

# Regional Measure 3 Allocation Request

## RM3 Project Information

Project Number	25
Project Title	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Project Funding Amount	\$75,000,000

## Subproject Information (if different from overall RM3 project)

Subproject Number	25.5
Subproject Title	Point Richmond Traffic Improvements
Subproject Funding Amount	\$780,000

## RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

**Total:      \$**

## Current Allocation Request:

Request submittal date	Amount	Phase
August 2025	\$180,000	PS&E

## I. RM3 Allocation Request Information

- a. **Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.**

The Richmond-San Rafael Bridge (RSRB) along Interstate 580 (I-580) is a critical interregional route connecting the City of Richmond and the East Bay to Marin County. Congestion on the westbound I-580 approach to the RSRB contributes to vehicles cutting through the Point Richmond neighborhood to avoid the congestion on the freeway mainline, with those vehicles rejoining westbound I-580 at the Castro Street interchange.

Site observations indicate that morning congestion on westbound Interstate 580 approaching the Richmond-San Rafael Bridge and the relative travel time savings by using local streets incentivizes drivers to use local cut-through routes to avoid the congestion. During the morning peak, multiple local routes have a lower real and perceived travel time than staying on the freeway. Multiple context-specific strategies will be implemented for disincentivizing cut-through traffic, including changing signal times along Cutting Boulevard for cut-through turning movements, narrowing and striping lanes on Railroad Avenue, and adding speed humps, raised crossings, and a new all-way stop in the Point Richmond neighborhood to slow vehicle traffic. Furthermore, the Interstate 580/Richmond Parkway projects, currently underway, will help address other cut-through routes near Canal Boulevard and Castro Street.

The purpose of these strategies is threefold: to modify the actual travel time along cut-through routes, modify the perceived travel time, and improve conditions for people walking and bicycling in the area. These strategies are targeted at the average morning peak period; highly congested mornings due to above average vehicle volumes or a collision on the freeway may still result in cut-through traffic. However, by adjusting the habits of drivers on the average morning, these strategies reduce the likelihood drivers will choose to take local cut-through routes on highly congested mornings.

The City completed a study in December 2024 to evaluate cut-through traffic and identify the aforementioned strategies to reduce the attractiveness of these routes during the morning peak period in Point Richmond. The City filed the CEQA Notice of Exemption on August 8, 2025.

- b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The allocation request is to complete the design phase of the proposed projects described above.

- c. **Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The scope and cost of the project have been refined.

**d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

April 2026 – complete final design

**e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

N/A

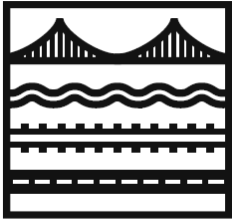
**f. Request Details**

Amount being requested	\$180,000
Project phase being requested	PS&E
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	Sep 24, 2025
Month/year being requested for MTC commission approval of allocation	Oct 2025

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

**g. List any other planned bridge toll allocation requests in the next 12 months**

CON: \$600,000 – April 2026



# Regional Measure 3

## Initial Project Report

### *Project/Subproject Details*

#### Basic Project Information

Project Number	25
Project Title	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
RM3 Funding Amount	\$75,000,000

#### Subproject Information

Subproject Number	25.5
Subproject Title	Point Richmond Traffic Improvements
RM3 Funding Amount	\$780,000

#### I. Overall Subproject Information

##### a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Sponsor: BATA

Implementing Agency: City of Richmond

##### b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

The Richmond-San Rafael Bridge (RSRB) along Interstate 580 (I-580) is a critical interregional route connecting the City of Richmond and the East Bay to Marin County. Congestion on the westbound I-580 approach to the RSRB contributes to vehicles cutting through the Point Richmond neighborhood to avoid the congestion on the freeway mainline, with those vehicles rejoining westbound I-580 at the Castro Street interchange.

