shall contribute $11 million to complete the funding plan for the I-680 project. CCTA shall also cover the cost of Vehicle Miles Traveled mitigation for the Phase 1 project. For the I-680 and US-101 projects, should either project fail to secure a full funding plan by the end of 2028, that project's programmed RM3 funding shall be returned to the RM3 program reserve.

[4] Program reserve is $0 as of April 2026 action; however, any proportional project cost savings, project failures, and/or if a project is unable to demonstrate a full funding plan within two years of programming are subject to the RM3 funds returning to the reserve for future programming by the Commission.

North Bay Transit Access Improvements

RM3 Project No.	**26**
Project Title	**North Bay Transit Access Improvements**
Funding Amount	**$100,000,000**

Statue Project Description
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.
Statute Project Sponsor Description
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.
Other Project Sponsor Action Required for Programming
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

County	Implementing Agency	Project Title(s)	RM3 Amount ($ millions)
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
Total			**$100**

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.

June 26, 2024
MTC Resolution No. 4411
Attachment D
Dumbarton Corridor Improvements

Dumbarton Corridor Improvements

RM3 Project No.	**17**
Project Title	**Dumbarton Corridor Improvements**
Funding Amount	**$130,000,000**

Statue Project Description
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).
Statute Project Sponsor Description
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.
Other Project Sponsor Action Required for Programming
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.

June 26, 2024
MTC Resolution No. 4411
Attachment D
Dumbarton Corridor Improvements

ALAMEDA COUNTY PROJECTS			
County	**Implementing Agency**	**Project Title(s)**	**RM3 Amount ($ millions)**
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[1]	$11.2
Alameda	Union City	Quarry Lakes Parkway[2]	$18.3
Total			**$32.5**

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

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

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

June 26, 2024
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Attachment D
Dumbarton Corridor Improvements

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

RM 3 Capital Allocations Summary

Regional Measure 3 Capital Allocations							
Project No.	**Project Title[1,2]**	**Funding Amount ($M)**	**Project Sponsor/ Implementing Agency[1,2]**	**LONP Issued[3] ($M)**	**Allocated Amount ($M)**	**Allocating Resolution**	**Reimbursements to Date[4]**
1	BART Expansion Cars	$ 500.00	BART		*$ 500.00*	4636	$ 372.32
2	Bay Area Corridor Express Lanes	$ 317.00	MTC				
2.1	*I-80 Express Lanes in Solano County*	*$ 101.70*	*STA*	*$ 70.42*	*$ 70.42*	*4591*	*$ 29.53*
2.2	*I-80 Express Lanes in Solano County (Toll System)*		*BAIFA*	*$ 31.28*	*$ 31.28*	*4592*	*$ -*
2.3	*I-680 Southbound Express Lanes in Alameda County*	*$ 80.00*	*ACTC*	*$ 80.00*	*$ 80.00*	*4597*	*$ 62.04*
2.5	*Interstate 680 Northbound Express Lane Completion*	*$ 50.00*	*CCTA*		*$ 33.91*	*4759*	*$ -*
3	Goods Movement and Mitigation	$ 160.00	MTC/ACTC				
3.1	*GoPort 7th St Grade Separation East*	*$ 55.00*	*ACTC*	*$ 55.00*	*$ 55.00*	*4598*	*$ 9.87*
3.2	*Railroad Safety Enhancement Program*	*$ 25.00*	*ACTC*		*$ 25.00*	*4764*	*$ -*
3.3	*Martin Luther King Jr. Way Streetscape Improvements*	*$ 29.62*	*City of Oakland*		*$ 29.62*	*4699*	*$ -*
4	San Francisco Bay Trail / Safe Routes to Transit	$ 150.00	MTC				
4.2	*Stargell Avenue Complete Street Project*	*$ 4.90*	*City of Alameda*		*$ 0.20*	*4731*	*$ -*
4.3	*Adeline Street Quick-Build*	*$ 0.92*	*City of Berkeley*		*$ 0.92*	*4731*	*$ -*
4.5	*San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study*	*$ 0.43*	*CCPW*		*$ 0.43*	*4731*	*$ -*
4.7	*Multimodal Bay Skyway: YBI MUP*	*$ 16.25*	*SFCTA & MTC*		*$ 16.25*	*4731*	*$ -*
4.8	*Multimodal Bay Skyway: West Oakland Link*	*$ 7.50*	*SFCTA & MTC*		*$ 7.50*	*4731*	*$ -*
5	Ferry Enhancement Program	$ 300.00	WETA				
5.1	*Mission Bay Ferry Landing*	*$ 26.00*	*WETA*	*$ 25.00*	*$ 26.00*	*4614*	*$ 0.10*
5.2	*Shoreline Electrical Program*	*$ 0.84*	*WETA*		*$ 0.84*	*4614*	*$ 0.61*
5.3	*Berkeley Marina Ferry Facility*	*$ 3.00*	*WETA*		*$ 3.00*	*4614*	*$ 0.05*
5.4	*Three 149-Passenger Electric Ferry Vessels*	*$ 32.14*	*WETA*		*$ 32.14*	*4614*	*$ 3.18*
5.5	*One 400-Passenger Vessel*	*$ 5.46*	*WETA*		*$ 5.46*	*4614*	*$ -*

