

MTC Resolution No. 4411, Revised

Programming of RM3 Express Lanes Program \$60 Million Reserve

April 8, 2026



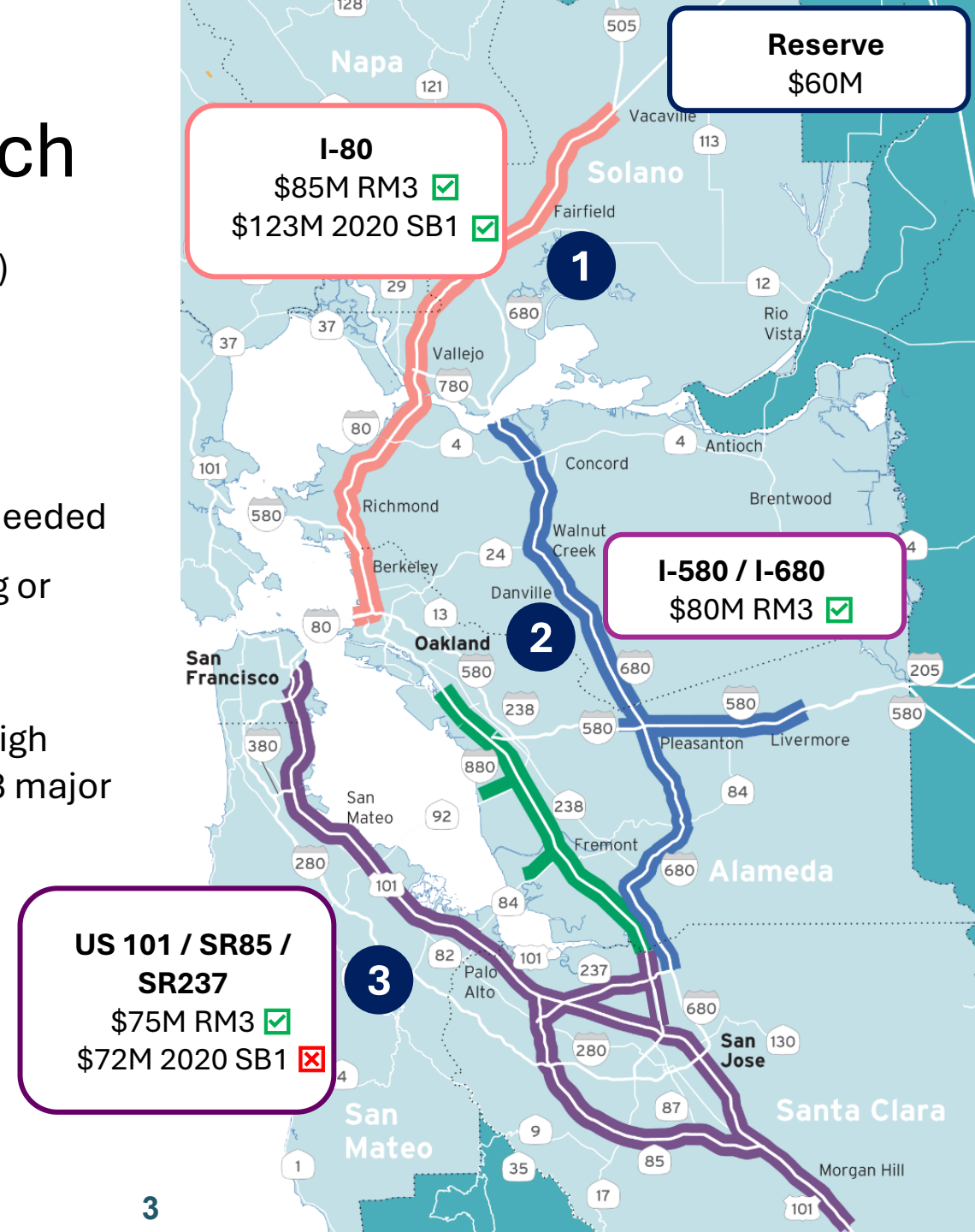
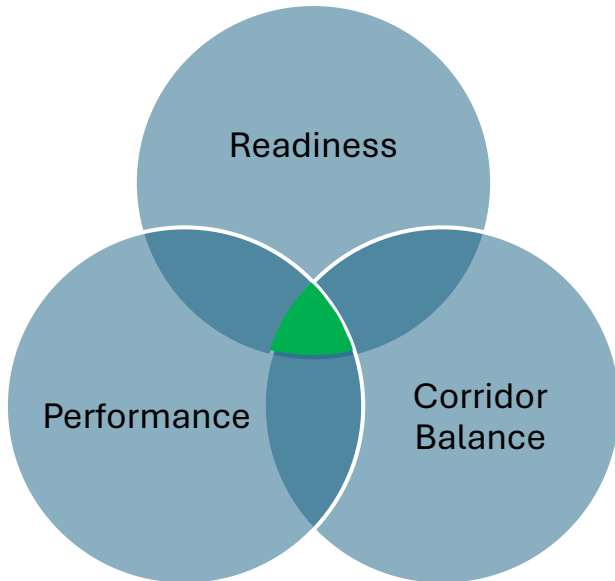
Completing the Authorized Network of Express Lanes

