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2026

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April 23, 2026

TRANSMITTED VIA EMAIL
afremier@bayareametro.gov

Andrew B. Fremier, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, California 94105

RE: Regional Measure 3 Transbay Rail Crossing

Dear Executive Director Fremier,

The purpose of this letter is to update you on the status of a second Bay Area Rapid Transit District (BART) Transbay Rail Crossing and to request that MTC schedule a public hearing and Commission action to modify the Regional Measure 3 (RM3) scope of the Transbay Rail Crossing in Streets and Highways Code §30914.7(a)(13) as allowed by Streets and Highways Code §30914.7(e).

In 2019, BART initiated a Link21 program to plan, design and construct a second transbay rail crossing between Oakland and San Francisco to improve BART & Regional Rail service connections and coordinate with partner agencies to advance rail improvements in support of state and regional climate and housing goals. BART funded the Link21 planning effort through Phase 0 (2019 - 2022) Program Definition and Phase 1 (2022 – 2025) Project Identification with over $140 million of BART Measure RR funds. In 2025, the Link21 program team completed Phase 1, which produced a technical analysis of standard-gauge (Regional Rail) and broad-gauge (BART) technology for a second transbay rail crossing. The technical analysis determined that investing in and enhancing the existing standard-gauge rail network would meet more program requirements than adding a second BART crossing. As a result, the BART Board decided in June 2025 not to proceed with a project to design and construct a second BART transbay rail crossing.

It is also unrealistic to move forward with a Regional Rail transbay crossing within a reasonable timeframe. The Link21 program is facing two significant financing obstacles. First, the $50 million of RM3 funds that were allocated to Link21 were intended as a local match for an anticipated Federal-State Partnership Grant for which Link21 was not selected. Second, an estimated $800 million in grant funding is required to complete Phase 2 of the Link21 program. The Link21 program team expects that it could take ten plus years to secure such funding and begin the work on Phase 2.

For this reason, BART requests that MTC schedule a public hearing and Commission action at its May 2026 meeting to: 1) Modify the scope of the Transbay Rail Crossing to provide accommodation of additional BART rail service in the Bay Bridge corridor; and 2) Remove reference to a second transbay rail crossing.

Such an action will enable BART to request MTC allocate the Transbay Rail Crossing RM3 funds to support the implementation of BART's Transbay Corridor Core Capacity Program (TCCCP), which will complete construction and enable additional BART trains in the Central Bay Bridge Corridor in less than ten years. The TCCCP is forecast to increase BART's transbay capacity by 40% by running longer trains more frequently through the Transbay Tube. The TCCCP includes four project elements: 1) Procurement of 306 additional Fleet of the Future Rail Cars, 2) Construction of a new modern communications-based train control (CBTC) system, 3) Construction of additional rail car storage at the Hayward Maintenance Complex, and 4) Construction of six additional traction power substations.

I appreciate your consideration of this request, which will enable BART to deliver tangible results for the region.

Sincerely,

Robert M. Powers
General Manager

cc: BART Board of Directors

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April 22, 2026

Andrew B. Fremier
Executive Director
Metropolitan Transportation Commission (MTC)
375 Beale Street, Suite 800
San Francisco, CA 94105

Attention: Kenneth Kao

Subject: Request for Changes to Project Descriptions in Regional Measure 3 (RM3) Expenditure Plan

Dear Mr. Fremier,

The current RM3 Expenditure Plan includes three projects that are sponsored by the Contra Costa Transportation Authority (Authority). The current project descriptions include language that specifically refers to the construction of the projects. The Authority is requesting the removal of "construction" in the project descriptions to enable usage of RM3 funds to advance the projects through pre-construction phases, as well as the construction phase. The requested revisions to the project descriptions are shown below:

(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 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 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 Contra Costa Transportation Authority. Fifteen million dollars ($15,000,000).

Timothy Haile, Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
ccta.ca.gov

The Authority appreciates your consideration of this request and your continued support in advancing transportation improvements for Contra Costa County. Should you have any questions, please contact Authority's Director of Projects, Stephanie Hu at (925) 256-4740 or via email at shu@ccta.ca.gov.

Sincerely,

Timothy Haile
Executive Director

Transportation Authority of Marin

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April 24, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco CA 94105

Re: Request for Amendment to Regional Measure 3 – Project No. 25, Richmond-San Rafael Bridge Access Improvements

Dear Mr. Fremier,

The Transportation Authority of Marin (TAM) respectfully requests the Metropolitan Transportation Commission (MTC) consider amending the Regional Measure 3 (RM3) Richmond-San Rafael Bridge (RSRB) Access Improvements Project description as allowed under Streets and Highways Code Section 30914.7(e).

TAM has advanced planning and environmental studies at the U.S. Highway 101/Interstate 580 interchange to evaluate improvements to access the RSRB from U.S. Highway 101 in Marin County. As the project remains in the Project Approval and Environmental Document (PA&ED) phase, studies are still underway and a preferred alternative has not yet been identified; therefore, TAM seeks to maintain flexibility in the project's scope to allow consideration of the full range of potential improvements. While a direct connector has been studied, it may not ultimately prove to be the most effective alternative to improving regional connectivity and traffic operations in the corridor.

Accordingly, TAM respectfully requests that the RM3 project's scope be amended for Project No. 25, Richmond San Rafael Bridge Access Improvements as follows (strikeout indicates deletions and italics indicate additions):

Richmond-San Rafael Bridge Access Improvements ($210 million)
Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including:

- ~~A direct connector from~~ *Improve regional connectivity and traffic operations* between ~~northbound~~ U.S. Highway 101 in Marin County to the Richmond-San Rafael Bridge ($135 million).
- Westbound bridge access improvements in Contra Costa County east of the toll plaza, including upgrades to the Richmond Parkway interchange ($75 million)

Thank you for your consideration of this proposed amendment. TAM appreciates MTC's support and the continued RM3 funding for this project as we work to improve mobility and regional connectivity along the Highway 101 and RSRB corridors.

Sincerely,

Anne Richman
Executive Director

cc: Timothy Haile, CCTA; Ron Sangalang, Caltrans