

From: VTA Board Secretary

Sent: Thursday, April 24, 2025 1:26 PM

To: VTA Board of Directors

Subject: VTA Information: Joint Letter from C/CAG, SamTrans and San Mateo Transportation Authority
re: SB 63

Board of Directors:

Please find attached a joint letter from C/CAG, SamTrans, and San Mateo Transportation Authority.

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**





April 21, 2025

The Honorable Dave Cortese
Chair, Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

The Honorable Jerry McNerney
Senate Revenue and Taxation Committee
State Capitol, Room 410
Sacramento, CA 95814

RE: SB 63 (Wiener and Arreguin) Regional Transportation Funding

Dear Chairs Cortese and McNerney:

San Mateo County is committed to maintaining a strong regional public transit network in the Bay Area. We thank the authors for their thoughtful and inclusive approach to developing SB 63. Leaders of the San Mateo County Transit District (SamTrans), the San Mateo County Transportation Authority (SMCTA), and the City/County Association of Governments of San Mateo County (C/CAG) are in regular discussions together with County leaders. Our joint goal is to determine the best approach for San Mateo County to provide additional operating assistance for Caltrain and BART, while protecting the renewal of a current County transportation sales tax (Measure A) in 2028.

We appreciate the proactive engagement of the bill authors who provided a path for San Mateo County to “opt in” to the Regional Measure. However, before San Mateo County can seriously consider opting into the Regional Measure, several provisions within SB 63 warrant further discussion. We look forward to collaborating with the bill authors and the legislature to develop specific amendment language related to the following ideas:

- **The Transportation Authorities of the included counties should govern the Transportation Revenue Measure District (TRMD).** Existing local sales tax authorities in each county covered by SB 63 already distribute transportation sales taxes. The most efficient and fiscally-responsible pathway for administering a new sales tax is to leverage existing agencies, not create a new one. The existing transportation authorities could function jointly as one new district, or individually but in coordination. Voters are more likely to trust their local elected officials to administer new taxes, which will help build support for the measure.
- **Timing Limitations:** The TRMD must be permitted to go to the ballot only once, in 2026, and the TRMD must sunset when the tax expires.

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

- **Percentage funding:** SB 63 or its authorized tax measure should designate a percentage share of revenues to fund each operator, not specific dollar amounts. The percentages should reflect agreed-upon levels of support based on current projected tax revenue.
- **Remove MTC's Transit Transformation category from the regional measure.** SB 63 must authorize an emergency self-help tax measure to save critical rail and bus service for passengers, not to fund enhancements. Allocating 10% of tax revenues for MTC's Transit Transformation efforts would divert tens of millions of dollars away from basic needs of the region's transit systems. MTC's Transit Transformation is a worthwhile program that should be funded by state funds or a different mechanism (such as with funds from all nine bay area counties – not just those participating in the SB 63 tax), but it does not address the region's transit funding emergency.
- **Return to source requirement:** SB 63 should specify that excess funds – beyond the agreed-upon contributions towards specific agencies' operating deficits – must be returned to the counties where they are generated. Additionally, if an operator receiving regional support under SB 63 no longer faces an unmanageable fiscal crisis, tax dollars should be redirected to the contributing counties.

Accountability is a top priority for San Mateo County leaders and likely voters:

- Funds should be withheld from transit operators that fail to comply with reporting, cost savings, and financial stability measures.
- The county transportation authorities should work together, in consultation with operators, to develop accountability metrics, key milestones and benchmarks, enforcement, and reporting requirements to the state legislature.
- Operators must specify exactly how they will spend new SB 63 tax dollars within each county and publish their plans for financial recovery and long-term sustainability, including cost savings, ridership growth and non-tax revenue generation.
- Each participating county should be treated equitably relative to all elements of the funded regional transit systems' station maintenance, service enhancements or cuts.
- The State of California convened a Transit Transformation Taskforce. The Taskforce's findings and recommendations should be considered in developing and finalizing accountability measures.

We look forward to discussing amendments to SB 63 with you. If you have any questions please contact Jessica Epstein, SamTrans and SMCTA Government and Community Affairs Director, at epsteinj@samtrans.com and Sean Charpentier, C/CAG Executive Director, at scharpentier@smcgov.org.

Sincerely,



Jeff Gee

Chair, San Mateo County Transit District Board of Directors

Chairs Cortese and McNerney

April 21, 2025

Page 2 of 3



Carlos Romero

Chair, San Mateo County Transportation Authority Board of Directors



Adam Rak

Chair, City/County Association of Governments San Mateo County

Cc: San Mateo County Transit District Board of Directors

San Mateo County Transportation Authority Board of Directors

City/County Association of Governments San Mateo County Board of Directors

Peninsula Corridor Joint Powers Board (PCJPB) Board of Directors

Santa Clara Valley Transportation Authority and San Francisco Board of Supervisors (as member agencies of the PCJPB)

Senator Scott Wiener

Senator Jesse Arreguín

Assemblymember Catherine Stefani

David Canepa, Commissioner, Metropolitan Transportation Commission

Gina Papan, Commissioner, Metropolitan Transportation Commission

Legislative Delegations of the San Mateo County Transit District, San Mateo County Transportation Authority, City/County Association of Governments and Peninsula Corridor Joint Powers Board

From: VTA Board Secretary

Sent: Friday, April 25, 2025 10:28 AM

To: VTA Board of Directors

Subject: VTA Information: Express Lanes Operations Reports FY2021-2024

Board of Directors:

A request was made at the April 3, 2025 Board of Directors Meeting for additional information on the Express Lanes Operations Reports for FYs 2021 through 2024.

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**





APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED

Santa Clara Valley Transportation Authority

Board of Directors

Elaine F. Baltao, Board Secretary

BY:

DATE:

Date: September 16, 2022

Current Meeting: October 6, 2022

Board Meeting: October 6, 2022

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Engineering & Prog Delivery Officer, Casey Emoto

SUBJECT: FY 2022 Silicon Valley Express Lanes Operations Report

FOR INFORMATION ONLY**EXECUTIVE SUMMARY:**

- This is the Fiscal Year 2022 (FY 2022) Silicon Valley Express Lanes Operations Report covering the period of July 2021 through June 2022
- The report highlights operational performance metrics with a focus on express lanes toll operations and estimated revenue.
- For FY 2022, the SR 237 Express Lanes served a total of about 3.55 million vehicles while the US 101/SR 85 Express Lanes, which opened in February 2022 served a total of about 3.1 million vehicles.
- For FY 2022, the SR 237 Express Lanes had a net positive revenue of about \$1.6 million and the US 101/SR 85 Express Lanes a net positive revenue of about \$2 million. It is important to note that these are preliminary unaudited revenues for the period and audited numbers may vary.
- This report includes observations on the SR 237 Express Lanes and the recently opened US 101/SR 85 Express Lanes Phase 3.

STRATEGIC PLAN/GOALS:

The Silicon Valley Express Lanes Program (Program) aligns with VTA's Business Line 3 - Transportation Systems Management, in providing support to its member agencies in transportation systems management, funding, integration, and innovation.

This Program covers the Santa Clara County express lanes network that has been built to date and is owned and operated by VTA, consistent with core values in the VTA Strategic Plan.

These core values and program benefits include:

- Quality - providing commuters a mobility option and reliable trip through the corridor and
- Sustainability - source of revenue stream to sustainably maintain the infrastructure system.

BACKGROUND:

At its December 2008 meeting, the VTA Board approved the Program. The purpose of the Program is to provide congestion relief through the implementation of a roadway pricing system that allows for the use of unused capacity in carpool lanes. This is accomplished by allowing solo commuters to use the available capacity in the carpool lanes for a fee. The fee changes dynamically in response to existing congestion levels and the available capacity in the lanes. The result of these changes is the implementation of express lanes from what formerly were carpool lanes.

Specifically, the primary objectives of the Program are to:

1. Provide congestion relief through more effective use of existing roadways;
2. Provide commuters with a new mobility option; and
3. Provide a new funding source for transportation improvements including public transit.

DISCUSSION:

The Program consists of two corridors to date: SR 237 and US 101/SR 85, both legislatively approved and having been implemented in phases. The first phase of Program implementation was the SR 237 Express Lanes that went into operation in March 2012. The initial project (Phase 1) converted the SR 237/I-880 direct carpool connector lanes to express lanes operations as well as sections of existing carpool lanes on SR 237 with project limits on I-880 stretching to Dixon Landing Road. The hours of operations were Monday to Friday during the peak periods.

On November 15, 2019, the SR 237 Express Lanes Phase 2 project opened for tolling, extending the SR 237 Express Lanes westward towards US 101 from North First Street in San Jose to Mathilda Avenue in Sunnyvale by converting the remaining High Occupancy Vehicle (HOV) lanes on SR 237. This expansion of the SR 237 Express Lanes included business rules consistent with other Bay Area express lanes, including a FasTrak® transponder requirement, video enforcement, and expanded hours of operations from 5am to 8pm. The SR 237 Express Lanes also was the first Bay Area express lanes operation to toll single-occupant Clean Air Vehicles (CAVs) with the toll rate as 50 percent of the displayed toll rate. Both these projects won awards from various organizations including the California Transportation Foundation as Project of the Year.

On February 11, 2022, the US 101/SR 85 Express Lanes (Phase 3) opened to tolling by

converting the US 101 carpool lanes to express lanes operations between the Santa Clara/San Mateo County line in Palo Alto to near SR 237 in Sunnyvale. This segment includes the first dual lanes express lanes in Santa Clara County. The project also converted the US 101/SR 85 direct carpool connectors to express lanes, and a short segment on SR 85 from US 101 to SR 237/Grant Road in Mountain View. The Phase 3 project seamlessly connects with US 101 San Mateo County Express Lanes. Both agencies collaborated to open the facilities to tolling on the same day.

Attached is the FY 2022 Silicon Valley Express Program Operations report that highlights operational performance metrics including estimated revenues.

Operations

SR 237

A key significant change in operations is the increased traffic volumes by about 25% starting in March 2022 in comparison to previous months. Total traffic volumes for SR 237 are at about 85% of pre-pandemic levels (February 2020); traffic volumes in the general-purpose (GP) lanes are at about 90% compared to pre-pandemic levels. However, the express lanes traffic volumes are not as congested, at about 60% of pre-pandemic levels.

During FY 2022, the SR 237 Express Lanes served a total of about 3.55 million vehicles, including 2.35 million (about 66% of the total) tolled vehicles and 1.2 million (about 34%) non-tolled /HOV 3+ vehicles. For the tolled vehicles, 25% were single occupant vehicles (SOVs), nine percent HOV 2, one percent CAV, and the remaining 32% being tolled customers through automatic license plate recognition (ALPR) cameras. Of these 32%, 22% were FasTrak account holders without transponders while 10% were violators (not registered FasTrak customers). Most of the trips traversed through the entire corridor. About 60% of the total westbound trips were destined to US 101/Mathilda Avenue; and about 60% of the total eastbound trip were destined towards I-880.

US 101

The US 101 /SR 85 Express Lanes Phase 3 opened to tolling on February 11, 2022.

During FY 2022 (February 11, 2022 to June 30, 2022), the US 101/SR 85 Express Lanes served a total of about 3.1 million vehicles, including 2.3 million (about 75% of the total) tolled vehicles and 0.8 million (about 25%) non-tolled/(HOV 3+) vehicles. The tolled vehicles were 28% SOV, 10% HOV 2, two percent CAV, and the remaining 35% tolled vehicles were captured by the ALPR cameras. Like the SR 237 Express Lanes, the majority (25%) of the vehicles captured by camera were FasTrak account holders, while the remaining (10%) were violators without a FasTrak account.

Most of the trips traversed through the entire corridor. About 65% of the total northbound trips drove the whole corridor towards Oregon Expressway/Embarcadero Road; with a combined 35%

exiting at Amphitheatre and San Antonio Road. Similarly, about 65% of the total southbound trips were destined towards SR 237. Of the remaining trips, about 20% were bound for SR 85, and 15% being intermediate trips.

Enforcement

During FY 2022, the California Highway Patrol (CHP) issued a total of 35 citations. CHP enforcement hours for FY 2022 totaled approximately 31 hours. Enforcement by CHP decreased due to the COVID-19 pandemic. Lack of staff resources is an on-going issue.

Toll Revenues

SR 237

The SR 237 Express Lanes average toll rate for FY 2022 was \$1.80 in the eastbound direction, and \$1.70 in the westbound direction. The maximum toll rate during the peak period in the eastbound direction (from Mathilda Avenue to I-880) was about \$5.00, while in the westbound direction (from southbound I-880 to US 101/Mathilda Avenue) it was about \$4.50. For the first three quarters of FY 2022, both traffic volumes and toll revenues remained consistent, however beginning March, both express lanes utilization and toll revenues increased by about 25%. The total toll revenues including violation and investment earnings were about \$4.6 million. The total expenses including operational costs and loan repayment were about \$3 million resulting in a net positive revenue of about \$1.6 million. These are the preliminary unaudited financial numbers for the period through June 30, 2022. Final audited numbers may vary.

US 101

The US 101 EL average toll rate for FY 2022 was \$1.90 in the southbound direction and \$1.80 in the northbound direction. The maximum toll rate for the southbound direction was \$3.50 from Oregon Expressway to SR 85/SR 237, while the northbound direction rate was \$3.00 from northbound US 101 to Oregon Expressway. The total toll revenues including violation were about \$3.1 million. The total expenses including operational costs were about \$1.1 million resulting in a net positive revenue of about \$2 million. These are the preliminary unaudited financial numbers for the period through June 30, 2022. Final audited numbers may vary.

CLIMATE IMPACT:

Express lanes generally improve the efficiency of the system by improving operations as a congestion relief management tool and by moving more people within a shorter period. The Program promotes increased person throughput by providing toll free travel for eligible carpoolers and promoting increased vehicular occupancy. Express lanes also feature reduced toll rates for increased vehicular occupancy and low emission vehicles. The toll revenues from the Program are also planned to be reinvested to support transit operations amongst other corridor improvements. The Program would have a neutral or net positive climate impact.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committees received this item with no comments as part of the consent items at the meeting held on September 7, 2022.