5.6	*Hydrus Vessel Conversion to All Battery Electric Ferry*	*$ 8.89*	*WETA*		*$ 8.89*	*4614*	$ -
5.7	*Downtown San Francisco Gate G Universal Charging Float*	*$ 10.27*	*WETA*		*$ 10.27*	*4614*	$ -
5.8	*Seaplane Ferry Terminal Universal Charging Float*	*$ 16.19*	*WETA*		*$ 16.19*	*4614*	$ -
6	BART to Silicon Valley Phase 2	$ 375.00	VTA		*$ 192.51*	4765	$ -
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	$ 0.12
10	Muni Fleet Expansion & Facilities	$ 140.00	SFMTA				
10.01	*Potrero Modernization Project*	*$ 45.90*	*SFMTA*		*$ 45.90*	*4615*	*$ 3.50*
10.02	*Light Rail Vehicle (LRV) Procurement*	*$ 6.50*	*SFMTA*		*$ 6.83*	*4615*	*$ 6.50*
10.03	*40'/60' hybrid buses*	*$ 27.01*	*SFMTA*		*$ 27.01*	*4615*	*$ 0.03*
10.04	*Kirkland Electrification*	*$ 6.51*	*SFMTA*		*$ 6.51*	*4615*	*$ 3.79*
10.05	*Battery Electric Bus procurement*	*$ 14.76*	*SFMTA*		*$ 14.43*	*4615*	*$ 0.36*
10.06	*Presidio Yard Modernization*	*$ 12.59*	*SFMTA*		*$ 12.59*	*4615*	*$ 0.21*
10.07	*Vintage Streetcar Rehabilitation*	*$ 6.72*	*SFMTA*		*$ 6.72*	*4615*	*$ -*
10.08	*New Flyer Midlife Overhaul*	*$ 12.44*	*SFMTA*		*$ 11.34*	*4615*	*$ 11.34*
11	Core Capacity Transit Improvements	$ 140.00	MTC/ACTC/AC Transit				
11.1	*Training and Education Center Modernization*	*$ 9.00*	*AC Transit*		*$ 9.00*	*4722*	*$ -*
11.2	*Hayward Facility Hydrogen Charging Infrastructure*	*$ 4.10*	*AC Transit*		*$ 4.10*	*4722*	*$ -*
12	AC Transit Rapid Bus Corridor Improvements	$ 100.00	AC Transit/ACTC				
12.1	*Telegraph Rapid*	*$ 2.70*	*AC Transit*		*$ 2.70*	*4613*	$ 1.74
12.2	*Quick Build Transit Priority Projects*	*$ 1.50*	*AC Transit*		*$ 1.50*	*4613*	*$ 1.24*
13	Transbay Core Capacity	$ 50.00	BART		*$ 50.00*	4781	$ -
14	Tri-Valley Transit Access Improvements	$ 100.00	MTC /tbd				
15	Eastridge to BART Regional Connector	$ 130.00	VTA		*$ 130.00*	4596	$ 130.00
16	San Jose Diridon Station	$ 100.00	VTA	$ 30.00	*$ 65.12*	4608	$ 28.72
17	Dumbarton Corridor Improvements	$ 130.00	BATA/ACTC/ SMCTD/SMCTA				
17.1	*San Mateo Dumbarton Busway*	*$ 5.00*	*SamTrans*		*$ 4.10*	*4660*	*$ -*

17.2	*Union City BART At-grade Pedestrian Crossing*	*$ 3.00*	*ACTC/Union City*		*$ 3.00*	*4660*	$ -
17.3	*Fremont Quarry Lakes Trail*	*$ 10.80*	*ACTC/Fremont*		*$ 1.03*	*4660*	$ -
17.4	*Marshland Road Bay Trail Segment Gap Closure*	*$ 1.00*	*BATA/City of Fremontt*		*$ 1.00*	*4660*	$ -
17.5	*Quarry Lakes Parkway*	*$ 25.00*	*Union City*		*$ 16.73*	*4660*	$ -
17.6	*Thornton Avenue Complete Streets & Bay Trail*	*$ 15.00*	*ACTC/Newark*		*$ 15.00*	*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*	*$ 0.55*
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*	$ 10.21
19.2	*I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study*	*$ 1.00*	*CCTA*		*$ 0.50*	*4586*	*$ 0.18*
20	Highway 101-Marin/Sonoma Narrows	$ 120.00	TAM/SCTA				
20.1	*Marin Segment*	*$ 88.00*	*TAM*	*$ 87.98*	*$ 87.98*	*4593*	*$ 59.07*
20.2	*Marin Sonoma Narrows - Sonoma Segment*	*$ 30.58*	*SCTA*	*$ -*	*$ 4.00*	*4640*	*$ 0.17*
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*	*$ 2.50*
21.2	*Solano County I-80/I-680/SR-12 Interchange Project (Package 5)*	*$ 83.30*	*STA*		*$ 11.00*	*4594*	*$ 2.93*
22	Interstate 80 Westbound Truck Scales	$ 105.00	STA	$ 5.27	*$ 99.11*	4595	$ 22.75
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*	*$ 10.69*
23.2	*Interim Segment B*	*$ 50.00*	*SCTA/MTC*	*$ -*	*$ 46.00*	*4607*	*$ 3.26*

23.3	*Hwy 37/121 Long Term Improvements - PAED*	*$ 10.00*	*SCTA*		*$ 10.00*	*4725*	*$ -*
23.4	*SR37 Flood Reduction Project, Phase 1*	*$ 25.00*	*TAM*		*$ 25.00*	*4745*	*$ -*
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*	*$ 4.63*
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*		*$ 0.75*	*4632*	*$ -*
25.4	*Open Road Tolling (ORT) & I-580 WB HOV Lane Extension*	*$ 5.00*	*BATA*		*$ 5.00*	*4726*	*$ -*
25.5	*Point Richmond Traffic Improvements*	*$ 0.78*	*BATA*		*$ 0.18*	*4732*	*$ -*
25.6	*Richmond Wellness Trail Phase II*	*$ 2.50*	*BATA/CCTA/Richmond*		*$ 2.50*	*4733*	*$ -*
25.7	*Neighborhood Complete Streets Project*	*$ 7.50*	*BATA/CCTA/Richmond*		*$ 7.50*	*4734*	*$ -*
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*		*$ 2.49*	*4584*	*$ -*
26.03	*County Connection Bus Replacements*	*$ 5.00*	*CCTA*		*$ 5.00*	*4584*	*$ 5.00*
26.04	*ECCTA Hydrogen Fuel*	*$ 0.08*	*ECCTA*		*$ 0.08*	*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*	*$ 6.67*	*WCCTA*		*$ 6.67*	*4584*	*$ -*
26.07	*State Route 37/Fairgrounds Drive Interchange Improvements Project*	*$ 3.00*	*STA*		*$ 3.00*	*4602*	*$ 3.00*
26.08	*San Rafael Transit Center Replacement*	*$ 2.00*	*TAM/GGBHTD*		*$ 0.50*	*4584*	*$ 0.26*
26.09	*Bus Stop Rehabilitation*	*$ 2.50*	*TAM/Marin Transit*		*$ 0.30*	*4584*	*$ -*
26.10	*SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector*	*$ 0.22*	*TAM/SMART*		*$ 0.22*	*4584*	*$ -*
26.11	*SMART Pathway in Novato*	*$ 4.71*	*TAM/SMART*		*$ 4.71*	*4584*	*$ -*