- 550-mile express lanes network
 - Santa Clara VTA
 - Alameda CTC
 - MTC/BAIFA
 - San Mateo County Exp Lanes JPA
- Continue to build out the network as envisioned by Plan Bay Area
- Increase collaboration and regional consistency



2020 RM3 Express Lanes Approach

- \$300M Available for express lanes in Regional Measure 3 (RM3)
 - Eligible projects include express lanes and supporting operational strategies
- Deliver seamless system to Bay Area commuters
- Meet commitments by making regional funds available when needed
- RM3 funds returned to Reserve if projects fail to secure funding or meet other requirements to start construction
 - RM3 to leverage SB1 funding opportunities and fund ready, high performing projects in each of 3 major express lane corridors.



Initial Programming for RM3 Express Lanes

MTC Resolution No. 4411 - May 2020

	Corridor (County)	Project	SB1 ⁽¹⁾ Req. Amount		RM3 Amount
1	I-80 (Solano Co.)	Express Lanes from Red Top to I-505	\$123M		\$85M
2	I-680 (Alameda Co.)	Express Lanes from Alcosta Blvd. to SR-84, Southbound			\$80M
3	US-101 (San Mateo Co.)	Express Lanes from I-380 to Santa Clara County	\$200M		\$75M
3	US-101 (Santa Clara Co.)	Express Lanes, Phase 5 from SR-237 to I-880	\$72M		
		<i>Reserve⁽²⁾</i>			<i>\$60M</i>
		Total			\$300M