The Policy Advisory Committees received this item as part of the regular agenda at the meeting held on September 8, 2022. The staff presented the FY 2022 operational report along with an overview of the Silicon Valley Express Lanes Program. The Committee asked several clarifying questions including topics related to equity, toll rates, enforcement, occupancy verification and finance. The Committee appreciated the staff work on the report and the added briefing on the Silicon Valley Express Lanes Program.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning Committee received this item on September 15, 2022. As part of the FY 2022 operational report update, staff also provided an overview of Silicon Valley Express Lanes Program and the different functions of express lanes operations. The Committee members had several questions related to express lanes on operations and policies including enforcement, occupancy and toll violation, sunset of clean air vehicle eligibility as carpool, toll discounts, addressing express lanes users without transponder, and lane access configuration. The Committee commended staff for a comprehensive annual report.

Prepared By: Arshad Syed - Sr Transportation Engineer
Memo No. 8259

SILICON VALLEY EXPRESS LANES

Operations Report

FY 2022 Annual Report

(July 2021 – June 2022)



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Silicon Valley Express Lanes

Fiscal Year 2022 (July 2021 – June 2022)

Background

The Silicon Valley Express Lanes (SVEL) Program (referred to as Program) has been under development since 2003 when the Santa Clara Valley Transportation Authority (VTA) Board of Directors' Ad Hoc Financial Stability Committee requested a presentation from staff on High Occupancy Toll (HOT) Lanes and their potential benefits and opportunities in Santa Clara County. At its December 11, 2008, meeting, the Santa Clara Valley Transportation Authority (VTA) Board of Directors approved the Program. The primary objectives of the Program are:

- Provide congestion relief through more effective use of existing roadways;
- Provide commuters with a new mobility option; and
- Provide a new funding source for transportation improvements including public transit.

The Program consists of two express lanes (EL) corridors within Santa Clara County: the SR 237 Express Lanes between I-880 and SR 85 and the US 101/SR 85 Express Lanes. The SR 237/I-880 Express Connectors project was the first phase of the SR 237 Express Lanes corridor that converted the high occupancy vehicle (HOV) lane connector ramps at the SR 237/I-880 interchange to express lanes operations. The SR 237/I-880 Express Connectors project opened to tolling operations on March 20, 2012. The second phase, SR 237 Express Lanes Phase 2, extended EL westward towards US 101 by converting the remaining HOV lanes to EL, between North First Street in San Jose to Mathilda Avenue in Sunnyvale. Figure 1 shows a map of SR 237 Express Lanes (Phases 1&2). The Phase 2 project opened to tolling on November 15, 2019, with new operating rules consistent with regional bay area EL.

All vehicles using the EL are required to carry a valid FasTrak Flex transponder, and vehicles without a valid transponder is issued a toll violation using the automated Violation Enforcement System (VES) that captures the license plate. Clean Air Vehicles (CAV) using a special FasTrak CAV transponder and HOV 2 vehicles with transponder switch set to position 2 receive a 50% discount. Vehicles with three or more persons with transponder switch set to position 3 can travel toll-free.

On February 11, 2022, the US 101/SR 85 Express Lanes (Phase 3) opened to tolling by converting the US 101 carpool lanes to express lanes operations between the Santa Clara/San Mateo County line in Palo Alto to near SR 237 in Sunnyvale. This segment includes the first dual lanes express lanes in Santa Clara County. The project also converted the US 101/SR 85 direct carpool connectors to express lanes, and a short segment on SR 85 from US 101 to SR 237/Grant Road in Mountain View. The Phase 3 project seamlessly connects with US 101 San

Mateo County Express Lanes. Both agencies collaborated to open the facilities to tolling on the same day. Figure 2 shows a map of US 101/ SR 85 Express Lanes (Phase 3).

Figure 1: SR 237 Express Lanes Map

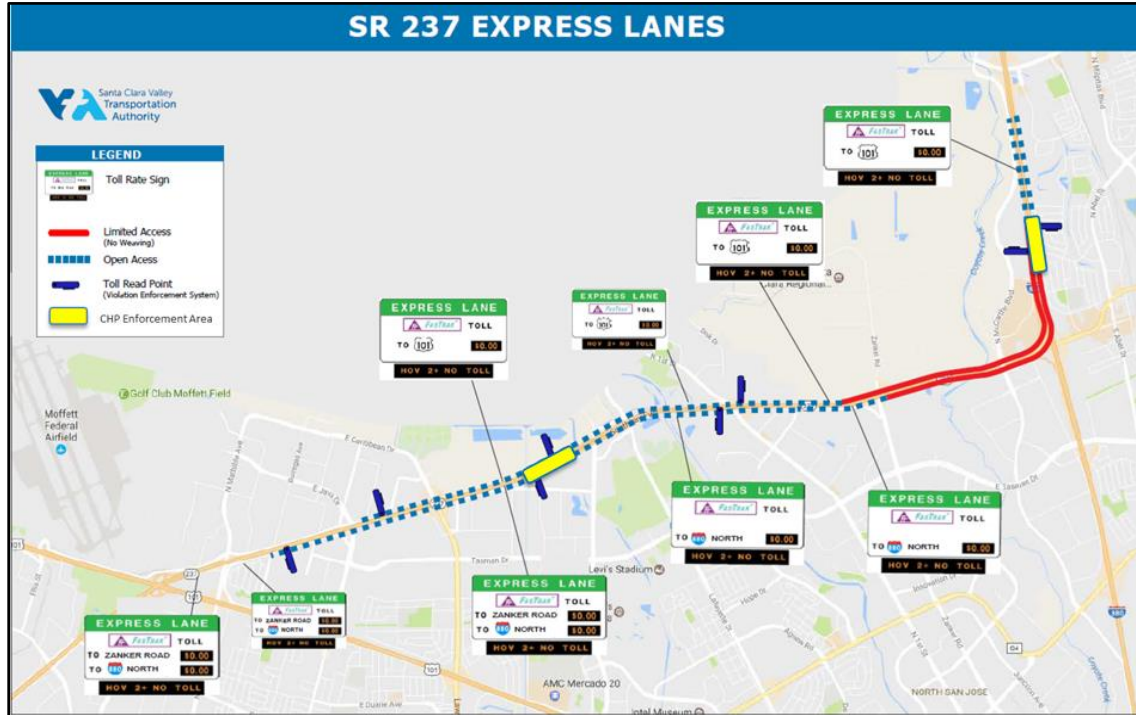
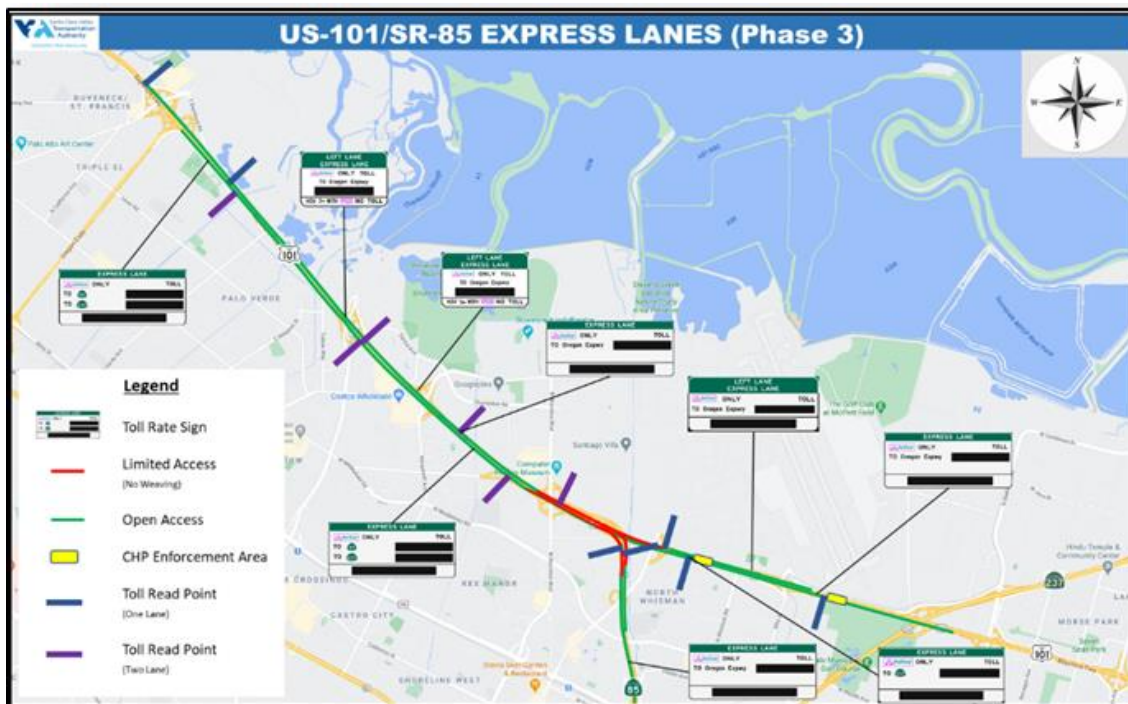


Figure 2: US 101/SR 85 Express Lanes Map



SVEL uses dynamic toll pricing based on level of congestion in the lanes. Vehicles using the lanes are tolled based on their FasTrak transponder setting and the toll rates displayed on the overhead toll message sign at the time a vehicle entered the EL. If the toll rates change while the vehicle is in the lane, the user still pays the toll displayed at the time vehicle entered the lane.

Traffic Operations Summary

SR 237

Beginning March 2022, traffic volumes in the SR 237 corridor have increased. Total traffic volumes for SR 237 are at about 85% of pre-pandemic levels (February 2020); traffic volumes in the general-purpose (GP) lanes are at about 90% compared to pre-pandemic levels. However, the express lanes traffic volumes are not as congested, at about 60% of pre-pandemic levels. During the Fiscal Year (FY) 2022 between July 2021 and June 2022, SR 237 Express Lanes served a total of about 3.55 million vehicles, including 2.35 million (about 66%) tolled vehicles and 1.2 million (about 34%) non-tolled /HOV 3+ vehicles. Of the 66% of tolled vehicles, 25% comprise of single occupancy vehicle (SOV), 9% HOV 2, one percent CAV, and the remaining 32% are tolled using the automatic license plate recognition (ALPR) cameras. Furthermore, 22% of the 32% vehicles tolled using the license plates are FasTrak account holders, while the remaining (10%) are vehicles without a FasTrak account. About 60% of the total westbound trips are going towards the US 101/Mathilda Avenue, and about 60% of the total eastbound trips are going towards North I-880.

US 101

US 101 /SR 85 Express Lanes Phase 3 opened to tolling on February 11, 2022. During the FY 2022 (between February 11, 2022 and June 30, 2022), US 101/SR 85 Express Lanes served a total of about 3.1 million vehicles, including 2.3 million (about 75%) tolled vehicles and 0.8 million (about 25%) non-tolled/(HOV 3+) vehicles. The tolled vehicles comprise of 28% SOV, 10% HOV 2, two percent CAV, and the remaining 35% tolled vehicles were processed using the ALPR cameras. Furthermore, it is observed that the majority (25%) of the vehicles tolled using the license plates are FasTrak account holders, while the remaining (10%) are vehicles without a FasTrak account.

About 65% of the total northbound trips utilize the whole corridor to Oregon Expressway /Embarcadero Road, and a combined 35% exit at Amphitheatre and San Antonio Road. Similarly, about 65% of the total southbound trips are travel to SR 237, about 20% to SR 85, and the remaining 15% are intermediate trips.

Clean Air Vehicles

The clean Air Vehicle (CAV) program is for qualifying vehicles that meet specified emissions standards set by the Department of Motor Vehicles (DMV) in partnership with the California Air Resources Board (CARB). Each year, the California DMV issues a new CAV decal color. The decal expires on January 1st of the fourth year of issuance. As of January 1, 2022, the red decal expired, and currently there are four other decal colors in use, yellow, purple, orange, and blue. During the FY 2022, there were about 40,000 (1%) tolled CAVs on SR 237 EL, and about 53,000 (2%) tolled CAVs on US 101/SR 85 EL.

Incidents /Traffic collision

Traffic incidents have an impact on the EL operations including disrupting tolling operations.

SR 237

During FY 2022, there were approximately 151 reported traffic incidents along the SR 237 EL corridor while disrupting the tolling operations 17 times.

US 101

During FY 2022, there were approximately 150 reported traffic incidents along the US 101 EL corridor and the express lanes operations were disrupted 37 times.

Toll Revenue

SR 237

The SR 237 EL average toll rate for FY 2022 was \$1.80 in the eastbound direction, and \$1.70 in the westbound direction. The maximum toll rate during the peak period in the eastbound direction (from Mathilda Avenue to I-880) was about \$5.00, while in the westbound direction (from southbound I-880 to US 101/Mathilda Avenue) was about \$4.50. The total estimated toll revenues for FY 2022 were approximately \$3 million.

US 101

The US 101 EL average toll rate for FY 2022 was \$1.90 in the southbound direction and \$1.80 in the northbound direction. The maximum toll rate for the southbound direction was \$3.50 from Oregon Expressway to SR-85/SR-237, while the northbound direction rate was \$3.00 from northbound US 101 to Oregon Expressway. The estimated toll revenues for the FY 2022 were approximately \$3.8 million.