Site observations indicate that morning congestion on westbound Interstate 580 approaching the Richmond-San Rafael Bridge and the relative travel time savings by using local streets incentivizes drivers to use local cut-through routes to avoid the congestion. During the morning peak, multiple local routes have a lower real and perceived travel time than staying on the freeway. Multiple context-specific strategies will be implemented for disincentivizing cut-through traffic, including changing signal times along Cutting Boulevard for cut-through turning movements, narrowing and striping lanes on Railroad Avenue, and adding speed humps, raised crossings, and a new all-way stop in the Point Richmond



## Regional Measure 3 Initial Project Report

neighborhood to slow vehicle traffic. Furthermore, the Interstate 580/Richmond Parkway projects, currently underway, will help address other cut-through routes near Canal Boulevard and Castro Street.

The purpose of these strategies is threefold: to modify the actual travel time along cut-through routes, modify the perceived travel time, and improve conditions for people walking and bicycling in the area. These strategies are targeted at the average morning peak period; highly congested mornings due to above average vehicle volumes or a collision on the freeway may still result in cut-through traffic. However, by adjusting the habits of drivers on the average morning, these strategies reduce the likelihood drivers will choose to take local cut-through routes on highly congested mornings.

### **c. Impediments to Project Completion**

N/A

### **d. Risk Management** *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

No risks identified at this time.

### **e. Operability** *(describe entities responsible for operating and maintaining project once completed/implemented)*

The City of Richmond will be responsible for operating and maintaining the project

### **f. Project Graphic(s)** *(include below or attach)*



# Regional Measure 3 Initial Project Report

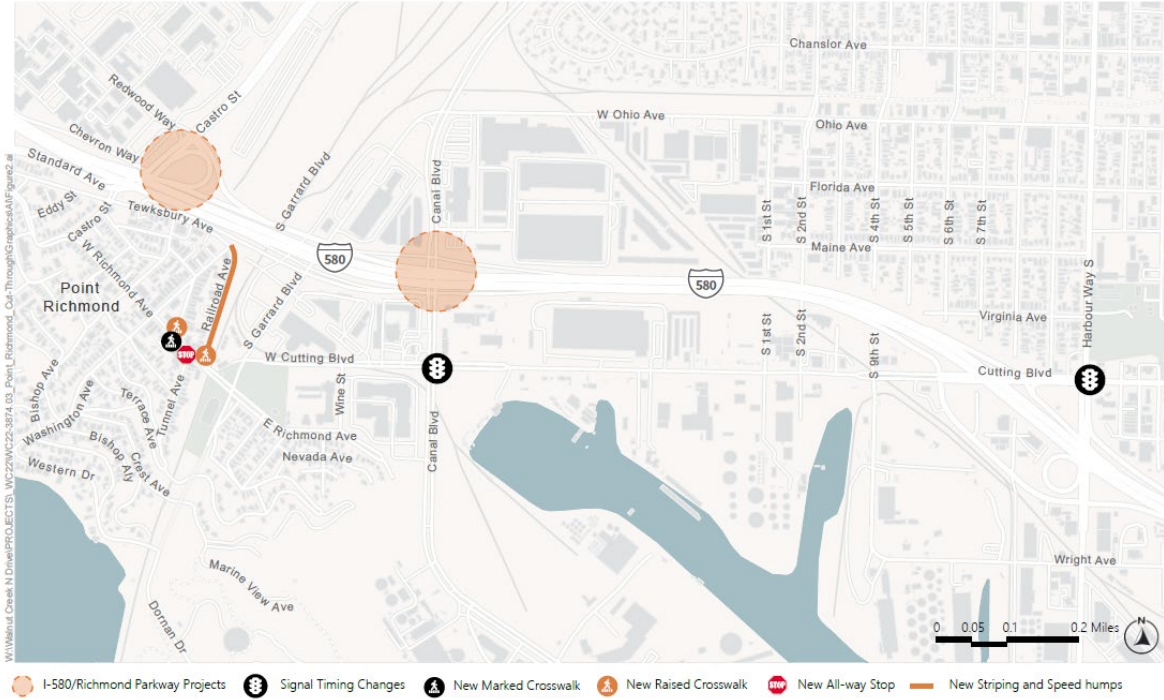
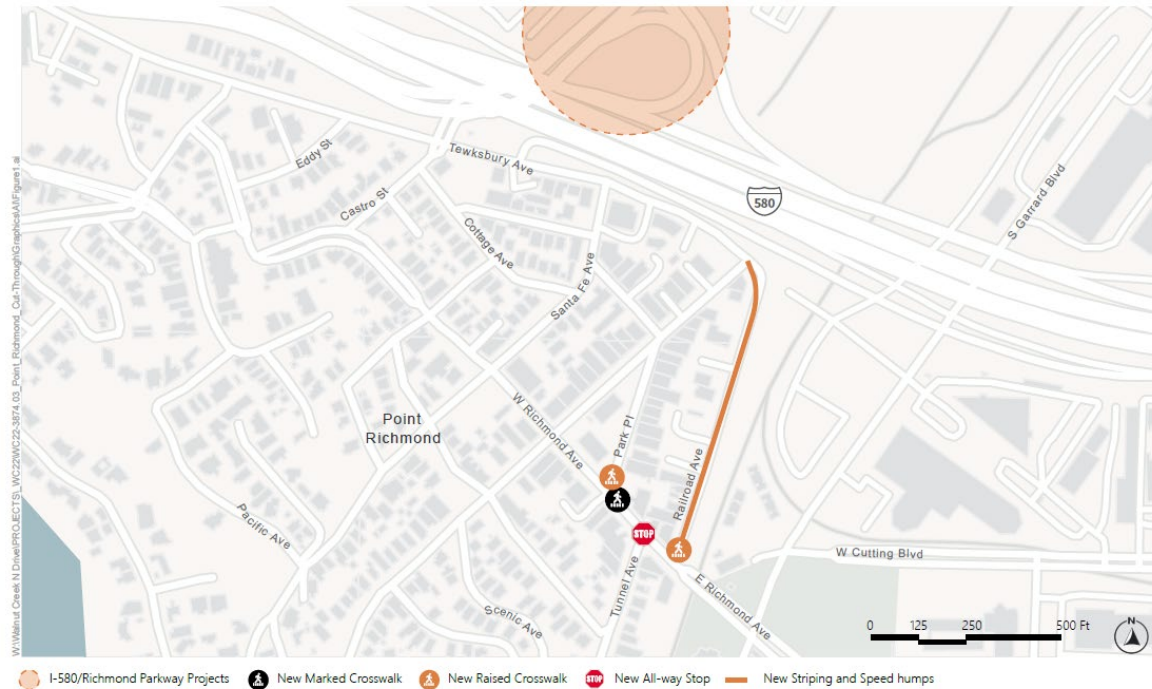