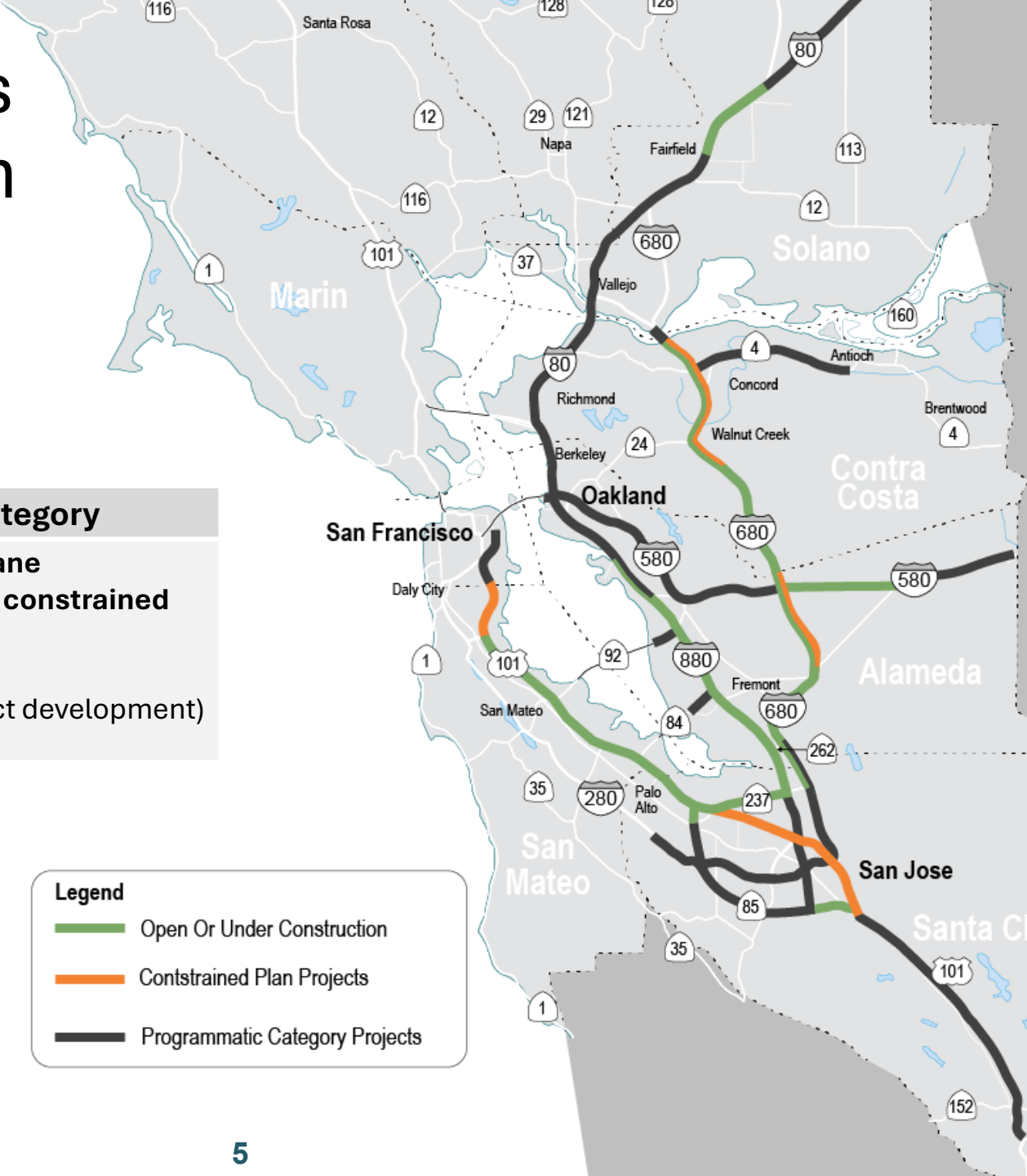
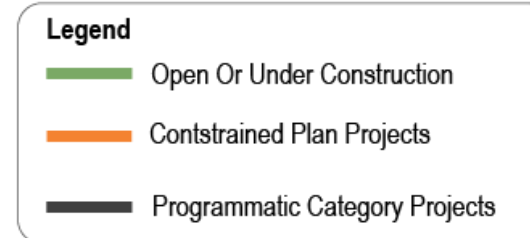
⁽¹⁾ SB1 Solutions for Congested Corridors and Trade Corridor Enhancement Programs

⁽²⁾ The Commission prioritized a portion of reserve for I-680 in Contra Costa Co.