Operational Data

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Table 1: FY 2022 - SVEL Traffic Volumes & Estimated Revenue

Reporting Period	Corridor	Express Lanes Traffic Volumes				Estimated Revenue
		Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	% Tolled Vehicles	
FY 2022 July 1 - June 30	SR 237	3,552,900	1,194,800	2,358,100	66%	\$3,057,500
FY 2022 Feb 11 - June 30	US 101	3,122,200	790,400	2,331,700	75%	\$3,800,100
TOTAL		6,675,100	1,985,200	4,689,800	70%	\$6,857,600

Table 2: FY 2022 - SVEL Traffic Volumes & Estimated Revenue by Quarter

Reporting Period	Express Lanes Traffic Volumes				Estimated Revenue
	Total Vehicles	Non-Tolled Vehicles	Tolled Vehicles	% Tolled Vehicles	
SR 237					
Q 1	809,600	244,000	565,700	70%	\$624,700
Q 2	879,800	284,100	595,700	68%	\$702,800
Q 3	832,900	291,400	541,500	65%	\$757,500
Q 4	1,030,600	375,300	655,200	64%	\$972,500
Sub-Total	3,552,900	1,194,800	2,358,100	66%	\$3,057,500
US 101/SR85					
Q 1	-	-	-	-	-
Q 2	-	-	-	-	-
Q 3	1,019,300	229,200	790,100	78%	\$1,296,100
Q 4	2,102,900	561,200	1,541,600	73%	\$2,504,000
Sub-Total	3,122,200	790,400	2,331,700	75%	\$3,800,100
TOTAL	6,675,100	1,985,200	4,689,800	70%	\$6,857,600

*Note: US 101 / SR 85 began tolling on February 11, 2022

Table 3: FY 2022 - SVEL Traffic Volumes & Estimated Revenue by Month

Month	Express Lanes Traffic Volumes				Estimated Revenue
	Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	% Tolled Vehicles	
SR 237					
July	258,100	75,800	182,400	71%	\$201,300
August	267,400	80,700	186,700	70%	\$199,600
September	284,100	87,500	196,600	69%	\$223,800
October	295,400	93,000	202,400	69%	\$238,200
November	296,700	96,200	200,500	68%	\$231,800
December	287,700	94,900	192,800	67%	\$232,800
January	222,600	78,400	144,200	65%	\$181,000
February	261,700	91,900	169,800	65%	\$233,200
March	348,600	121,100	227,500	65%	\$343,300
April	326,900	116,800	210,000	64%	\$295,500
May	338,400	125,300	213,100	63%	\$331,000
June	365,300	133,200	232,100	64%	\$346,000
Sub-Total	3,552,900	1,194,800	2,358,100	66%	\$3,057,500
US 101/SR85					
February*	328,500	67,200	261,300	80%	\$429,500
March	690,800	162,000	528,800	77%	\$866,600
April	666,200	168,300	497,900	75%	\$824,300
May	690,300	187,400	502,800	73%	\$807,400
June	746,400	205,500	540,900	72%	\$872,300
Sub-Total	3,122,200	790,400	2,331,700	75%	\$3,800,100
TOTAL	6,675,100	1,985,200	4,689,800	70%	\$6,857,600

*Note: US 101 / SR 85 began tolling on February 11, 2022

Table 4: FY 2022 - SVEL Tolled Vehicles by Month

Month	Express Lanes Tolled Vehicles				Total
	SOV	CAV	HOV 2	License Plate*	
SR 237					
July	74,700	2,400	25,400	79,900	182,400
August	77,200	2,700	26,400	80,400	186,700
September	80,200	3,000	29,200	84,200	196,600
October	83,100	3,200	30,500	85,600	202,400
November	80,600	3,100	29,500	87,300	200,500
December	73,800	2,800	27,400	88,900	192,900
January	56,800	2,200	21,400	63,800	144,200
February	69,400	2,500	25,200	72,600	169,700
March	92,200	4,000	31,700	99,500	227,400
April	86,300	4,300	28,300	91,100	210,000
May	91,600	5,000	30,200	86,200	213,000
June	92,600	5,000	31,900	102,500	232,000
Sub-Total	958,700	40,100	337,300	1,022,000	2,358,100
US 101/SR 85					
February**	83,800	3,600	30,000	143,900	261,300
March	191,000	11,500	66,800	259,500	528,800
April	187,300	11,800	64,400	234,400	497,900
May	199,000	13,200	69,600	221,000	502,800
June	201,700	12,900	70,100	256,200	540,900
Sub-Total	862,800	53,000	300,900	1,115,000	2,331,700
TOTAL	1,821,500	93,100	638,200	2,137,000	4,689,800

*Note: Final reconciled count may vary based on ongoing settlements being processed

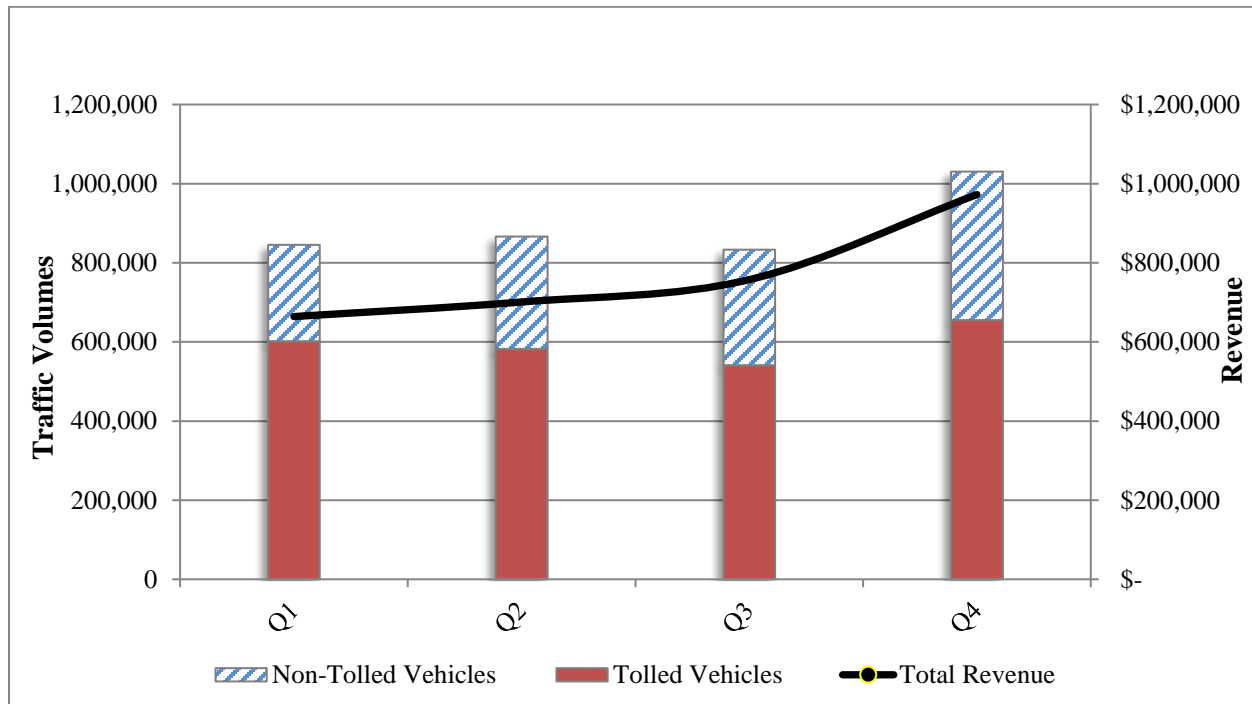
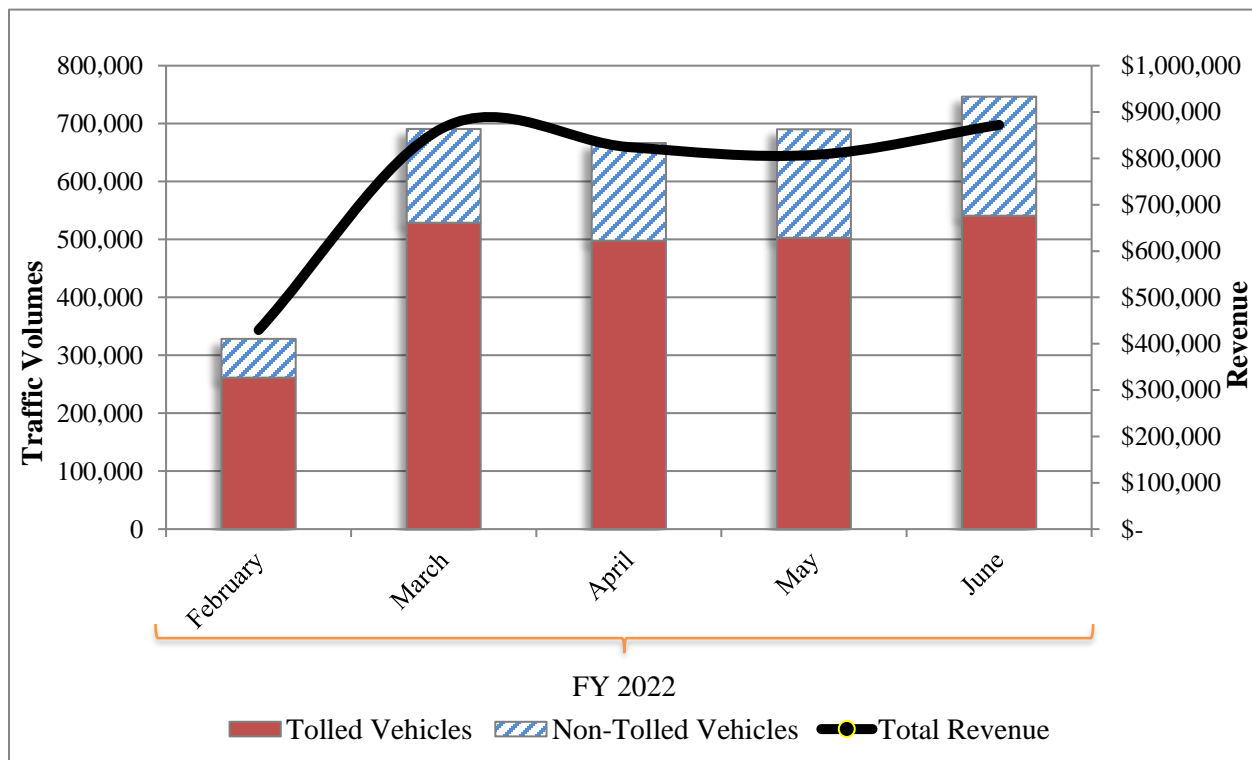
**Note: US 101 / SR 85 began tolling on February 11, 2022

Table 5: FY 2022 - SVEL Estimated Toll Revenue by Month

Month	Express Lanes Tolled Vehicles				Total
	SOV	CAV	HOV 2	License Plate*	
SR 237					
July	\$92,100	\$1,600	\$15,600	\$92,000	\$201,300
August	\$91,900	\$1,800	\$15,900	\$90,000	\$199,600
September	\$102,000	\$2,200	\$19,200	\$100,400	\$223,800
October	\$109,000	\$2,400	\$20,400	\$106,400	\$238,200
November	\$103,200	\$1,500	\$22,000	\$105,100	\$231,800
December	\$105,000	\$2,700	\$25,100	\$100,000	\$232,800
January	\$80,100	\$1,800	\$15,400	\$83,700	\$181,000
February	\$108,400	\$2,300	\$20,100	\$102,400	\$233,200
March	\$158,900	\$4,000	\$27,700	\$152,700	\$343,200
April	\$126,800	\$4,400	\$23,800	\$140,500	\$295,500
May	\$163,200	\$5,400	\$26,900	\$135,500	\$331,000
June	\$158,300	\$5,200	\$27,000	\$155,500	\$346,000
Sub-Total	\$1,398,900	\$35,300	\$259,100	\$1,364,200	\$3,057,500
US 101/SR 85					
February**	\$149,000	\$3,400	\$27,300	\$249,800	\$429,500
March	\$342,900	\$11,000	\$60,900	\$451,800	\$866,600
April	\$340,500	\$11,400	\$59,500	\$413,000	\$824,400
May	\$357,300	\$12,500	\$63,300	\$374,200	\$807,300
June	\$361,800	\$12,200	\$64,100	\$434,200	\$872,300
Sub-Total	\$1,551,500	\$50,500	\$275,100	\$1,923,000	\$3,800,100
TOTAL	\$2,950,400	\$85,800	\$534,200	\$3,287,200	\$6,857,600

*Note: Final reconciled amounts may vary based on ongoing settlements being processed

**Note: US 101 / SR 85 began tolling on February 11, 2022

Figure 3: SR 237 Express Lanes Traffic Volumes & Estimated Revenue by Quarter**Figure 4: US101 Express Lanes Traffic Volumes & Estimated Revenue by Month**

Note: Quarterly breakdown for US 101/SR 85 will be provided at a later date.

Figure 5: FY 2022 - SR 237 Express Lanes Tolloed versus Non-Tolloed Vehicles

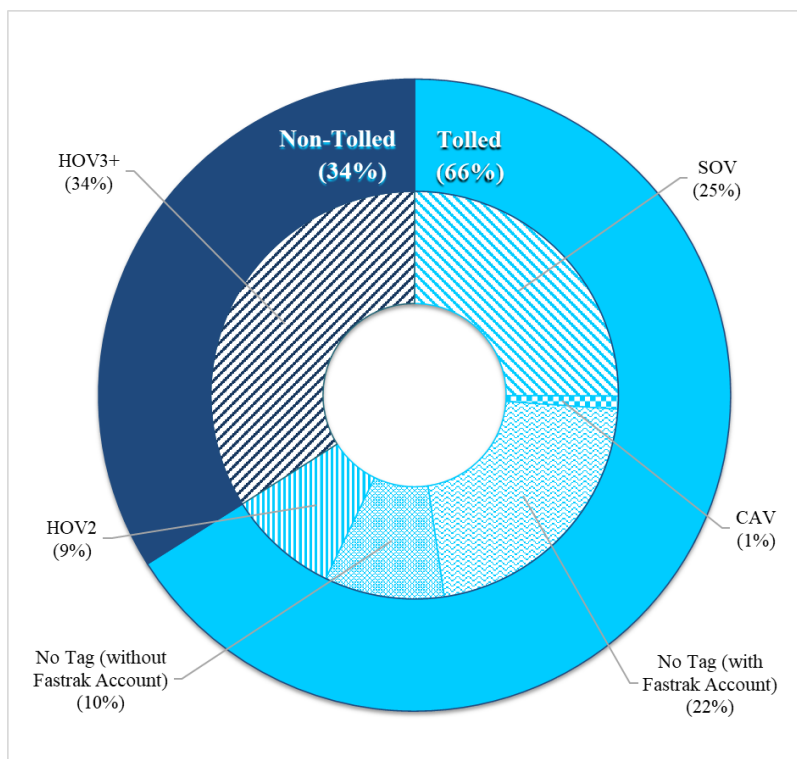


Figure 6: FY 2022 - US 101 Express Lanes Tolloed versus Non-Tolloed Vehicles

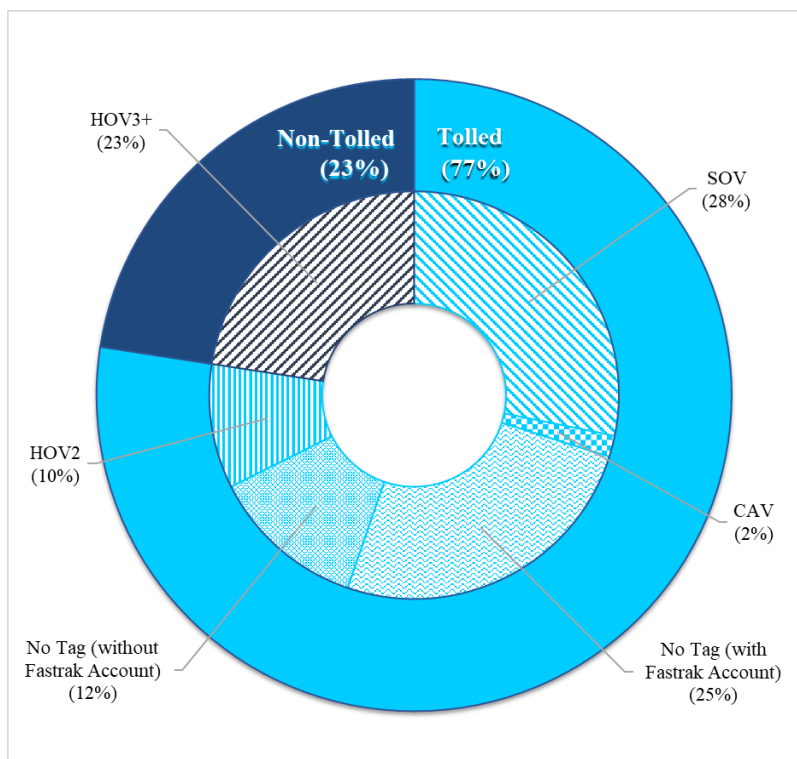
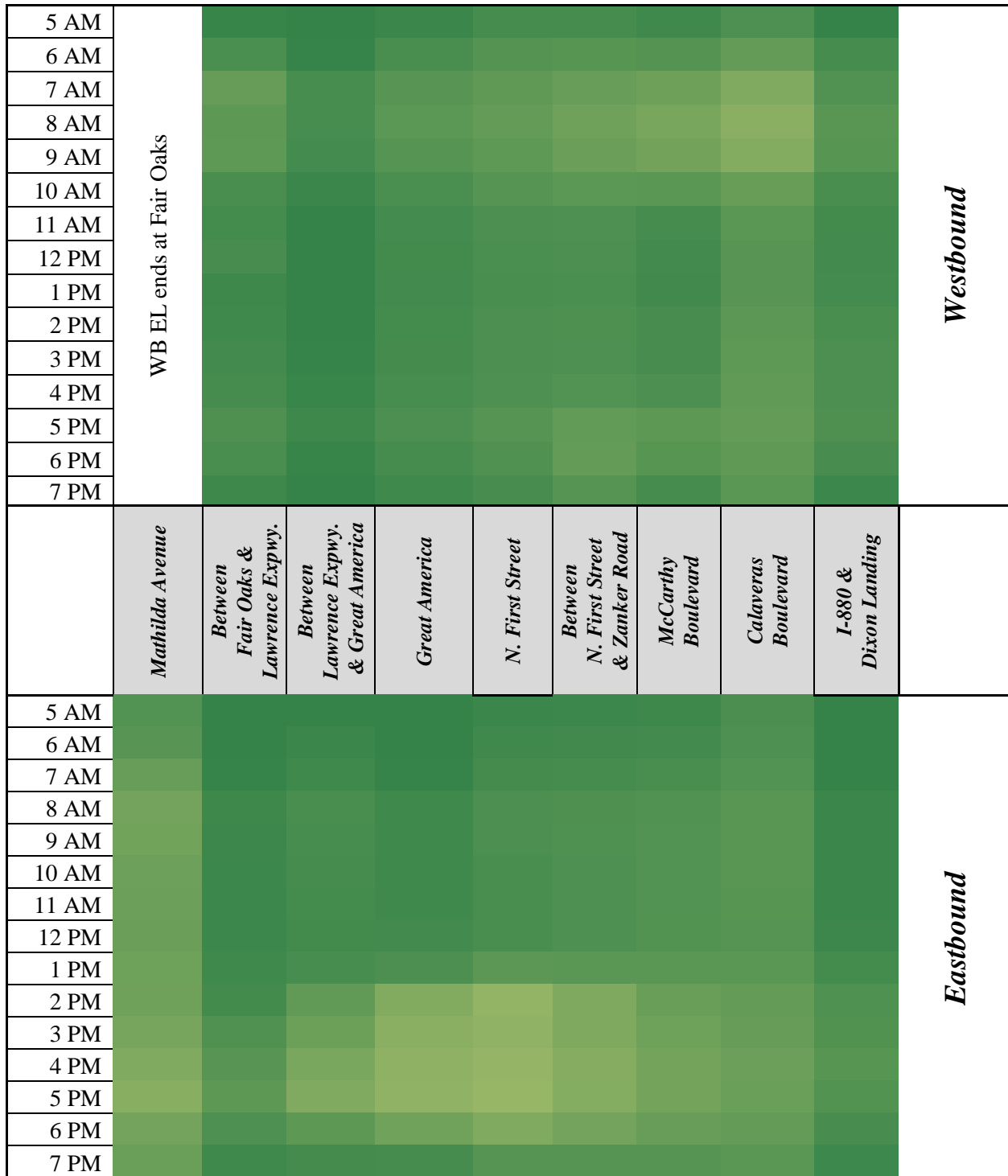
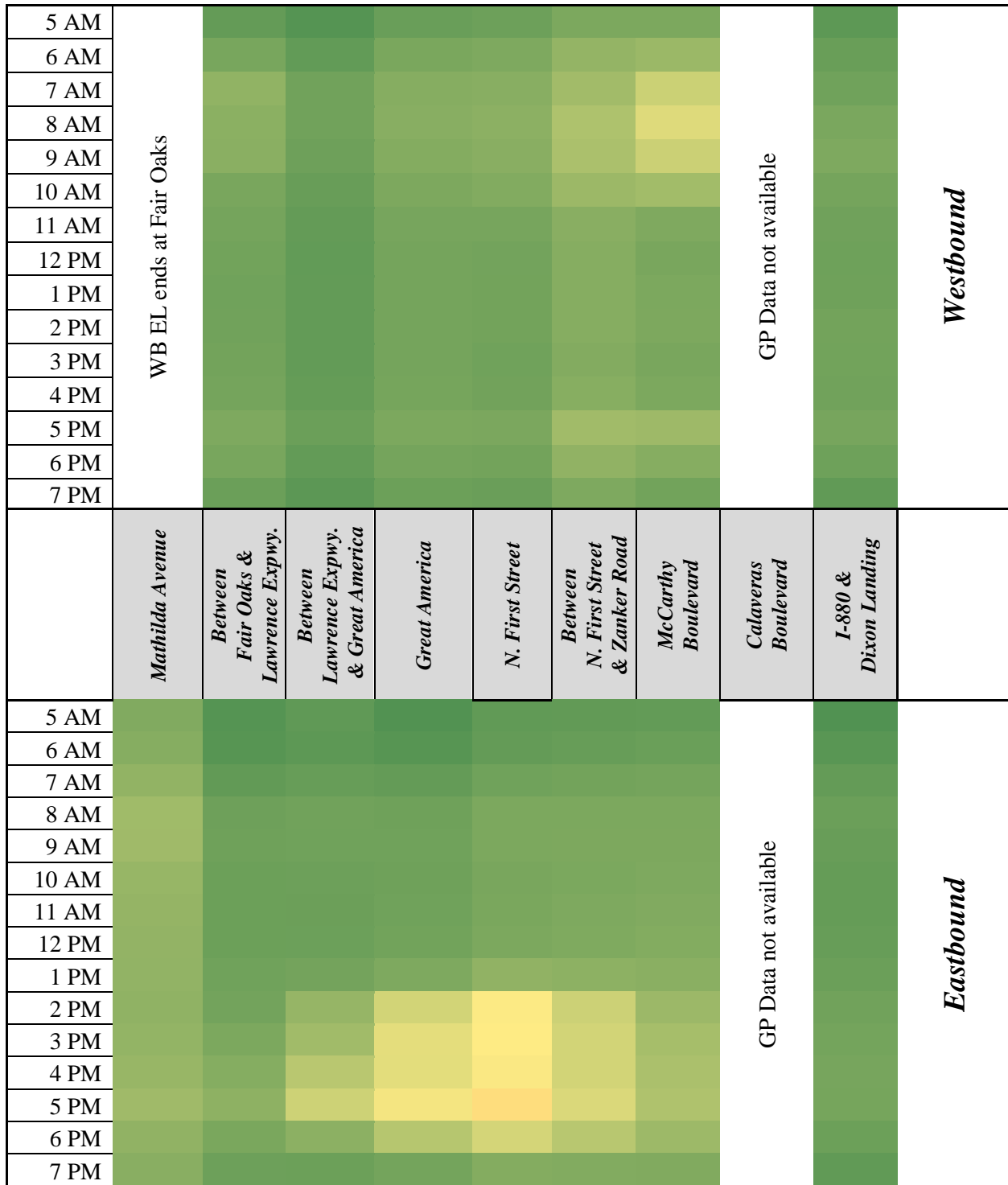


Figure 7: FY 2022 - SR 237 Express Lanes Average Speed by Location

Note: Average speeds shown above are average speeds for Mon-Fri (1/1/2022 – 3/31/2022)

Speed Scale in miles per hour

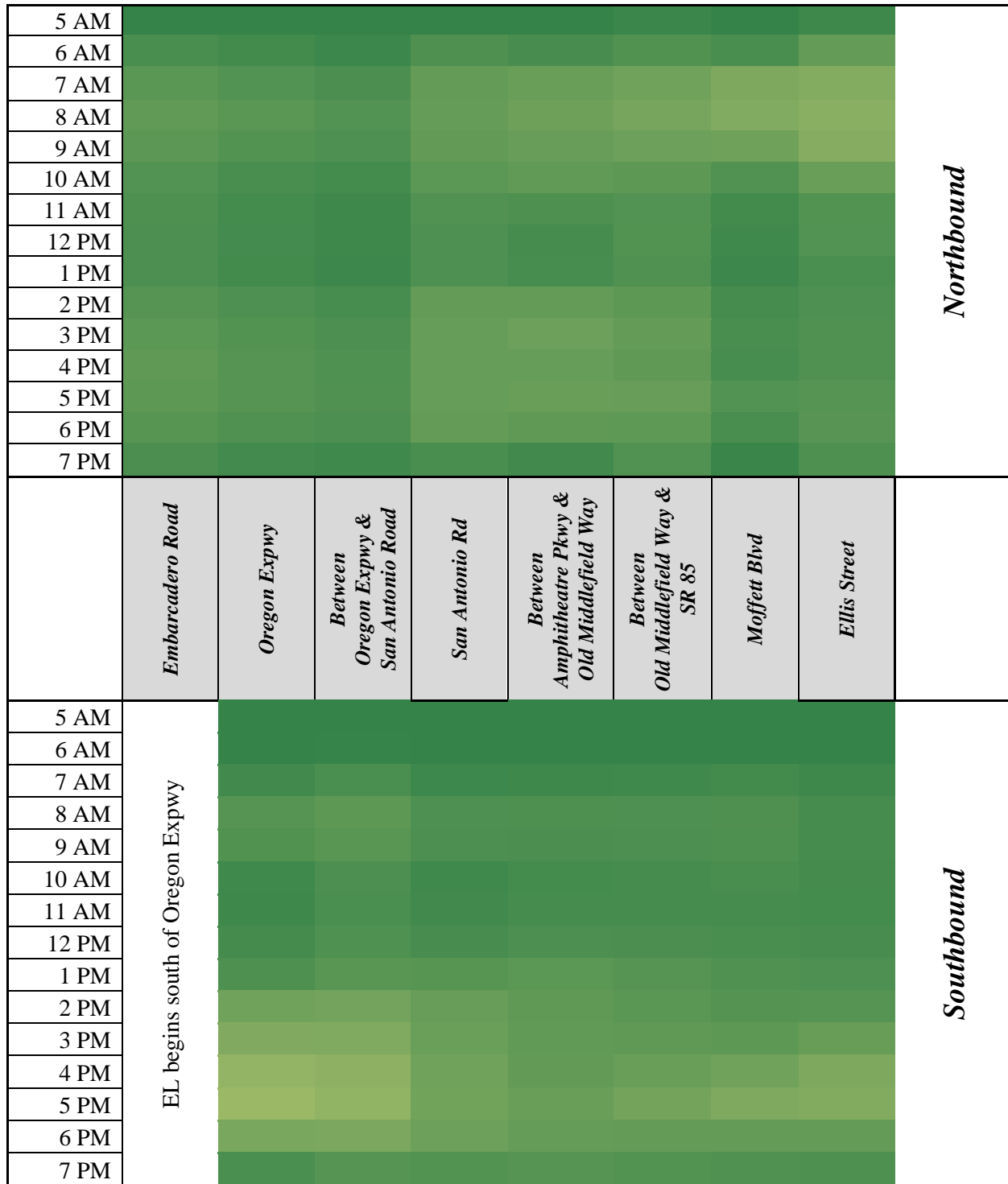


Figure 8: FY 2022 - SR 237 GP Lanes Average Speed by Location

Note: Average speeds shown above are average speeds for Mon-Fri (1/1/2022 – 3/31/2022)

Speed Scale in miles per hour

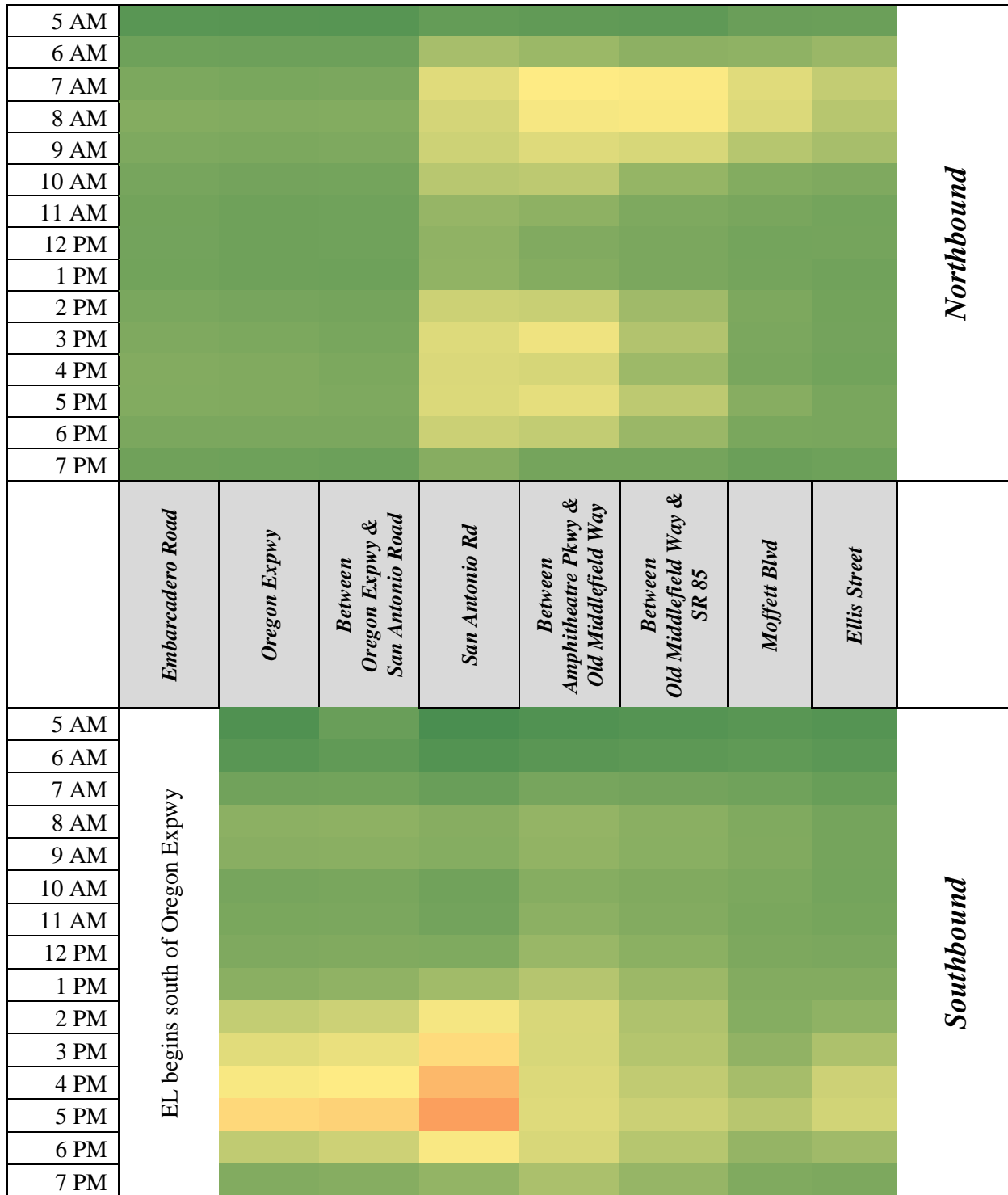


Figure 9: FY 2022 - US 101 Express Lanes Average Speed by Location

Note: Average speeds shown above are average speeds for Mon-Fri (2/11/2022 – 3/31/2022)

Speed Scale in miles per hour



Figure 10: FY 2022 - US 101 GP Lanes Average Speed by Location

Note: Average speeds shown above are average speeds for Mon-Fri (2/11/2022 – 3/31/2022)

Speed Scale in miles per hour



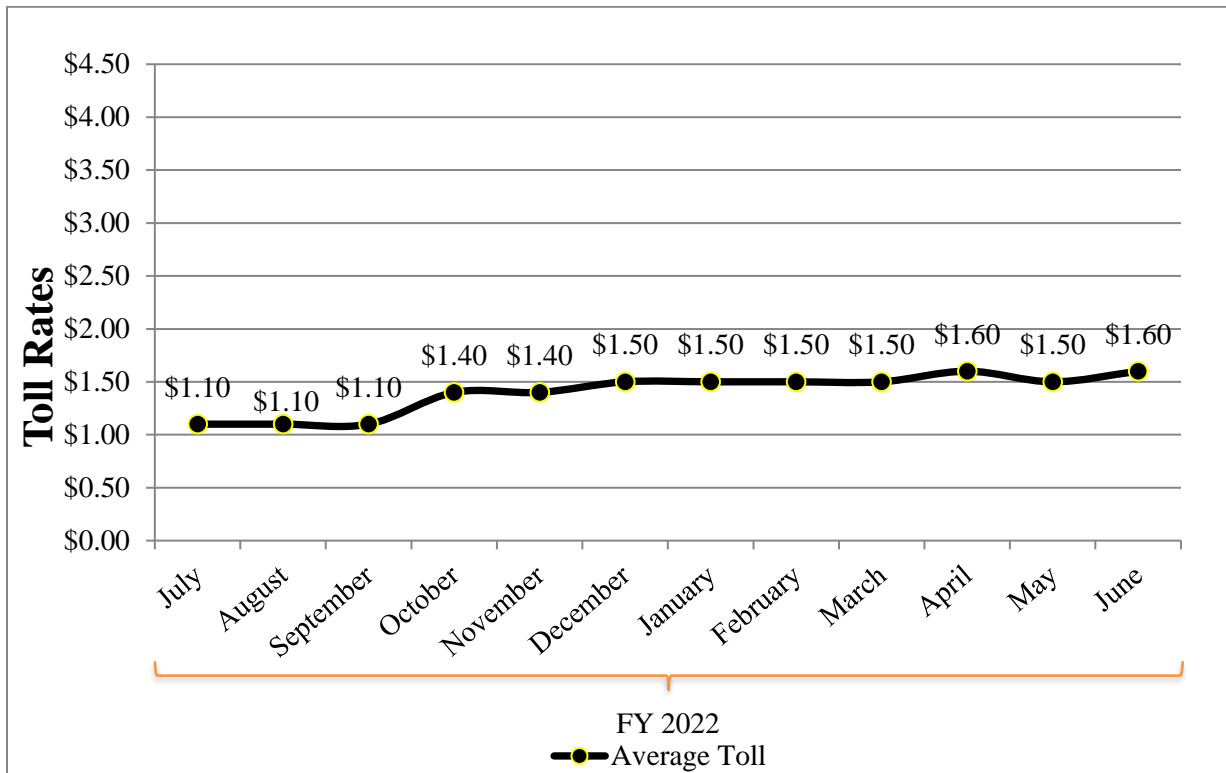
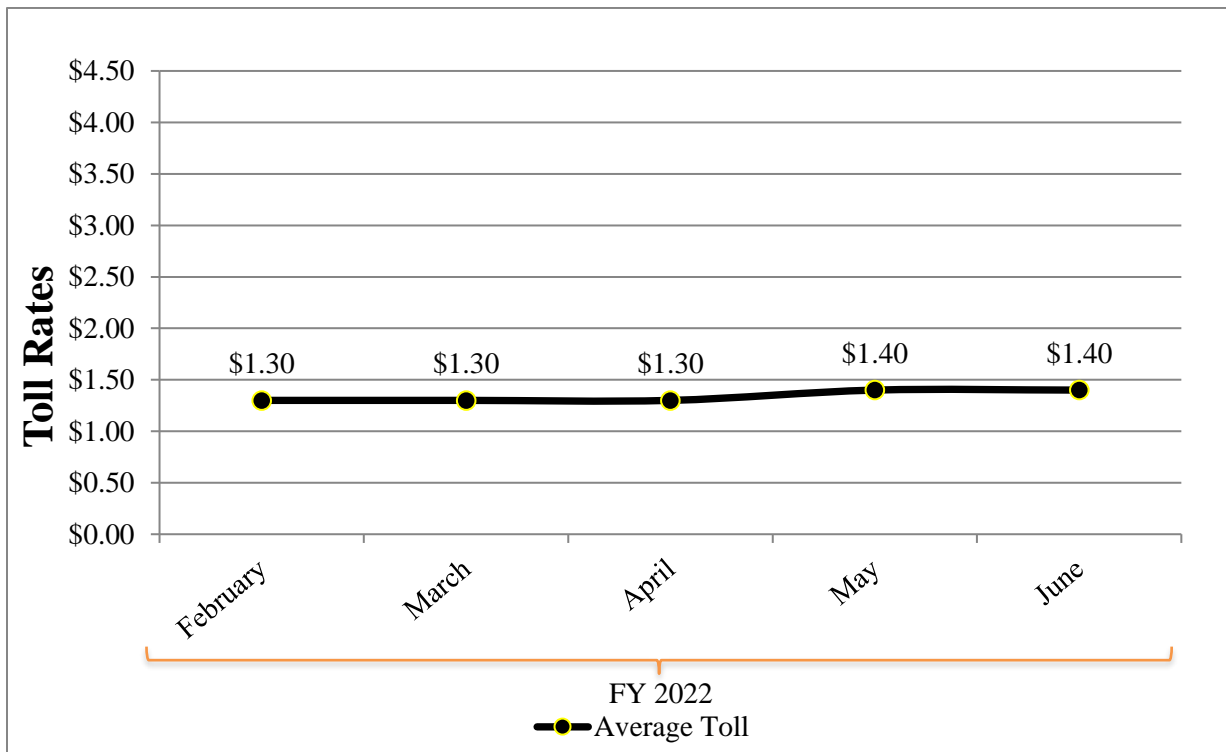
Figure 11: FY 2022 - SR 237 Express Lanes Average Toll Rate (1-Year Trend)**Figure 12: FY 2022 - US 101 Express Lanes Average Toll Rate (Since Opening)**

Table 6: FY 2022 - SR 237 EL Average Hourly Toll Rate by Destination

Operation Hours	Westbound	Eastbound	
	US 101	Zanker	I-880
05:00	\$1.40	\$1.10	\$0.90
06:00	\$1.70	\$1.70	\$1.20
07:00	\$2.10	\$1.70	\$1.30
08:00	\$2.10	\$1.70	\$1.30
09:00	\$1.90	\$1.70	\$1.30
10:00	\$1.90	\$1.70	\$1.30
11:00	\$1.70	\$1.70	\$1.30
12:00	\$1.60	\$1.70	\$1.30
13:00	\$1.60	\$1.80	\$1.30
14:00	\$1.60	\$2.30	\$1.60
15:00	\$1.60	\$2.90	\$1.90
16:00	\$1.70	\$2.90	\$1.90
17:00	\$1.70	\$3.40	\$2.30
18:00	\$1.70	\$2.70	\$1.70
19:00	\$1.60	\$1.90	\$1.40

Table 7: FY 2022 - US 101 EL Average Hourly Toll Rate by Destination

Operation Hours	Northbound (SR 85)	Northbound (US 101)	Southbound	
	Oregon Expwy	Oregon Expwy	SR 85	SR 237
5 a.m. - 6 a.m.	\$1.10	\$1.20	\$1.00	\$1.20
6 a.m. - 7 a.m.	\$1.20	\$1.40	\$1.10	\$1.30
7 a.m. - 8 a.m.	\$1.50	\$1.80	\$1.30	\$1.50
8 a.m. - 9 a.m.	\$1.80	\$2.10	\$1.70	\$1.90
9 a.m. - 10 a.m.	\$2.00	\$2.50	\$1.80	\$2.00
10 a.m. - 11 a.m.	\$2.10	\$2.60	\$1.60	\$1.80
11 a.m. - 12 p.m.	\$1.90	\$2.50	\$1.40	\$1.60
12 p.m. - 1 p.m.	\$1.70	\$2.10	\$1.30	\$1.50
1 p.m. - 2 p.m.	\$1.60	\$1.90	\$1.40	\$1.60
2 p.m. - 3 p.m.	\$1.60	\$1.90	\$1.60	\$2.00
3 p.m. - 4 p.m.	\$1.70	\$1.90	\$2.00	\$2.30
4 p.m. - 5 p.m.	\$1.70	\$1.80	\$2.40	\$2.70
5 p.m. - 6 p.m.	\$1.70	\$1.70	\$2.70	\$3.00
6 p.m. - 7 p.m.	\$1.70	\$1.70	\$2.90	\$3.30
7 p.m. - 8 p.m.	\$1.60	\$1.60	\$2.70	\$3.00

Average Toll Rate Scale

< \$2	\$2 - \$3	\$3 - \$4	\$4 - \$5	\$5 - \$7	> \$7
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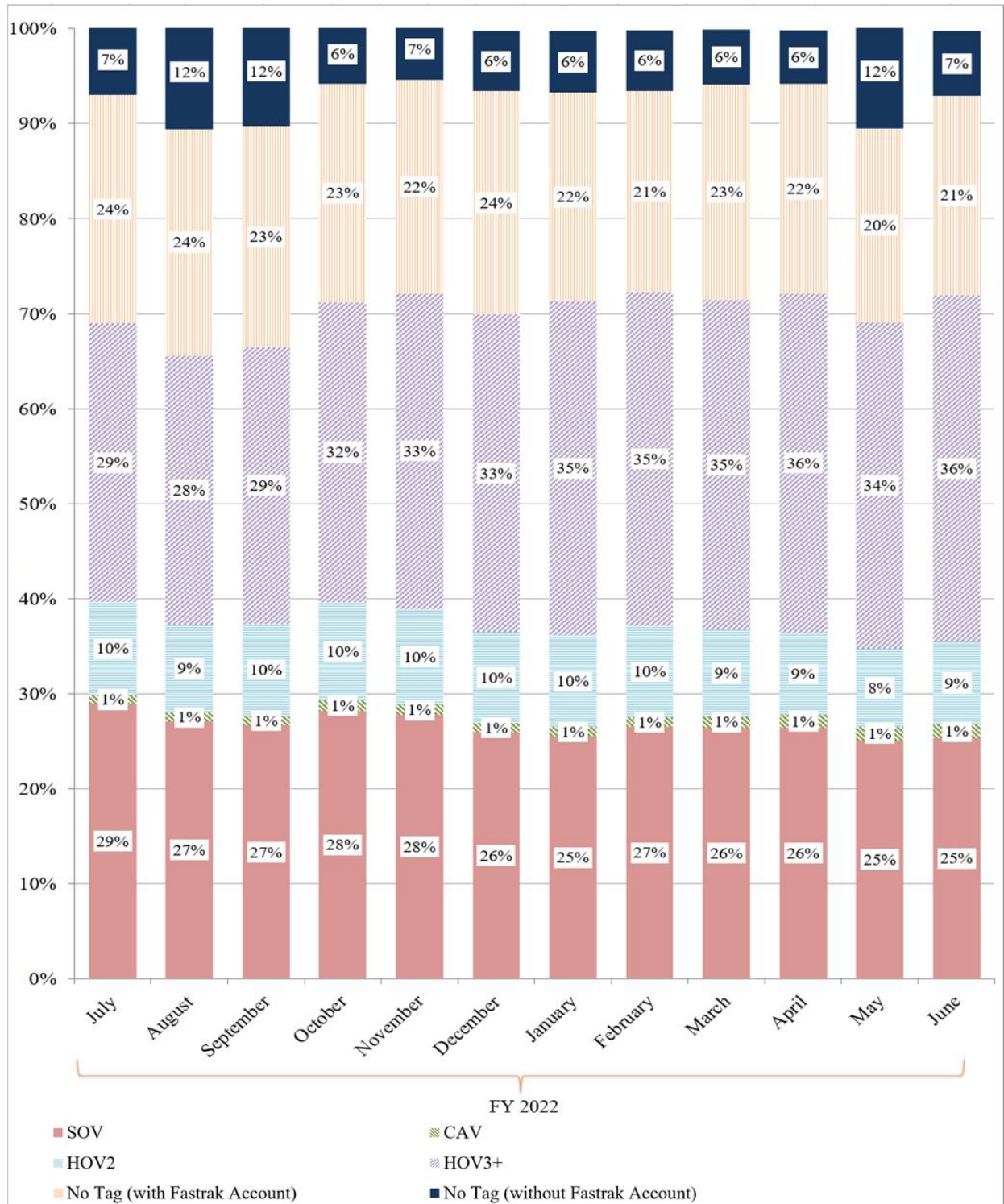
Figure 13: FY2022 - SR 237 Express Lane User Types by Percentages

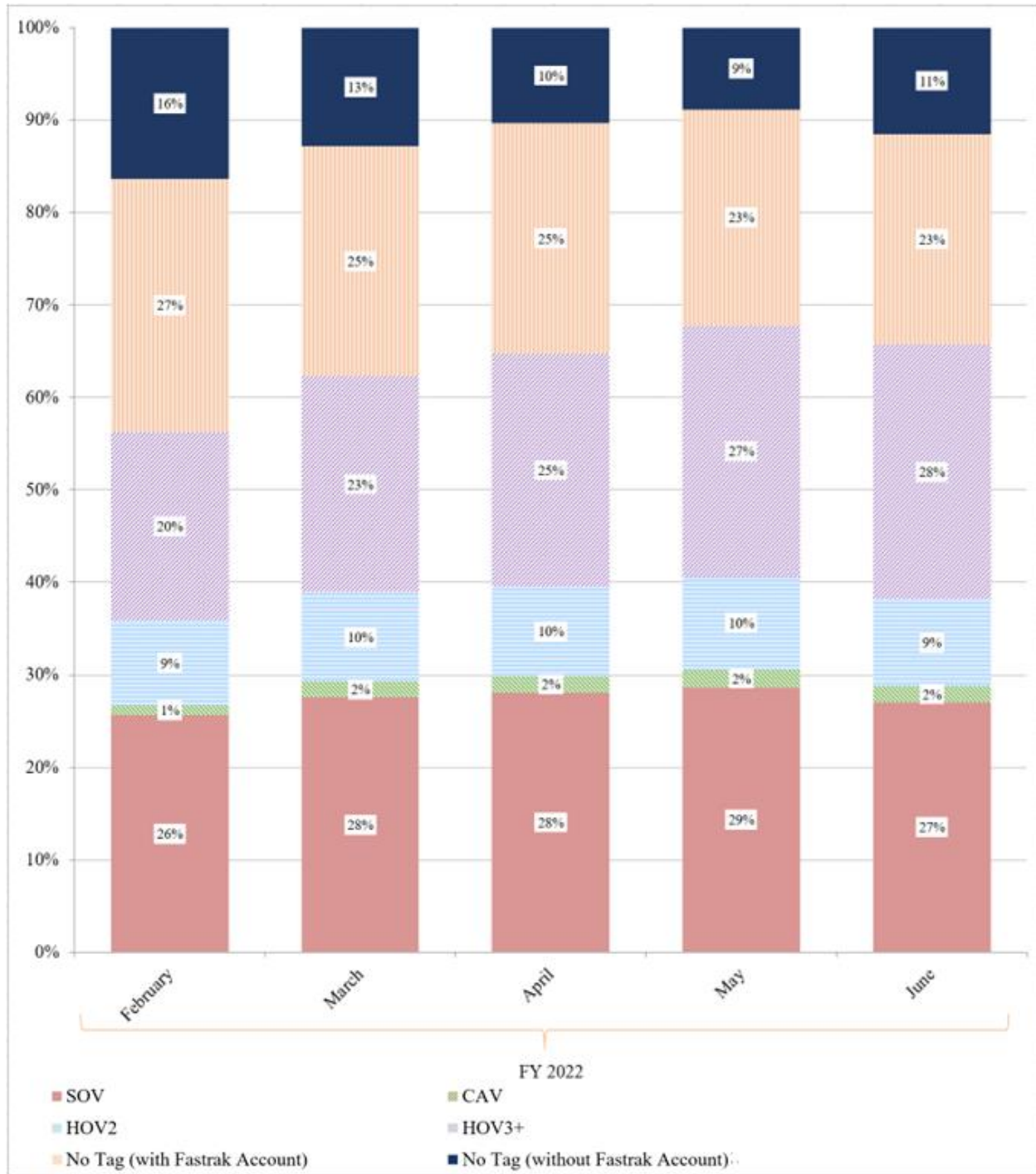
Figure 14: FY2022 - US 101 Express Lane User Types by Percentages

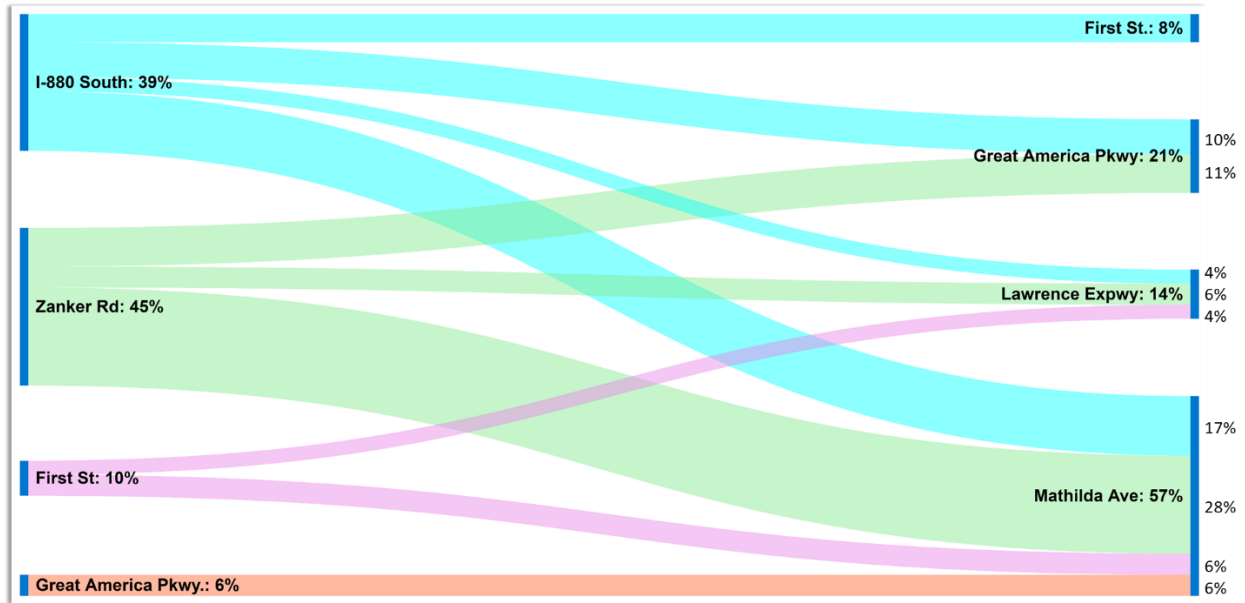
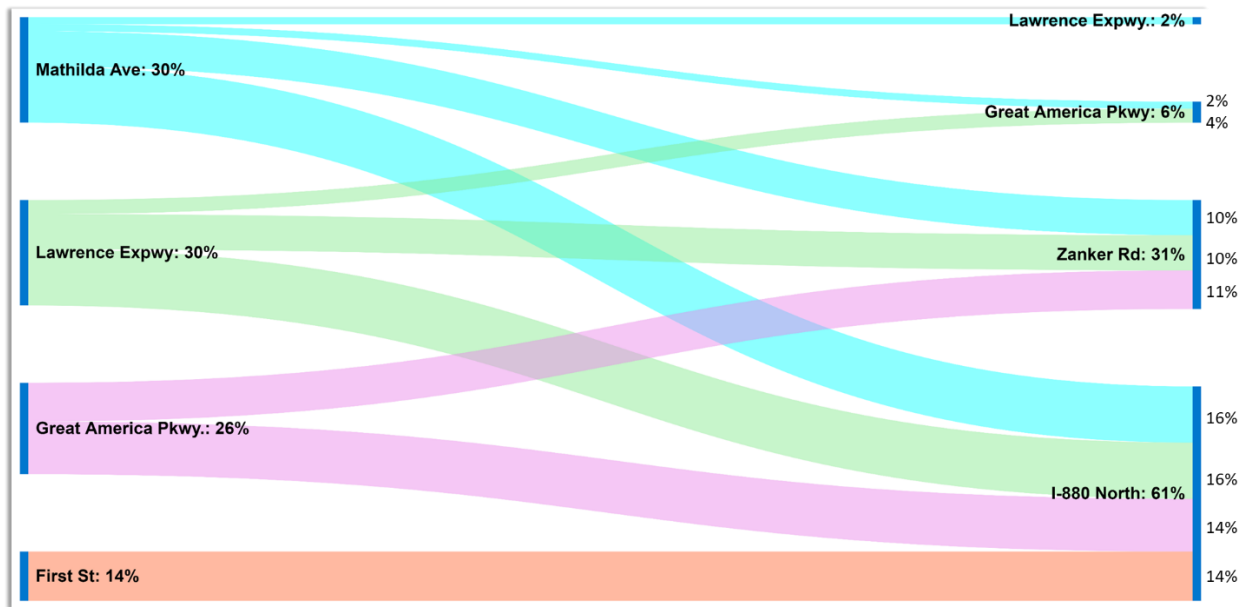
Figure 15: FY 2022 - SR 237 Express Lanes Trip Origin and Destination (Westbound)**Figure 16: FY 2022 - SR 237 Express Lanes Trip Origin and Destination (Eastbound)**

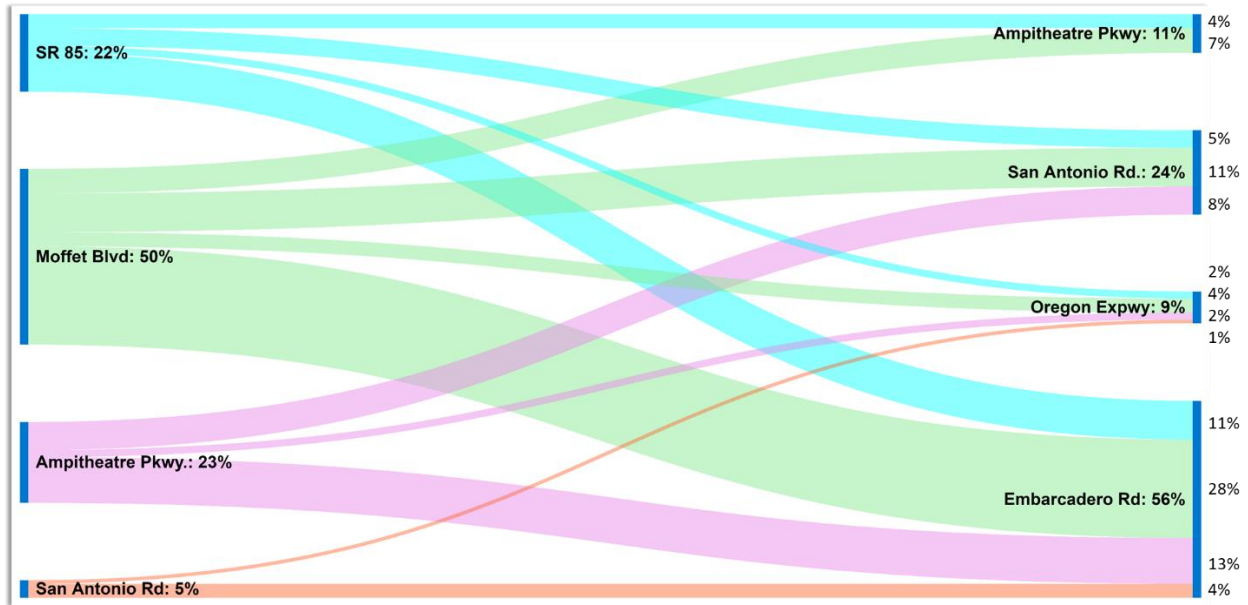
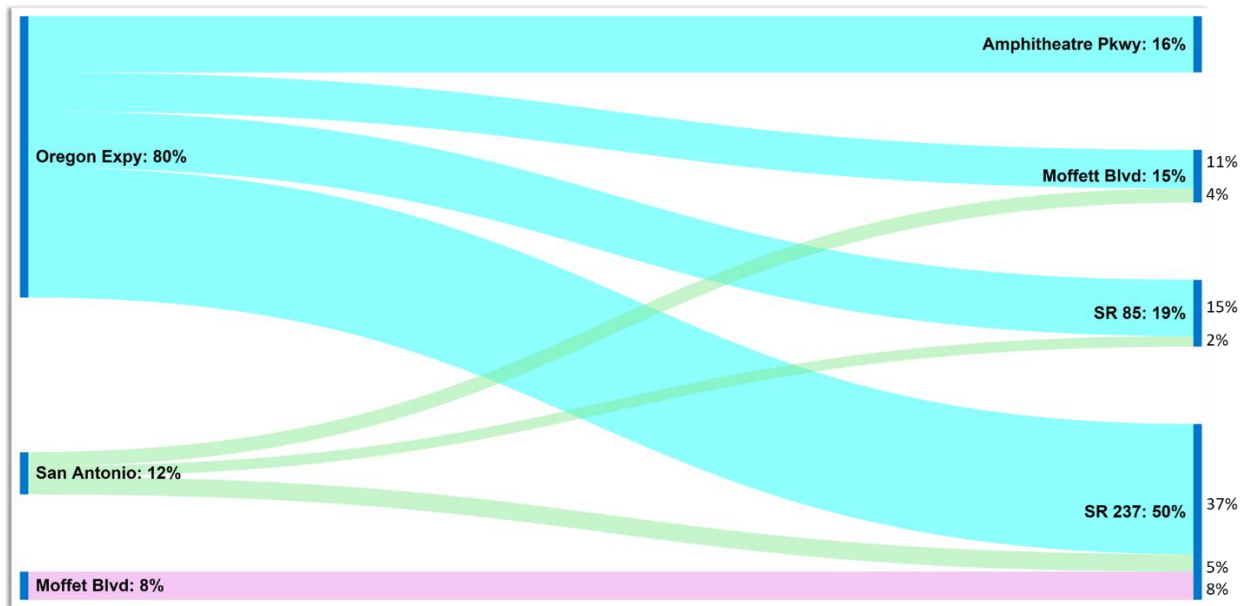
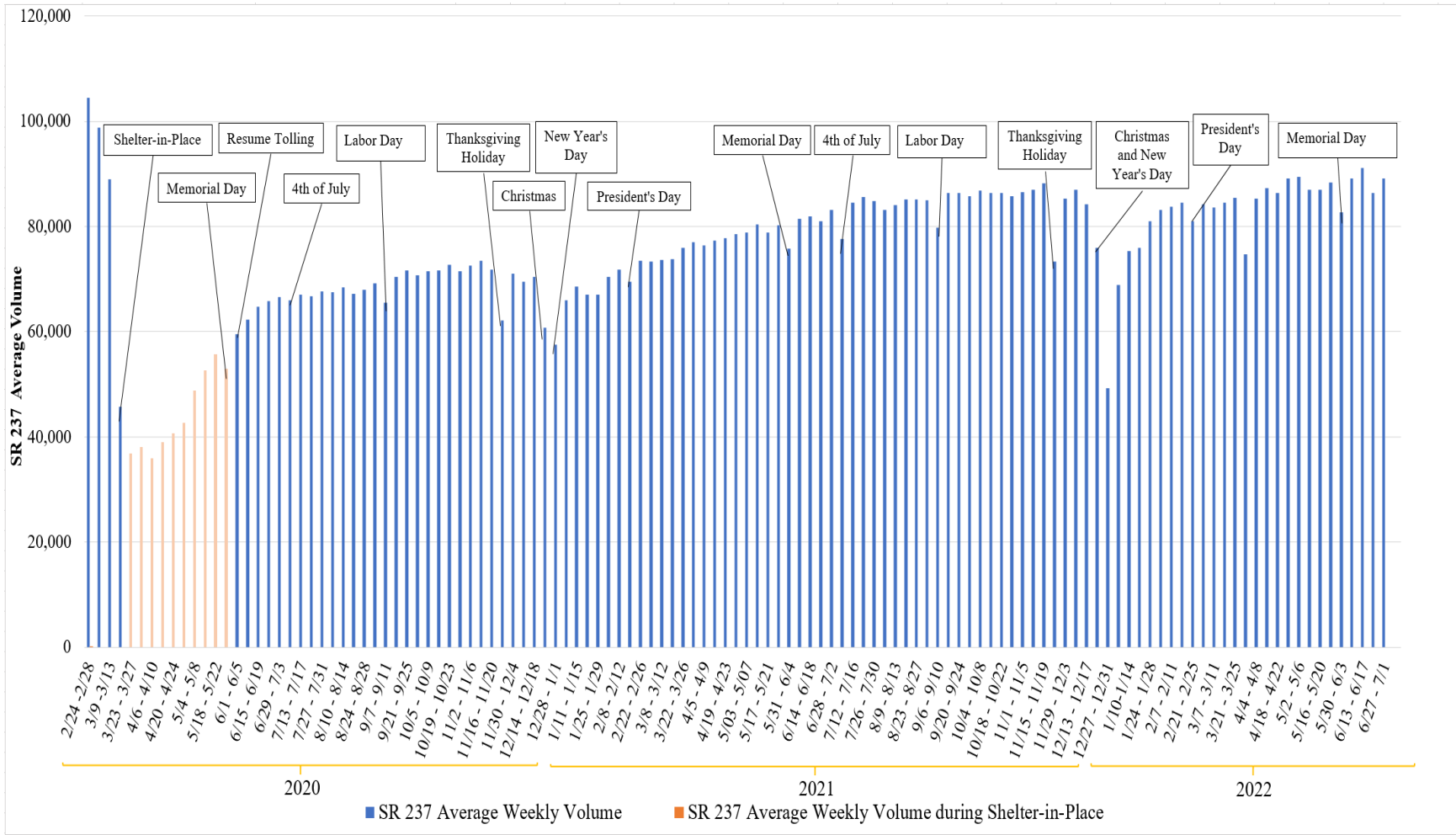
Figure 17: FY 2022 - US 101 Express Lanes Trip Origin and Destination (Northbound)**Figure 18: FY 2022 - US 101 Express Lanes Trip Origin and Destination (Southbound)**

Figure 19: SR 237 Average Weekly Traffic Volumes (Before & After Covid-19 SIP Order)

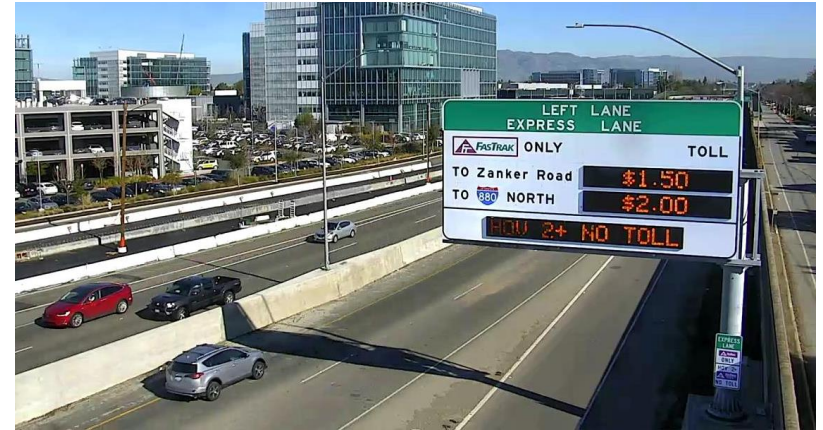


Note: SR 237 Express Lanes did not toll between 3/20/2020 and 5/29/2020

Silicon Valley Express Lanes Program

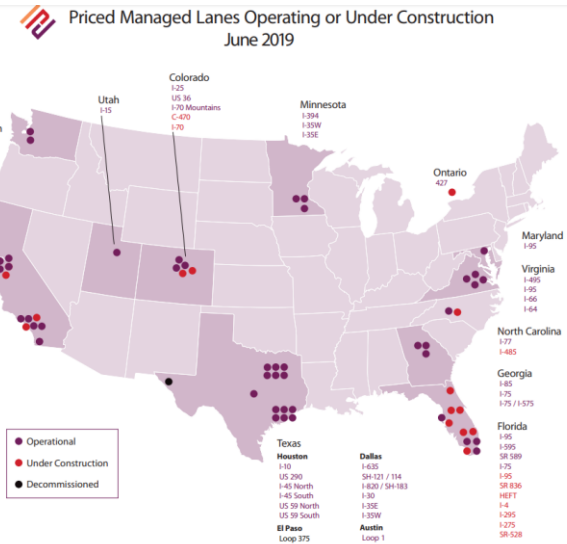
Overview

- Background on Express Lanes (EL)
- VTA's Silicon Valley EL (SVEL) Program
- Overview of VTA EL Operations
- FY 2022 Operations Report Update



Express Lanes Background

- VTA's SVEL Program approved in December 2008
- SR 237 EL was the 12th EL implemented in the country and second in the Bay Area
- US 101/SR 85 and SR 237 – corridors with legislative authority; future corridors require California Transportation Commission approval
- Over 70 EL implemented/planned across the country



Source: Federal Highway Administration

https://www.fhwa.dot.gov/ipd/pdfs/tolling_and_pricing/managed_lanes_activity_map.pdf (Accessed -08/20/2022)

- [illegible]



Bay Area Express Lanes

- Forming network with over 800 directional lane-miles of Express Lanes
- Executive Steering Committee formed through MOU
- Each operating agency Board approves its own policies



6.11.b

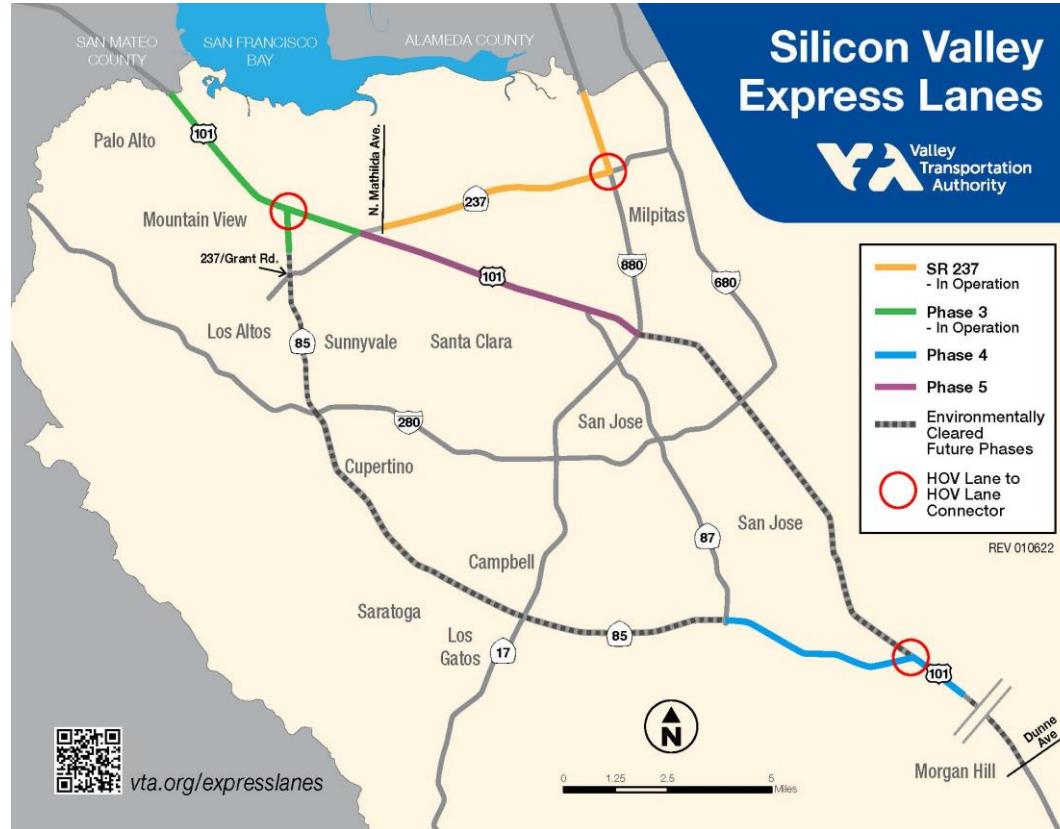
Source: Metropolitan Transportation Commission

Goals of Silicon Valley Express Lanes Program

- Essential tool to manage traffic demand
- Provides a reliable commute option with travel time reliability
- Source of funding for improvements including transit



Silicon Valley Express Lanes Program



VTA Express Lanes in Operation (SR 237)

- First phase opened in 2012
- 7.5 miles
- 8 million tolled users to-date
- Up to 20 minutes in travel time savings



VTA Express Lanes Operations (US 101 /SR 85)

- First phase opened in February 2022
- Eight centerline miles
- First dual-lane EL segment (three miles)
- 2.3 million tolled users served in FY 2022
- Up to 11 minutes in travel time savings



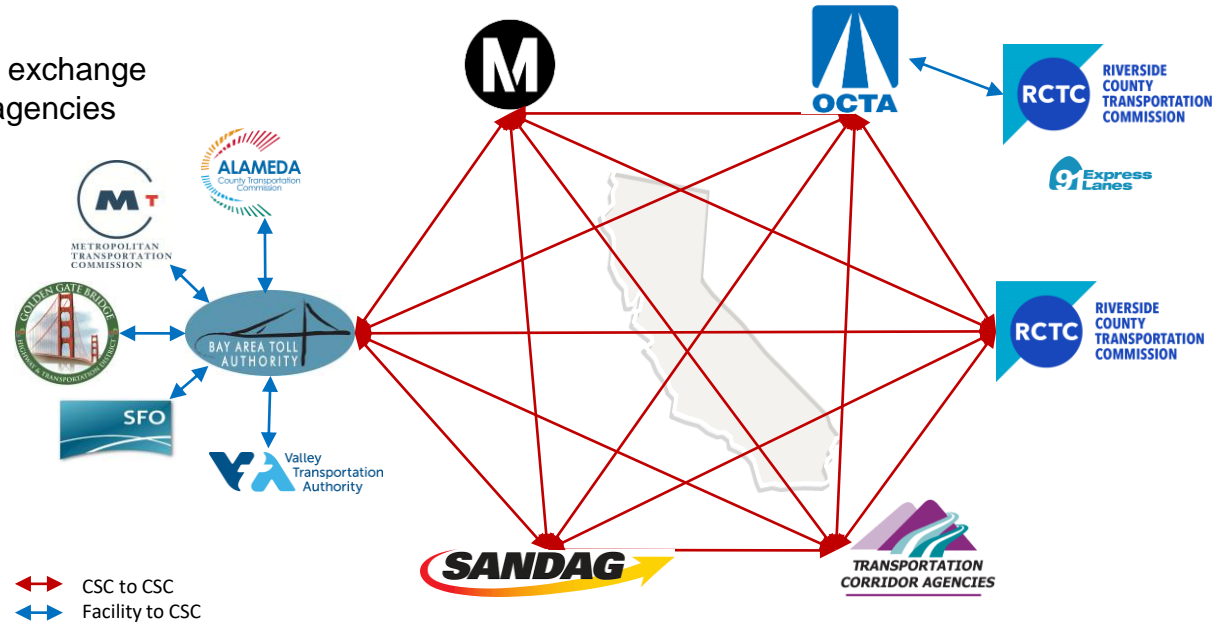
Primary Elements of Express Lanes Operations

- Back-office and customer service – BATA
- Toll Systems – O&M by toll systems integrator
- Enforcement – automated by video & CHP manual observations for occupancy violation
- Roadway – maintenance and pavement rehabilitation by Caltrans
- Utilities – power and communication by PG&E and AT&T



How Toll Collection Works Within CA

Toll transaction exchange
between peer agencies




FasTrak Customer Service

- www.bayareafastrak.org
- www.511.org



Get FasTrak® Today

To pay tolls at bridges and in express lanes. [Learn more](#) 



Bay Area Express Lanes

[Learn how they work](#)

Operating Rules

- All users require a transponder
- HOV 3+ No Toll
- HOV 2 / Clean Air Vehicles (50% discount)
- Hours of Operation
Monday to Friday, 5 a.m. to 8 p.m.
- Video Enforcement
License Plate Recognition cameras



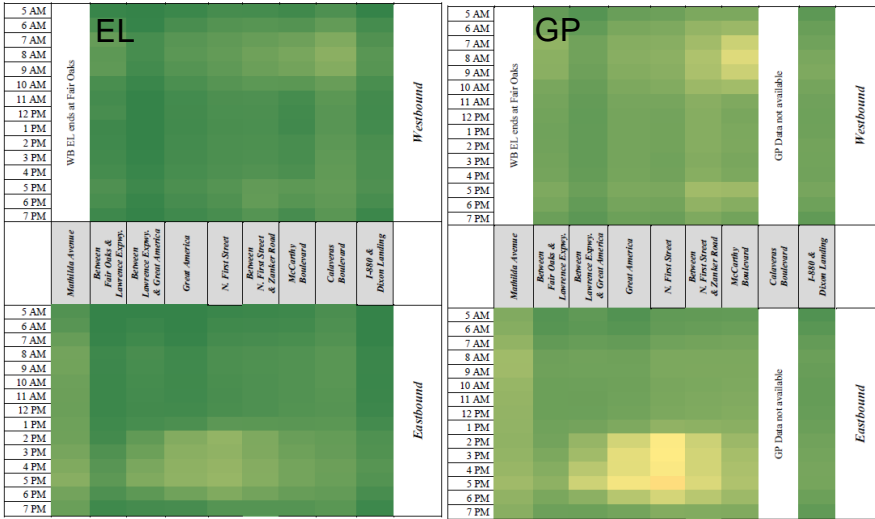


Thursday, Nov 21 12:25:31:342

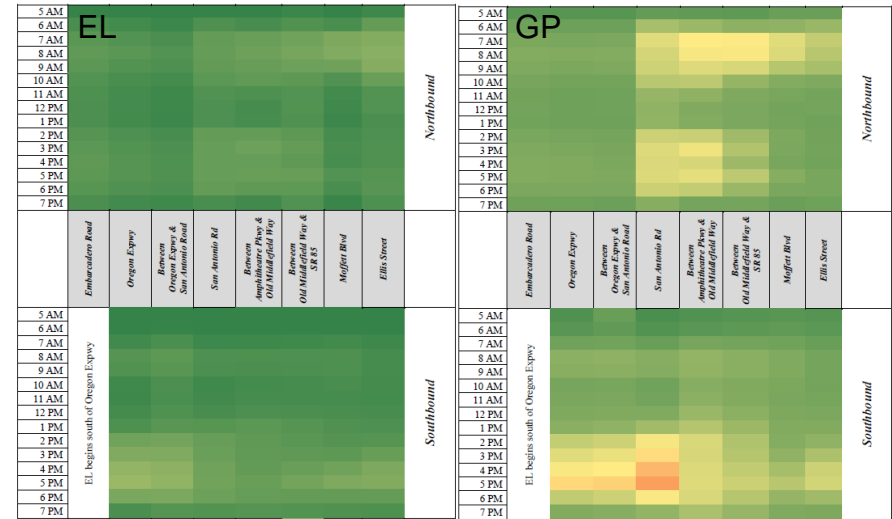
FY 2022 Average Speed (Express Lanes vs General Purpose Lanes)

6.11.b

SR 237



US 101



Speed Scale in miles per hour

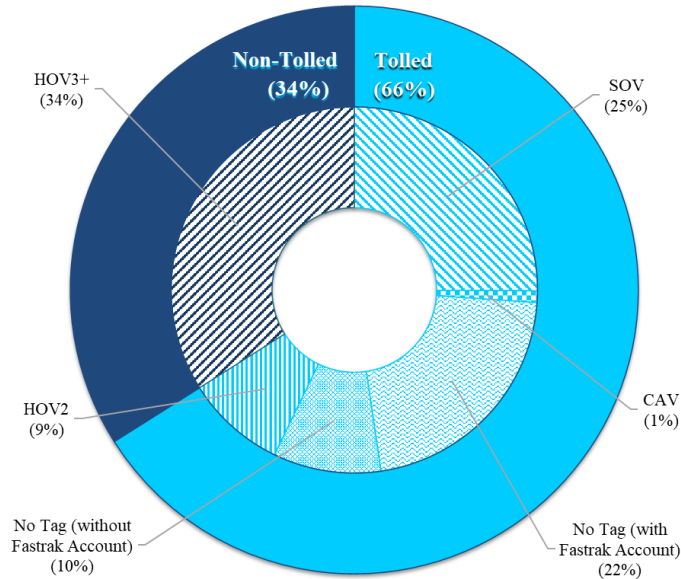


FY 2022 Traffic Volumes Summary

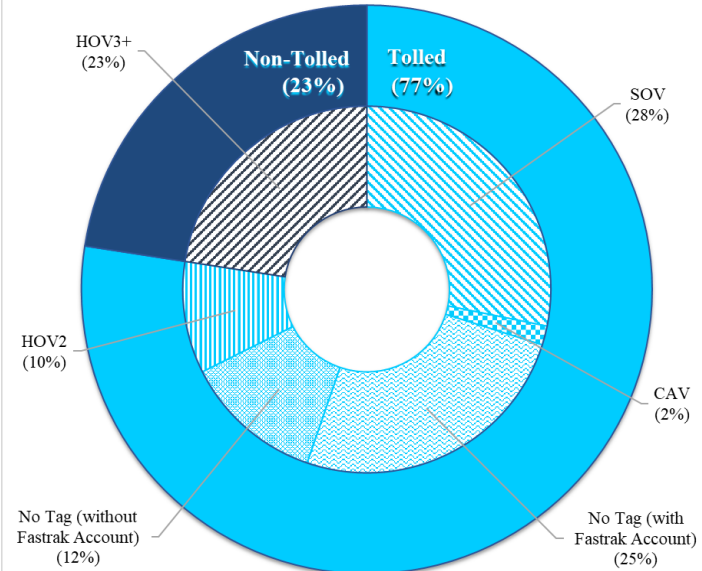
Reporting Period	Corridor	Express Lanes Traffic Volumes			
		Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	% Tolled Vehicles
FY 2022 July 1 - June 30	SR 237	3,552,900	1,194,800	2,358,100	66%
FY 2022 Feb 11 - June 30	US 101	3,122,200	790,400	2,331,700	75%
TOTAL		6,675,100	1,985,200	4,689,800	70%

FY 2022 Tolled vs. Non-Tolled Vehicles

SR 237

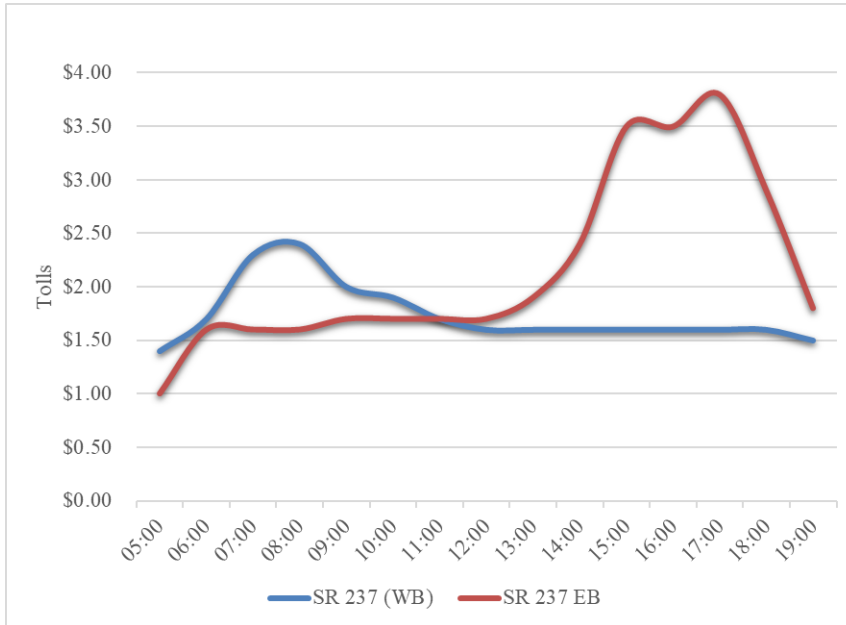


US 101

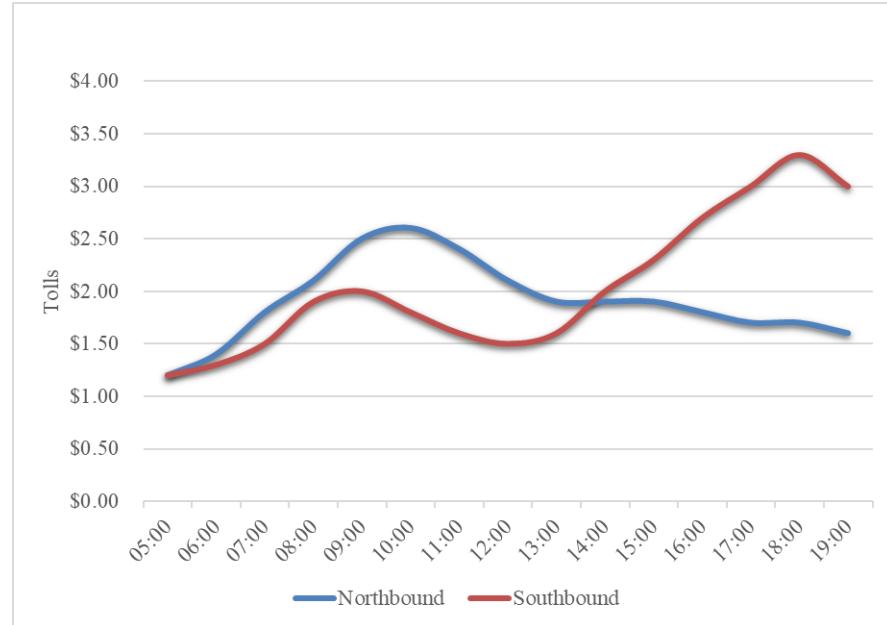


FY 2022 Average Toll Rates

SR 237



US 101 /SR 85



FY 2022 Toll Revenues and Costs

SR 237	Total
Toll Revenue	\$4.6 mil
Operations Costs (including loan payment)	\$3 mil

US 101 /SR 85	Total
Toll Revenue	\$3.1 mil
Operations Costs	\$2 mil

Use of Express Lanes Revenues

- Per legislation – revenues stay within the corridor, can be used for transportation improvement projects including HOV and to support transit operations
- Revenues - pay for operations and maintenance and operational costs including system integration, enforcement, customer service, back-office and loan repayment
- Remaining net revenues: use of any net revenues will be defined through an Expenditure Plan



BOARD OF DIRECTORS MEETING

Thursday, September 1, 2022

MINUTES

1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority's (VTA) Board of Directors (Board) was called to order by Chairperson Jones at 5:30 p.m. via video and teleconference.

1.1 ROLL CALL

Attendee Name	Title	Status
Margaret Abe-Koga	Ex-Officio	Present
Marie Blankley	Alternate Board Member	N/A
Pat Burt	Board Member	Present
Magdalena Carrasco	Board Member	Present
Cindy Chavez	Board Member	Present
Rich Constantine	Vice Chairperson	Present
Dev Davis	Alternate Board Member	N/A
Glenn Hendricks	Board Member	N/A
Sudhanshu "Suds" Jain	Board Member	Present
Sergio Jimenez	Board Member	Present
Charles "Chappie" Jones	Chairperson	Present
Otto Lee	Board Member	Present
Lynette Lee-Eng	Alternate Board Member	Present
Sam Liccardo	Board Member	Present
Carmen Montano	Alternate Member	Present
Darcy Paul	Board Member	Present
Raul Peralez	Board Member	Present
Rob Rennie	Alternate Board Member	Present

* Alternates do not serve unless participating as a Member.

A quorum was present.

1.2 Orders of the Day

Chairperson Jones noted the addenda to the agenda: Safety and Security Update under **Agenda Item #5.2.**, General Manager's Report, and **Agenda Item #7.3.X.**, Silicon Valley Rapid Transit (SVRT) Program Update.

Chairperson Jones noted staff's request to defer **Agenda Item #4.1.** Resolutions of Necessity for two properties for VTA's BART Silicon Valley Phase II Project. Chair Jones noted the property owners and tenants were notified earlier in the day.

M/S/C (Liccardo/Constantine) to accept the Orders of the Day.

RESULT:	Accepted Orders of the Day – Agenda Item #1.2
MOVER:	Sam Liccardo, Board Member
SECONDER:	Rich Constantine, Board Member
AYES:	Burt, Carrasco, Chavez, Constantine, Jain, Jimenez, Jones, Lee, Liccardo, Montano, Paul, Peralez
NOES:	None
ABSENT:	None

2. AWARDS AND COMMENDATION

The Board of Directors recognized Ronald Langston, Coach Operator, for 42 years of service.

The following VTA retirees were unable to attend the meeting and were recognized: Deborah Hart, Coach Operator, for 41 years of service; Gregory Nash, Coach Operator, for 33 years of service; Robert Munoz, Track Worker, for 32 years of service; