



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...		GENERAL MANAGER ACTION REQ'D:	
DATE: 6/29/2026		7/2/2026		BOARD INITIATED ITEM: No	
Originator/Prepared by: Priya Mathur Dept: Funding Strategy		General Counsel		Chief Financial Officer	
Signature/Date:		Signature/Date:		Signature/Date:	
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Resolution Authorizing BART Request to Allocate Regional Measure 3 (RM3) funds to Transbay Rail Crossing (Transbay Corridor Core Capacity Program)

PURPOSE:

To request that the Board of Directors authorize the General Manager or his designee to submit a Regional Measure 3 (RM3) Allocation Request for the Transbay Rail Crossing project.

DISCUSSION:

To help solve the Bay Area's growing congestion problems, MTC worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase of tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by then-Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by then-Gov. Brown in fall 2017.

RM3, passed by voters in 2018, authorized a bridge toll increment on San Francisco Bay Area bridges and approved an RM3 Expenditure Plan that includes \$50 million for a Transbay Rail Crossing project. RM3 bridge toll revenues have been collected since January 2019.

Pursuant to California Streets and Highways Code Section 30914.7(e), MTC proposes to modify the scope of five existing projects in the RM3 capital program, including the 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. On May 13, 2026, MTC held a public hearing at its Programming



and Allocations Committee meeting to take public comment on the proposal. The public comment period ended on May 29, 2026. On June 24, 2026, the MTC Commission approved the RM3 project scope modifications.

The proposed modification to the Transbay Rail Crossing project scope will enable BART to request allocation of the RM3 funds to its Transbay Corridor Core Capacity Program (TCCCP), which will provide additional rail capacity in the transbay rail corridor via running longer trains more frequently through the Transbay Tube, and will increase reliability and improve resiliency as a result of a new, modern train control system, as well as additional rail car storage and additional traction power substations.

MTC requires the BART Board of Directors adopt a Resolution authorizing the BART General Manager or designee to submit a Regional Measure 3 allocation request for the Transbay Rail Crossing Project to access RM3 funding of \$50 million for the TCCCP.

FISCAL IMPACT:

Approval of this Resolution is required for the District to receive \$50 million in RM3 funding for the TCCCP. The District previously received an allocation of \$500M RM3 funds for Core Capacity Rail Cars.

This action will have no fiscal impact on unprogrammed District Reserves.

ALTERNATIVES:

Do not approve the required Resolution Authorizing the BART General Manager or Designee to Submit a Regional Measure 3 Allocation Request For the Transbay Rail Crossing Project and forego the funds.

RECOMMENDATION:

Adoption of the following Motion.

MOTION:

The BART Board approves and adopts the attached Resolution entitled, "In the Matter of Authorizing the BART General Manager or Designee to Submit a Regional Measure 3 Allocation Request for the Transbay Rail Crossing Project". This action will authorize the District to submit an allocation request for Regional Measure 3 funds in the amount of \$50

million for the Transbay Corridor Core Capacity Program.