2026: Regional Express Lanes Network as Envisioned by Plan Bay Area 2050+

Constrained Plan Category	Programmatic Category
Includes projects on: • US-101 (San Mateo and Santa Clara) • I-680 (Alameda and Contra Costa) • SR-101 (Santa Clara) • Approx 90 Miles ~ \$2B	Includes all other express lane projects not included in the constrained list. • Approx 400 Miles ~ \$4B* • Allows for continued project development)

* Year of Expenditure; developed for PBA50+ Final Blueprint; excludes VMT mitigation costs



Summary of Projects as Envisioned by Plan Bay Area 2050+

Project	County	Type	Directional Miles	Year of Expenditure Cost * (Millions)	Estimated Start of Construction
SR-85: Between SR-87 and US 101 ("Phase 4")	Santa Clara	HOV-Lane Conversion	12.5	\$68	Started in 2025
I-680 (NB): Between Livorna Rd and Arthur Rd	Contra Costa	New Lane and HOV-Lane Conversion	13.1	\$387	2026
US-101: Between SR-237 and South of I-880 ("Phase 5")	Santa Clara	Dual Lane: New Lane plus HOV-Lane Conversion	15.2	\$254	2026
US-101: Between I-380 and the San Francisco County Line	San Mateo	New Lane	13.8	\$460	2027
US-101: Between I-880 and SR-85 ("Phase 6")	Santa Clara	Dual Lane: New Lane plus HOV-Lane Conversion	23.8	\$372	2027
I-680 (NB): Between SR-84 and Alcosta Blvd	Alameda	New Lane	9	\$230	2028

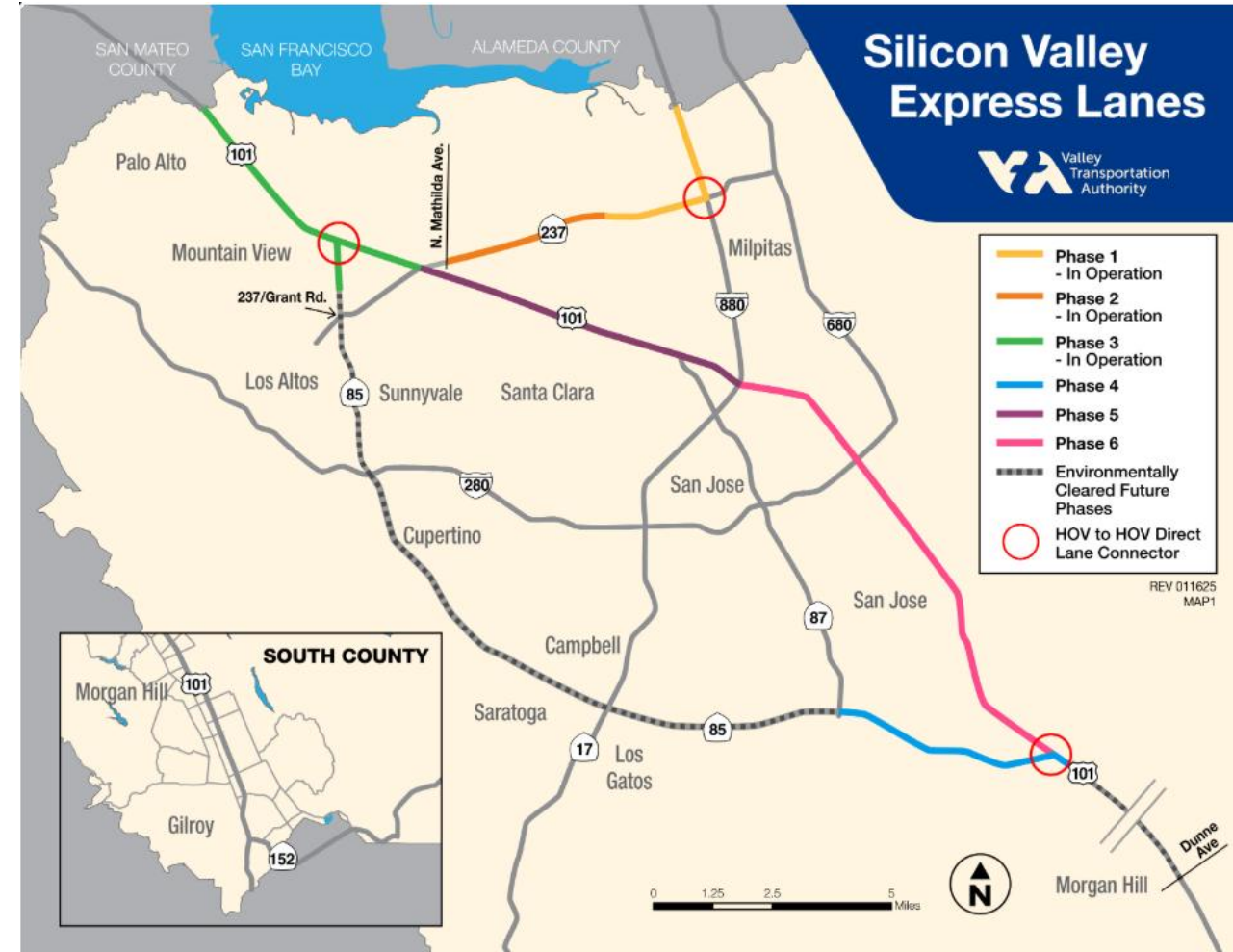
* Year of Expenditure; developed for PBA50+ Final Blueprint; excludes VMT mitigation costs