26.12	*Petaluma Transit Facility Electrification*	*$ 0.92*	*TAM/Marin Transit*		*$ 1.04*	*4584*	*$ -*
26.13	*Fixed Route Electric Vehicle Charging & Maintenance Facility*	*$ 2.00*	*SCTA / Pelatuma Transit*		*$ 0.92*	*4584*	*$ -*
26.14	*Santa Rosa US 101 Bicycle Pedestrian Overcrossing*	*$ 10.60*	*SCTA/City of Santa Rosa*		*$ 10.60*	*4584*	*$ -*
26.15	*City of Fairfield Transit Facility Expansion*	*$ 1.20*	*STA*		*$ 1.20*	*4584*	*$ -*
26.16	*ECCTA Facility Rehabilitation*	*$ 1.43*	*ECCTA*		*$ 1.43*	*4584*	*$ -*
27	State Route 29	$ 20.00	NVTA	$ 20.00	*$ 20.00*	4583	*$ 19.56*
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	*State Route 262 (Mission Boulevard) Cross Connector Project*	*$ 15.00*	*ACTC*		*$ 10.00*	*4601*	*$ 2.32*
30	I-680/SR 84 Interchange Reconstruction Project	$ 85.00	ACTC	$ 85.00	*$ 85.00*	4600	*$ 76.13*
31	I-80 Transit Improvements	$ 25.00	CCTA				
31.1	*San Pablo Multimodal Corridor*	*$ 7.50*	*CCTA*		*$ 1.00*	*4670*	*$ -*
31.2	*Express Bus Service in I-80 Corridor (Bus Acquisition)*	*$ 5.00*	*WestCat*		*$ 1.75*	*4670*	*$ 1.68*
32	Byron Highway Vasco Road Airport Connector	$ 10.00	CCTA				
33	Vasco Road Safety Improvements	$ 15.00	CCTA/SR4 Bypass Authority		$ 15.00	4787	$ -
34	East Contra Costa County Transit Intermodal Center	$ 15.00	CCTA				
34.1	*Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4*	*$ 14.00*	*CCTA*	*$ 13.00*	*$ 14.00*	*4585*	*$ 13.34*
35	I-680 Transit Improvements	$ 10.00	CCTA				
35.1	*Martinez Amtrak Station Shared Mobility Hub*	*$ 0.69*	*CCTA*		*$ 0.48*	*4641*	*$ 0.06*

35.2	*Bollinger Canyon Road Shared Mobility Hub*	*$ 2.07*	*CCTA*		*$ 0.50*	*4641*	*$ 0.07*
35.3	*Walnut Creek Shared Mobility Hub*	*$ 1.94*	*CCTA*		*$ 0.44*	*4641*	*$ 0.16*
Total		**$ 4,450.00**		**$ 602.15**	**$ 2,315.16**		**$ 926.65**

Notes

1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=30914.7.

2 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.

3 LONPs have been issued under MTC Res. No. 4412

4 RM3 reimbursements paid to project sponsors through June 2026

Regional Measure 3

Annual Report to the Legislature

Attachment C

RM 3 Operating Program Summary

FY 2025-26 RM3 Operating Program Summary

All values in $millions

Project	Sponsor/Service	Total Disbursed FY 2022-23 Through FY 2024-25	Allocation (FY 2025-26)	Disbursement (FY 2025-26)
Transbay Terminal	Transbay Joint Powers Authority (TJPA)	$13.76	$4.32	$4.29
Regional Express Bus	AC Transit	$19.18	$21.08	$20.99
	CCCTA	$0.20	$0.10	$0.10
	ECCTA	$1.45	$0.15	$0.15
	GGBHTD	$5.98	$3.29	$3.27
	LAVTA	$2.10	$0.70	$0.69
	NVTA	$1.67	$0.78	$0.77
	SolTrans	$3.51	$1.02	$1.01
	WestCAT	$4.00	$0.61	$0.61
	Subtotal	**$38.08**	**$27.73**	**$27.59**
WETA Ferry Service	Water Emergency Transportation Authority (WETA)	$27.97	$41.21	$30.88
Total Allocations and Disbursements		**$79.81**	**$73.27**	**$62.75**

The FY 2025-26 programmed amount exceeds $60 million due to the inclusion of prior year accruals in the Regional Express Bus program and WETA Operating Reserve. Actual disbursements in FY 2025-26 were lower than allocated as a result of RM3 revenues falling short of projections by less than 1 percent and WETA Operating Reserve draws remaining below the approved allocation amount.

Regional Measure 3

Annual Report to the Legislature

Attachment D

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 06/24/26-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).

This resolution was revised on June 24, 2026 to update the scope for RM3 projects #13, #25, #32, #33, and #34 with no change to the project funding.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated January 10, 2024, April 9, 2025, and June 10, 2026.

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



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.

Attachment A
Resolution No. 4621, Revised
Page 1 of 3
Revised: 04/23/25-C 06/24/26-C

Summary of Project/Program Changes

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
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

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
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
Transbay Rail Crossing (Streets and Highways Code Section 30914.7(a)(13))	BART	Modify scope 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. (hearing date May 13, 2026)	Project faces financing obstacles making it unrealistic for the project to proceed as originally scoped. Changes to scope maintain intended use of funds for additional rail capacity, increased reliability, and improved resiliency in the corridor.	None
Richmond-San Rafael Bridge Access Improvements (Streets and Highways Code Section 30914.7(a)(25))	TAM	Modify scope to update project description to remove reference to a direct connector from I-580 to US-101 in Marin County. (hearing date May 13, 2026)	Update scope to remove reference to direct connector from I-580 to US-101 and replace with regional connectivity and traffic operations improvements.	None
Byron Highway-Vasco Road Airport Connector (Streets and Highways Code Section 30914.7(a)(32))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None
Vasco Road Safety Improvements (Streets and Highways Code Section 30914.7(a)(33))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
East Contra Costa County Transit Intermodal Center (Streets and Highways Code Section 30914.7(a)(34))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	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 Capital 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 *the accommodation of* ~~preliminary engineering, environmental review, and design~~ *additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor* ~~a second transbay rail crossing and its approaches~~ to provide additional rail capacity, increased reliability, and improved resiliency to the *transbay rail* corridor. Subject to approval by the Metropolitan Transportation Commission, funds may ~~also~~ be used for *capital expenses related to implementation of a communications-based train control system, construction of new traction power substations, and construction of an east storage yard at BART's Hayward Maintenance Complex.* ~~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 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~~ *improving regional connectivity and traffic operations between* Highway 101 *in Marin County* ~~to~~ *and the Richmond-San Rafael Bridge* ~~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 *improving regional connectivity and traffic operations between* ~~the direct connector from northbound~~ Highway 101 ~~to eastbound Interstate 580~~ in Marin County *and* the Richmond-San Rafael Bridge 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 Soscol 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 E