Figure 1  
Cut-Through Strategies: Corridor





## II. Project Phase Description and Status

a. **Planning** tasks is complete. CEQA CE is anticipated.

**b. Design**

Design will be required.

**c. Right-of-Way Activities / Acquisition**

Right-of-way acquisition not anticipated.

**d. Construction**

Construction will be required.

## III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	6/2025	8/2025
Final Design - Plans, Specs. & Estimates (PS&E)	10/2025	4/2026
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition (CON)	5/2026	9/2026

## IV. Project Budget

### Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5
Design - Plans, Specifications and Estimates (PS&E)	\$180
Right-of-Way Activities /Acquisition (R/W)	n/a
Construction / Rolling Stock Acquisition (CON)	\$600
Total Project Budget (in thousands)	\$785



## V. Project Funding

*Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any “To Be Determined” funding sources, including phase and year needed.*

These improvements are eligible for RM3 Project funds. RM3 funds are the sole source of funding for the project, except for the \$5,000 in local funds that will be utilized to environmentally clear the project.

## VI. Contact/Preparation Information

### **Contact for Project Sponsor**

Name: Michelle Go

Title: Principal Planner

Phone: 415.778.6649

Email: [mgo@bayareametro.gov](mailto:mgo@bayareametro.gov)

Mailing Address: 375 Beale St. Ste 800, San Francisco, CA 94105

### **Person Preparing Initial Project Report** (if different from above)

Hillal Hamdan

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