Proposed Projects for RM3 Express Lanes – Program Reserve

(A) I-680 (NB): Between Livorna Rd and Arthur Rd



(B) US-101: Between SR-237 and South of I-880 (“Phase 5”)



Summary of Project Funding

Project	Cost Estimate*	Other Funding Sources	Proposed Amount for RM3 Programming (Today's Action)	BAIFA Funding	Projected Remaining Need
(A) CCTA: I-680 (NB) - Between Livorna Rd and Arthur Rd	\$238M	\$163M*	\$50M	\$25M**	\$11M***
(B) VTA: US-101 - Between SR-237 and South of I-880 ("Phase 5")	\$300M	\$50M	\$10M	N/A	\$240M

* Costs include design and construction support costs

** Staff will recommend BAIFA's adopted Express Lane 10-Year Financial Plan be revised to reflect current project needs

*** To be funded by CCTA

- VTA preparing plan of finance for remaining need
- Partial allocation of funds proposed for April 2026

RM3 Distribution Principles and Conditions

Principles

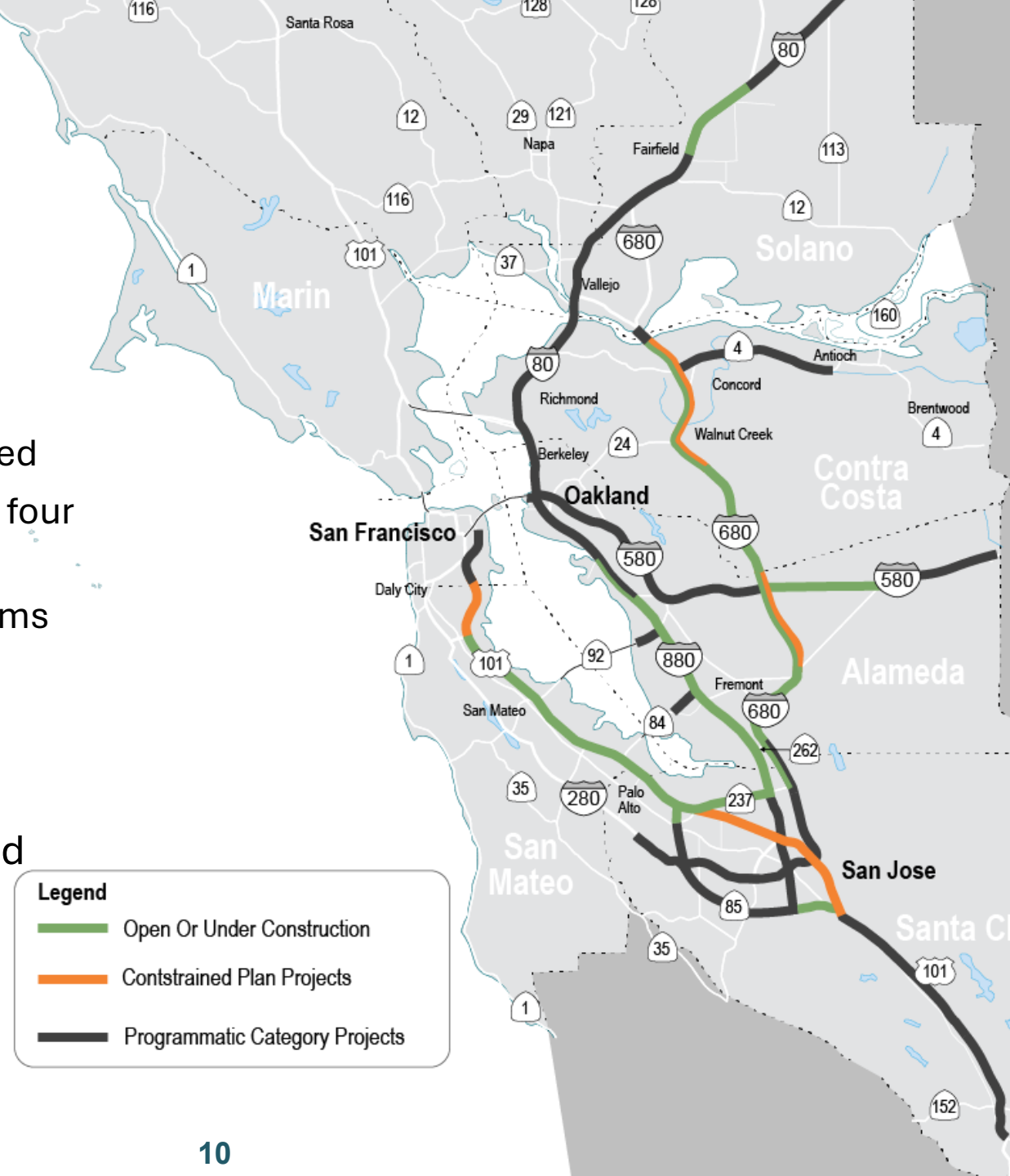
- Leverage state and federal funding and improve financial efficiency
- Completed environmental review, sufficient design to determine benefit-cost ratio
- Follow regionally consistent toll policies
- Consistency with Plan Bay Area and regional policies

Conditions

- Failure for either project to secure full funding by end of calendar year 2028 will result in that project's programmed RM3 funds to return to RM3 program reserve
- I-680 (NB): CCTA to contribute \$11M to complete funding plan and to fund project Vehicle Miles Traveled mitigation

What's Next for Regional Express Lanes Network?

- Traditional funding sources fall far short
 - \$2B - \$6B needed for express lane projects
 - \$300M RM3 Express Lanes Program fully programmed
 - Bay Area has received \$400M for express lanes over four SB1 cycles
 - CTC deprioritizing capacity expansion in SB1 programs
 - Federal discretionary funding is uncertain
 - Limited capacity for more express lanes in existing county sales tax measures
- Alameda, Santa Clara and San Mateo have financed new express lanes as one-off corridors
- Can we collectively harness the power of the Network/Region under existing governance?



Request for Approval

- Program Remaining \$60M of the Express Lanes Program Reserve
 - \$50M to I-680 (NB) Express Lanes, Between Livorna Rd and Arthur Rd
 - \$10M to US-101 Express Lanes, Between SR-237 and South of I-880 (“Phase 5”)
- Allocation to CCTA
 - \$33.9M of \$50M to I-680(NB) Express Lanes (Next Item)