RM 3 Semi-Annual Update, June 2026

Regional Measure 3 Capital Program Semi-Annual Report

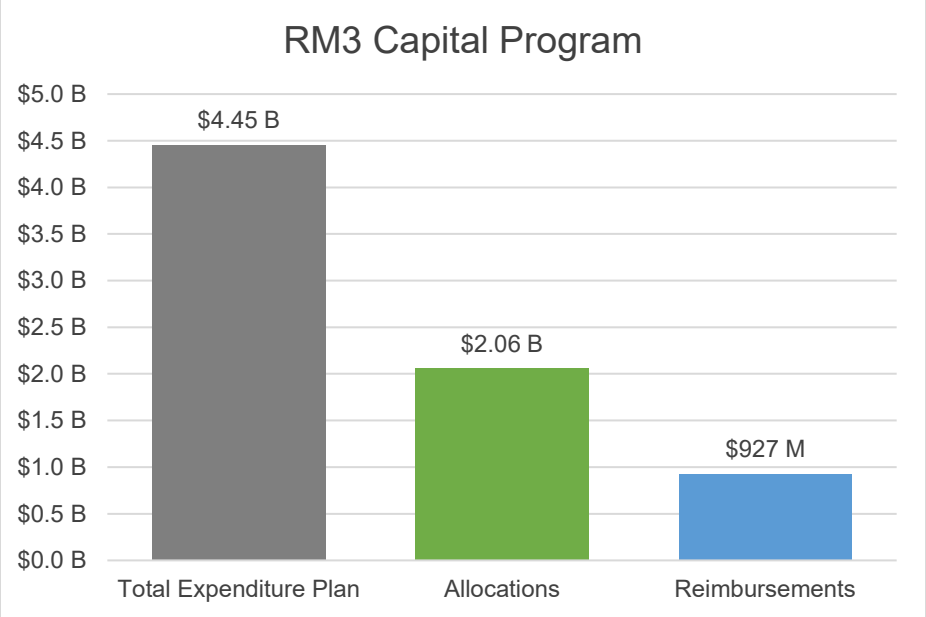
June 2026

This report includes RM3 capital program updates based on project reports for the period of October 2025 through March 2026, as well as overall program updates through May 2026, 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 2026, MTC has approved approximately $2.1 billion in RM3 capital allocations, or 45% of the total RM3 capital program, to 79 projects or subprojects. As of April 2026, MTC has approved $927 million, or 20% 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	$1,204	59%
Highway/Freight	$814	40%
Active Transportation	$39	2%
Total	**$2,058**	

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 May 2026, a public hearing was held for proposed changes to projects in the expenditure plan, as requested by project sponsors. These changes are proposed for Commission approval in June 2026 and are detailed in a separate item in this agenda.

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 2026 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

I-80 Express Lanes in Solano County (Project No. 2.2)

- Construction of the I-80 Express Lanes in Solano County, including installation of the tolling system
- Major construction activity was completed during the reporting period and the express lanes opened to the public in December 2025

I-680 Southbound Express Lanes in Alameda County (Project No. 2.3)

- Construction of the I-680 Southbound Express Lane between SR84 and Alcosta Blvd. project in Alameda County
- Major construction activity was completed during the reporting period





Left: I-80 Express Lanes in Solano County, *STA Photo*
Right: I-680 Express Lane in Alameda County, *Caltrans Photo*

Projects in Construction - Highlights

GoPort 7th St. Grade Separation East – ACTC (Project No. 3.1)

- Reconstruction of 7th St. between I-880 and Maritime Street to pass under the Union Pacific Railway Tracks
- Construction in progress
- Delay due to UPRR coordination



7th Street Grade Separation
Construction Progress
ACTC Photo

Mission Bay Ferry Landing – WETA (Project No. 5.1)

- New WETA Ferry Landing at Mission Bay in San Francisco, implemented by the Port of SF
- Construction began on Phase 2a, Marine Demolition and Mattress
- Design progressed for Phase 2b, Mission Bay Ferry Landing and Agua Vista Park



Rendering of the Mission Bay Ferry Landing
Port of SF Image

WETA Ferry Procurements (Project Nos. 5.4, 5.5, 5.6)

- RM3 funding has been allocated for new electric ferry vessels and one ferry conversion to battery electric
- Ferry procurements finalized design and entered or continued fabrication and assembly during the reporting period



WETA 400 passenger electric ferry fabrication
WETA Photo

Muni Vehicle Procurements (Project Nos. 10.2, 10.3,10.5, 10.8)

- RM3 funding has been allocated for Muni light rail vehicle, hybrid bus, and battery electric bus procurements and a midlife overhaul of buses already in service
- Light rail vehicle procurement is nearing completion
- Bus procurements advanced into production
- Most vehicles included in the midlife overhaul have been rehabilitated and returned to service





Left: New Muni light rail vehicle in service; Right: New hybrid bus in production
SFMTA images

Eastridge to BART –Santa Clara Valley Transportation Authority (Project No. 15)

- VTA Light rail extension from Alum Rock Light Rail Station to the Eastridge Transit Center with direct connection to BART
- Construction in progress



EBRC Construction progress – Left: aerial guideway construction; Right: bridge construction at Story Road
VTA images

Union City BART At-grade Pedestrian Crossing (Project No. 17.2)

- Construction of a new east entrance at Union City BART Station with a direct connection to the TOD Station District Area, 11th Street, and the future Intercity Rail Station
- Construction phase began, with coordination ongoing between the City of Union City, BART, and the Union Pacific Railroad

101/92 Area Improvements Project – San Mateo County Transportation Authority (Project No. 18.1)

- Improvements to address congestion and safety concerns near the US 101/SR 92 Interchange
- Construction in progress



US 101/SR 92 Construction Progress
SMCTA Photo

SR 37 and Fairgrounds Drive Interchange – Solano Transportation Authority (Project Nos. 23.1 and 26.7)

- New diverging diamond interchange design at SR 37 and Fairgrounds Drive and roadway and intersection improvements along Fairgrounds drive
- Construction in progress

Regional Megaprojects and Programs

San Francisco Bay Area Rapid Transit District (BART) Expansion Cars – BART (Project No. 1)

- Ongoing production of railcars, with 295 expansion cars delivered, conditionally accepted and in service through March 2025
- U.S. Customs has paused delivery of car shells though the border for assembly, delaying delivery of the remaining expansion cars

Bay Area Corridor Express Lanes – Solano Transportation Authority, Bay Area Infrastructure Financing Authority, and Alameda County Transportation Commission (Project No. 2)

- A total of $182 million has been allocated to express lanes projects on I-80 in Solano County, I-680 southbound in Alameda County, and I-680 Northbound in Contra Costa County (including the April 2026 allocation described below)
- In April 2026, MTC approved programming for the remaining $60 million in unprogrammed express lanes reserves, including $50 million to Contra Costa Transportation Authority (CCTA) for I-680 Express Lanes and $10 million to VTA for US 101 Express Lanes.
- Also in April, following approval of the new programming, MTC approved a partial allocation of CCTA's express lanes funding for right-of-way and construction management of the I-680 Northbound Express Lane Completion
- The Solano I-80 and Alameda I-680 projects were completed this reporting period, as reported above

BART to Silicon Valley Phase 2 – Santa Clara Valley Transportation Authority (Project No. 6)

- Accepted into the Engineering phase of the federal CIG program in August 2024 with $5.1 billion federal contribution maximum
- In October 2025, VTA board confirmed the large single bore as the preferred tunneling alternative
- Early construction work in progress
- Staff in conversation with VTA about timing of RM3 allocation

Caltrain Downtown Extension ("The Portal") – Transbay Joint Powers Authority (Project No. 9)

- The Transbay Joint Powers Authority (TJPA) has completed 30% design and was accepted into the engineering phase of the federal Capital Investment Grant (CIG) program in 2024 with a lower federal share than requested
- $24.7 million Federal Railroad Administration (FRA) CRISI award was cancelled in August 2025, leaving a funding gap to complete the Track and Systems final design
- The Commission approved moving the project from MTC Major Project Advancement Policy (MAP) Stage Gate Level 2 to Level 1 in March 2025 and endorsed the project for $750 million in Transit and Intercity Rail Capital Program (TIRCP) funding in support of TJPA's TICRP Cycle 8 application in May 2026
- 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



The Portal alignment map
Transbay Joint Powers Authority Image

Valley Link Rail (Tri Valley Transit Access Improvements, Project No. 14)

- The Tri Valley-San Joaquin Valley Regional Rail Authority approved phased construction strategy in June 2025
    - Phase 1 divided into Phase 1A – Dublin/Pleasanton to Vasco Road and Phase 1B – Vasco Road to Mountain House
    - Phase 1A includes a revised alignment to connect with the Vasco ACE Station

- An update to the environmental documentation to accommodate the phased delivery strategy is underway
- Finalizing FTA-required Value Engineering exercise
- Preparing to enter into the engineering phase of the federal CIG program
- No RM3 allocations to date, but the project has received allocations of other bridge toll fund sources

San Jose Diridon Station – Santa Clara Valley Transportation Authority (Project No. 16)

- Early right-of-way acquisition of key parcels was completed using RM3 funds
- Diridon Station Alternatives Analysis Report (non-RM3 funded) was completed in August 2025 and concluded the preferred alignment was the at-grade alternative
- Environmental analysis and funding workshops are underway, and a Project Director started in April 2026, all using RM3 funds



Diridon Station Rendering
VTA image

Issues

Allocation Extensions

RM3 allocations are set to expire at the end of the fiscal year following the last anticipated expenditure of RM3 funds. Many allocations expiring at the end of FY 2025-26 will require an extension to ensure remaining RM3 funds can be spent down, due to project delays – most commonly in the environmental and early design phases – and extended closeout, monitoring, or plant establishment periods.

As in previous years, staff have reviewed all extension requests and determined that they can be approved administratively by the Executive Director. Staff continue to work with sponsors to improve expenditure forecasts and establish reasonable allocation expiration dates.

Discretionary Federal and State Matching Funding

Many RM3 projects include discretionary federal 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 state-level funding pressures. This is especially concerning for projects that rely heavily on such funding, such as megaprojects needing significant federal funding for construction or smaller projects waiting on

a single discretionary federal grant. Some projects in the latter category have been cancelled, or face cancellation, due to the loss of expected federal discretionary funding.

RM3 funds are a flexible source of funding that can keep projects moving while construction funding is uncertain but using them early can increase the risk to regional investment.

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. In addition to the federal funding issues described above, large projects with long delivery timelines are at high risk for delays, cost increases, and other delivery issues. 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.

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. As discussed above, overall funding and schedule pressures on delivering projects in which RM3 is only part of the funding plan exacerbates this issue.

Look Ahead

- Staff are reviewing additional allocation requests for Summer 2026 and beyond.
- Several large allocation requests for major RM3 projects are anticipated in the remainder 2026. Anticipated transit allocation requests include BART to Silicon Valley Phase 2 and Valley Link. Major roadway project requests are also expected for the East Bay Greenway, SR 84-US 101 Interchange in San Mateo County, and the I-680/SR-4 Interchange Improvements project in Contra Costa County. Further requests may come following any expenditure plan revisions following the May public hearing and proposed Commission action.
- Allocation requests are expected throughout FY 2026-27 to advance projects programmed under RM3 programmatic categories such as Express Lanes, Bay Trail/Safe Routes to Transit, Dumbarton Corridor Improvements, and Richmond-San Rafael Bridge Access Improvements.
- A total of over $900 million in RM3 spenddown via invoices from project sponsors is anticipated in FY 2026-27. 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.
- Project sponsors expect continued progress on RM3 projects, including closeout of several completed projects; start of construction on the Potrero Modernization project, Thornton Ave. Multimodal Complete Streets and Bay Trail project, the Union City BART at-grade pedestrian crossing and the SMART Pathway in Novato; and continued progress for many RM3 projects in earlier delivery phases.

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-Marin 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 now open to the public but still 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.

Telegraph Rapid – AC Transit (Project No. 12.1)

- Replacement of aging transit signal priority (TSP) equipment and optimization of bus stops along Telegraph Avenue, minor bus stop improvements on Grand Avenue, and implementation of the Dana Complete Street pilot project
- Construction was completed in June 2025 and the project is closed out
- Post-construction evaluation underway

AC Transit Quick-Build Transit Priority Projects – AC Transit (Project No. 12.2)

- Quick-build transit reliability and travel time improvements on Durant Avenue in Berkeley and International and MacArthur Boulevards in Oakland
- Construction for all Quick Build projects is complete
- A before/after study for the International Boulevard components was completed in late 2025, finding that the improvements deterred non-transit vehicles from using the transit lanes





Left: Telegraph Rapid Bus Stop improvements; Right: Quick build bus lane delineation
AC Transit Photos

Marin Sonoma Narrows (Project No. 20)

- The final US 101 widening segment was completed and opened to the public, with a ribbon cutting held in October 2025
- RM3-funded work is ongoing, including environmental mitigation and utility relocation



Top: US-101 near San Antonio Road in Marin County
Caltrans Photo

I-80/I-680/SR 12 Interchange Project (Package 2) – Solano Transportation Authority (Project No. 21.1)

- 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; 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 (Project No. 27)

- 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
- The RM3 project remains open through the plant establishment period



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

I-680/SR 84 Interchange Reconstruction – Alameda County Transportation Commission (Project No. 30)

- Interchange modifications for state of good repair and transportation efficiency along with extension of existing HOV lanes
- Construction completed and a ribbon cutting was held in November 2025
- Closeout activities continued during this reporting period

Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR 4 – Contra Costa Transportation Authority (Project No. 34.1)

- 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

Completed Projects

Vine Transit Maintenance Facility – Napa Valley Transportation Authority (Project No. 26.1)

- 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 (Project No. 26.3)

- 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

SMART Windsor High School Undercrossing (Project No. 26.5)

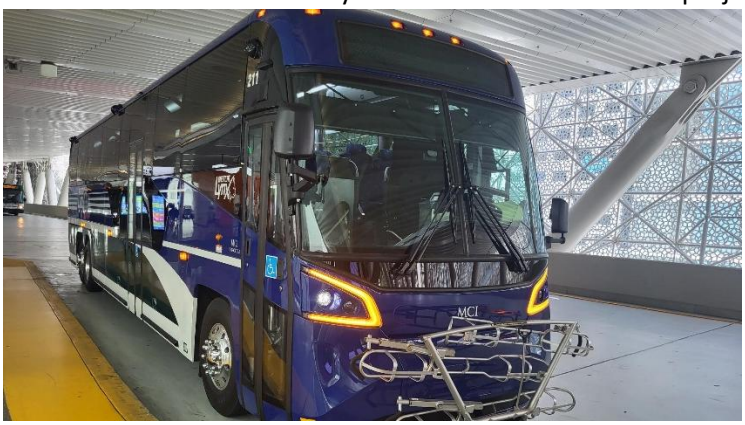
- Subproject of the North Bay Transit Improvements program to construct a pedestrian undercrossing along the SMART Windsor Extension
- Construction completed and opened to the public in 2025



SMART Windsor High School Undercrossing
Photos: SMART

Express Bus Service in I-80 Corridor – WestCAT (Project No. 31.2)

- Three express bus vehicles procured and placed into service in August 2025
- Additional funds may be allocated under this subproject for future bus procurements



WestCAT Express Bus
WestCAT Photo

Appendix III: RM3 Project Status Summaries (Projects with Allocations)

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	Vehicle Procurement (CON)	Through March 2026, 295 expansion cars on property, conditionally accepted, and in service	Waiting for US Customs to allow resumption of delivery of car shells through the border to final assembly in Plattsburgh, NY.
2.1	I-80 Express Lanes in Solano County	STA	70.424	CON	Major construction activities completed	None
2.2	I-80 Express Lanes in Solano County (Toll System)	BAIFA	31.276	CON	Project in closeout	None
2.3	I-680 Southbound Express Lanes in Alameda County	ACTC	80	Completed	Major construction activities completed	None
3.1	GoPort 7th St Grade Separation East	ACTC	55	CON	Construction continued on a delay due to UPRR coordination	UPRR coordination impacting schedule
3.3	Martin Luther King Jr. Way Streetscape Improvements	City of Oakland	29.6	CON	Design and right-of-way completed, entering construction phase	Federal and local policy changes impacting schedule
4.3	Adeline Street Quick-Build	City of Berkeley	0.922	PSE	Design progressed	Additional time required to incorporate community feedback
4.7	Multimodal Bay Skyway - YBI MUP	SFCTA	16.25	CON	Design completed, entering construction phase	None
5.1	Mission Bay Ferry Landing	WETA	0.7	PSE/CON	Phase 2a construction progressed, Phase 2b design progressed	None

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
5.2	Shoreline Electrical Program	WETA	0.8	PAED	Engineering work progressed	Construction funding not identified
5.3	Berkeley Marina Ferry Facility	WETA	3	PAED	Design and environmental documents progressed	Construction funding not identified
5.4	Three 149-Passenger Electric Ferry Vessels	WETA	32.1	Vehicle Procurement (CON)	Design and construction progressed	None
5.5	One 400-Passenger vessel	WETA	$ 5.46	Vehicle Procurement (CON)	Vehicle fabrication progressed	None
5.6	Hydrus Vessel Conversion to All Battery Electric Ferry	WETA	$ 8.89	Vehicle Procurement (CON)	Design and procurement completed, entering construction phase	Scope revisions and federal funding issues impacted schedule
5.7	Downtown San Francisco Gate G Universal Charging Float (UCF)	WETA	$ 10.27	CON	Design and procurement completed, entering construction phase	Scope revisions and federal funding issues impacted schedule
5.8	Seaplane Ferry Terminal Universal Charging Float (UCF)	WETA	$ 16.19	PSE	Design progressed	None
9	Caltrain Downtown Extension	TJPA	100.7	PAED/ROW	Environmental review and design progressed	Funding gap remains for construction
10.1	Potrero Modernization Project	SFMTA	3.503055	PSE	Final commercial and financial agreements approved by the SFMTA Board and Board of Supervisors. Project advancing from predevelopment toward construction readiness.	None

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
10.2	Light Rail Vehicle (LRV) Procurement	SFMTA	6.8	Vehicle Procurement (CON)	Vehicle deliveries nearing completion	None
10.3	40'/60' hybrid buses	SFMTA	27	Vehicle Procurement (CON)	Vehicle procurement progressed	None
10.4	Kirkland Electrification	SFMTA	6.5	PAED	Environmental review progressed	Project delayed indefinitely due to cost
10.5	Battery Electric Bus procurement	SFMTA	2.38	Vehicle Procurement (CON)	Procurement and design progressed	None
10.6	Presidio Yard Modernization	SFMTA	12.95	PAED	Planning and environmental activities progressed	Construction funding not identified
10.7	Vintage Streetcar Rehabilitation	SFMTA	6.72	PAED	Project start delayed	Changes to procurement and delivery approach impacted schedule
10.8	New Flyer Midlife Overhaul	SFMTA	11.34	CON	Construction progressed	None
11.1	Training and Education Center Modernization	AC Transit	9	CON	Design completed, entering construction phase	None
11.2	Hayward Facility Hydrogen Charging Infrastructure	AC Transit	4.1	PAED	Design progressed	None
12.1	Telegraph Rapid	AC Transit	2.7	Completed	Project in closeout	None
12.2	Quick Build Transit Priority Projects	AC Transit	1.5	Completed	Project complete	None
15	Eastridge to BART Regional Connector	VTA	130	CON	Construction progressed	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	30.1	PAED	Planning progressed, began environmental phase	Funding for later phases not identified
17.1	San Mateo Dumbarton Busway	SamTrans	4.1	PAED	Planning progressed	Funding for later phases not identified
17.2	Union City BART At-grade Pedestrian Crossing	ACTC/Union City	3	CON	Construction began	None
17.3	Fremont Quarry Lakes Trail	ACTC/Fremont	1.1	PSE	Design progressed	None
17.4	Marshland Road Bay Trail	BATA	1	PAED	Funds reallocated to City of Fremont as project sponsor; project updates will continue next reporting period	Funding for later phases not identified
17.5	Quarry Lakes Parkway	ACTC/Union City/BATA	$ 16.73	PSE	Design progressed for multiple tasks	Funding for construction not fully identified
17.6	Thornton Avenue Multimodal Complete Streets & Bay Trail	ACTC/Newark	$ 15.00	PSE	Completed design and progressed environmental clearance.	None
18.1	101/92 Area Improvements Project	SMCTA	22	CON	Construction progressed; project will remain open during extended plant establishment period	None
18.2	101/92 Direct Connector Project	SMCTA	2	PAED	Planning and environmental activities progressed	Alternatives analysis impacted schedule; funding not identified for later phases

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	CCTA	14	PSE/ROW	Design and preconstruction progressed	Permits and right-of-way issues impacted schedule; funding not fully identified for later phases
19.2	I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study	CCTA	0.5	PAED	Planning advanced	Additional stakeholder engagement impacted schedule; funding not identified for later phases
20.1	Marin Sonoma Narrows - Marin Segment	TAM	87.978	PSE/CON	Major roadway construction is complete; construction progressed on remaining elements	Some elements on hold due to funding gaps
20.2	Marin Sonoma Narrows - Sonoma Segment	SCTA	3	PSE	Design progressed	None
21.1	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)	STA	3.7	Completed	Project in closeout	None
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)	STA	10	PSE	Design progressed	Funding not identified for construction
22	Interstate 80 Westbound Truck Scales	STA	30.738	CON	Right-of-way and construction progressed	None
23.1	SR 37 and Fairgrounds Drive Interchange	STA	15	CON	Construction progressed	None
23.2	SR37 Sears Point to Mare Island Improvement Project	MTC	46	PSE/ROW/CON	Design progressed	Stakeholder feedback and funding availability impacted schedule

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
23.3	Hwy 37/121 Improvements - PAED	SCTA	10	PAED	Procurement for planning and environmental activities advanced	Funding for later phases not identified
25.1	US-101/I-580 Direct Connector	TAM	7.8	PAED	Environmental studies progressed	Scope expansion impacted schedule
25.2	I-580 Richmond Parkway Interchange Operational Improvements	BATA/CCTA	0.95	PAED	Project development progressed	Procurement and Caltrans coordination impacted schedule
25.3	Cutting Boulevard Transit Improvements	BATA	0.75	PAED/PS&E	Design progressed	Extended stakeholder coordination impacted schedule
25.4	Open Road Tolling (ORT) & I-580 WB HOV Lane Extension	BATA	5	CON	Design completed, entering construction phase	None
25.5	Point Richmond Traffic Improvements	BATA	0.18	PAED	Began conceptual planning	None
25.6	Richmond Wellness Trail Phase II	BATA/CCTA/ Richmond	2.8	PSE	Design progressed	None
25.7	Neighborhood Complete Streets Project	BATA/CCTA/ Richmond	7.5	PSE	Design progressed	None
26.02	Solano Rail Hub	STA	2	PAED	Early planning and procurement progressed	None
26.04	ECCTA Hydrogen Fuel	ECCTA	0.3	n/a	Project is not moving forward	Not moving forward

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
26.05	Windsor Extension - Windsor High School Undercrossing	SMART	2.8	Completed	Project complete	None
26.06	Zero Emission Bus and Infrastructure	WestCat	6.66	CON	Project on hold pending FTA grant	Project dependent on FTA grant
26.07	State Route 37/Fairgrounds Drive Interchange Improvements Project	STA	3		Construction progressed	None
26.08	San Rafael Transit Center Replacement	TAM/GGBHTD	0.5	PAED	Environmental review progressed	None
26.09	Bus Stop Rehabilitation	TAM/Marin Transit	0.143	PAED	Planning progressed	None
26.10	SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector	TAM/SMART	0.224	PSE	Preliminary design progressed	None
26.11	SMART Pathway in Novato	TAM/SMART	4.713	PSE/CON	Environmental review progressed	FTA environmental review requirements anticipated to impact project schedule
26.12	Petaluma Transit Facility Electrification	SCTA / Petaluma Transit	1.035	CON		
26.13	Fixed Route Electric Vehicle Charging & Maintenance Facility	TAM/Marin Transit	0.92	PSE	Design and environmental documents progressed	Delay in obtaining CEQA/NEPA approval; funding for later phases not identified

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
26.14	Santa Rosa US 101 Bicycle Pedestrian Overcrossing	SCTA/City of Santa Rosa	10.6	CON	Construction began	Cost increased covered by local funds
27	State Route 29	NVTA	20	Completed	Project in closeout	None
28	Next-Generation Clipper Transit Fare Payment System	MTC	50	CON	Account-based Clipper system and regional Open Payment acceptance launched in December 2025.	Continue to resolve customer issues, full transition to account based operations, customer migration.
29.1	I-680/I-880/Route 262 Freeway Connector	ACTC	10	PAED	Early planning and engineering work progressed	None
30	I-680/SR 84 Interchange Reconstruction Project	ACTC	85	Completed	Project in closeout	None
31.1	San Pablo Multimodal Corridor	CCTA	7.5	PAED	Preliminary engineering and public outreach began	Procurement delays impacted schedule
31.2	Express Bus Service in I-80 Corridor	CCTA	5	Completed	Project Complete	None
34.1	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	CCTA	14	Completed	Project Complete	None
35.1	Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs	CCTA	0.48	PSE	Design and environmental documents progressed	Schedule impacted by extended planning studies
35.2	Bollinger Canyon Road Shared Mobility Hub	CCTA	0.5	PAED/PSE	Early planning and environmental activities progressed	Schedule impacted by site selection delay; funding for construction not fully identified

Proj. #	Project Title	Sponsor	Allocated Amount ($M)	Current Phase	Project Status Summary - Spring 2025 - As reported by project sponsor	Highlighted Issues
35.3	Walnut Creek Shared Mobility Hub	CCTA	0.4	PAED	Preliminary design completed and public engagement progressed	Scope revised due to funding constraints and schedule extended; funding for construction not fully identified

Regional Measure 3

Annual Report to the Legislature

Attachment F

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 02/25/26-BATA
04/22/26-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.

Attachment A to the Resolution was revised on February 25, 2026 to update appointees.

Attachment A to the Resolution was revised on April 22, 2026 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, October 9, 2024, February 11, 2026, and April 8, 2026.

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 02/25/26-BATA
04/22/26-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	*To be appointed by Board of Supervisors*	July 2019 – June 2023	First
San Francisco	*To be appointed by Board of Supervisors*	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	*To be appointed by Board of Supervisors*	July 2019 – June 2023	First
Sonoma	*To be appointed by Board of Supervisors*	July 2019 – June 2023	First

Regional Measure 3 Independent Oversight Committee Membership 2023-2027

County	Member Name	Term Length	Term No.[1]
Alameda	Anu Natarajan	July 2023 – June 2027	First
Alameda	Tim Ambrose	July 2023 – June 2027	First
Contra Costa	Nazanin Shakerin[2]	July 2023 – June 2027	First
Contra Costa	Kathy Chang[2]	July 2023 – June 2027	First
Marin	Kevin Hagerty	July 2023 – June 2027	First
Marin	*To be appointed by Board of Supervisors*[3]	July 2023 – June 2027	First
Napa	Aisha Nasir[2]	July 2023 – June 2027	First
Napa	Pamela Kindig	July 2023 – June 2027	First
San Francisco	*To be appointed by Board of Supervisors*[3]	July 2023 – June 2027	First
San Francisco	*To be appointed by Board of Supervisors*	July 2023 – June 2027	First
San Mateo	Frederick A. Hansson	July 2023 – June 2027	First
San Mateo	Walter Batara[3]	July 2023 – June 2027	First
Santa Clara	Harry Neil[3]	July 2023 – June 2027	First
Santa Clara	*To be appointed by Board of Supervisors*	July 2023 – June 2027	First
Solano	William G. Jerry Hayes	July 2023 – June 2027	First
Solano	*To be appointed by Board of Supervisors*[2]	July 2023 – June 2027	First
Sonoma	Michael Pickens[4]	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.
3. In February 2026, the roster for this term was updated to remove members who resigned from Marin County and San Francisco County, add a new appointee from San Mateo County, and add a new appointee from Santa Clara County
4. In April 2026, the roster for this term was updated to replace one member who resigned from Sonoma 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
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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.

From: Eric N[redacted]
To: Carsie Bonner; Fastrak; MTC-ABAG Info
Cc: melgarstaff@sfgov.org; district5@bos.sccgov.org
Subject: Formal Complaint and Request for BATA Oversight Review: FasTrak Account Closure, Payment Accessibility, and Collection Practices
Date: Tuesday, November 3, 2026 7:07:34 AM

You don't often get email from [redacted]. Learn why this is important

External Email

Dear Ms. Bonner and Members of the Bay Area Toll Authority Oversight Committee,

I am writing as a San Francisco resident to request a formal review of Bay Area FasTrak's account-closure, payment-accessibility, and debt-collection practices.

Please forward this correspondence to Committee Chair Margaret Abe-Koga, Commissioner Myrna Melgar, and the appropriate BATA staff responsible for tolling operations and contractor oversight.

Although this complaint originates from an outstanding balance of just $9.75, the amount is incidental to a much larger concern: the administration of an essential public payment system that can deny customers access to their accounts while simultaneously threatening punitive collection proceedings.

I. The circumstances

On November 2, 2026, I received an automated email from FasTrak titled "Account Revocation Final."

The notice informed me that my prepaid account balance had remained negative for more than 90 days, that my account had been closed, and that $9.75 was due to avoid referral to collections.

The notice did not provide:

- A direct payment link or instructions for settling the balance.
- A specific deadline before collection proceedings would begin.
- An explanation of how to access or settle a balance after account closure.
- Any means of replying to the notification.

When I attempted to access my account through FasTrak's website, I received the following message:

"Your account type or account status do not allow you to login on the web. Please contact Customer Service at 1-877-229-8655 for assistance."

Thus, the administrative action taken against my account has disabled my ordinary online access while the agency threatens collection of an outstanding balance.

I have previously experienced telephone wait times approaching an hour when contacting

FasTrak customer service.

I do not dispute my obligation to pay legitimate toll charges. I am prepared to settle the $9.75 immediately.

My complaint is not about the debt. It is about the administrative process that has been constructed around collecting it.

II. From convenience to necessity

FasTrak was originally introduced as a convenience, offering motorists an alternative to traditional toll collection.

Over time, electronic tolling has become the primary infrastructure through which motorists interact with Bay Area toll facilities. With the elimination of staffed toll collection at state-owned bridges, the practical relationship between the customer and the tolling authority has fundamentally changed.

A system once offered as an optional convenience now serves an essential public function.

Yet the account-management and enforcement procedures appear to preserve an assumption that customers have reasonable alternatives when electronic access fails.

This raises a fundamental governance question:

What obligations does a public authority assume when it makes an electronic administrative system essential to the use of public infrastructure?

Surely those obligations include reasonable access to payment, transparent communication, proportional enforcement, and meaningful opportunities to resolve administrative problems without unnecessary financial or procedural burdens.

An automated system that closes an account, disables access, and threatens collections without providing a direct method of payment appears inconsistent with those principles.

III. Proportionality and administrative burden

The disproportion between the amount owed and the effort required to resolve it is particularly troubling.

A customer facing a $9.75 balance may be required to spend an hour navigating telephone customer service, travel to a physical service center, or undertake additional administrative steps merely to satisfy an obligation that should be payable in seconds.

For some residents, this is an inconvenience. For others, including hourly workers, caregivers, people with disabilities, and those with limited access to transportation or technology, these burdens may have materially greater consequences.

The problem is compounded by the threat of collections.

When a public authority imposes procedural barriers to payment and then threatens adverse financial consequences for nonpayment, it creates an asymmetry between the institution's enforcement powers and the customer's practical ability to comply.

I question whether this arrangement reflects reasonable public administration.

IV. Institutional and contractor accountability

I understand that BATA exercises oversight of the FasTrak electronic toll collection program and its associated customer-service operations.

I am therefore requesting that this complaint be considered not merely as an individual customer-service matter, but as a question concerning the policies, systems, and performance standards governing the program.

In particular, I request clarification of whether the account-closure and collection procedures described above are established BATA policy, the result of contractor implementation, or the consequence of limitations in the electronic account-management system.

If these procedures are intentional, I would like to understand their justification.

If they are unintended, I would like to understand what mechanisms exist to identify and correct such failures.

V. Requested actions

I respectfully request that BATA and its Oversight Committee:

1. Provide an accessible payment mechanism for the outstanding $9.75 and confirm that the balance will not be referred to collections while I am actively seeking resolution.

2. Explain the policy governing account closure, particularly why online account access is disabled while an outstanding balance remains subject to collection.

3. Identify the responsible authority for establishing and implementing account-closure, customer-notification, and debt-collection procedures, including the respective responsibilities of BATA and its contractors.

4. Review the adequacy of automated notices, including whether notices threatening collections should be required to provide direct payment instructions, explicit deadlines, and accessible dispute-resolution information.

5. Evaluate the proportionality of enforcement procedures, particularly where the administrative burden of payment substantially exceeds the underlying debt.

6. Provide information concerning performance oversight, including whether BATA monitors customer-service wait times, failed online payment attempts, account closures, and collection referrals associated with small outstanding balances.

7. Consider procedural reforms that preserve online payment access after account closure, or

provide an equally accessible alternative, before collection proceedings may be initiated.

8. Acknowledge this complaint in writing, identify the office responsible for responding, and provide a substantive written response to the policy questions raised.

I additionally request that this correspondence be forwarded to the BATA Oversight Committee for consideration as public correspondence, subject to applicable public-comment procedures. Please advise whether it may be included in the record of an upcoming committee meeting.

VI. A question of public trust

The efficiency of electronic toll collection should benefit both the public authority and the people it serves.

Automation may reduce operating costs, improve revenue collection, and eliminate the need for staffed toll booths. But those efficiencies should not come at the expense of accessibility, accountability, or procedural fairness.

When administrative systems become indispensable to public life, their design is no longer simply a matter of customer convenience. It becomes a matter of public governance.

I recognize the legitimate need to collect toll revenue and maintain financial accountability. I also recognize my responsibility to satisfy the outstanding balance.

What I cannot reconcile is a public system that is technologically sophisticated enough to automatically identify a $9.75 debt, terminate account access, and threaten collections, but apparently unable to provide an equally straightforward means of resolving that debt.

A system that automates enforcement without equivalently facilitating compliance deserves scrutiny.

I would appreciate a substantive response addressing these institutional concerns, independently of the eventual resolution of my individual account.

I have attached the November 2 account-closure notice and a screenshot documenting the denial of online account access.

Thank you for your attention to this matter.

Sincerely,

Eric Nyeste
San Francisco, California

Eric Nyeste

Philosopher ~ Pirate Captain

[redacted]

San Francisco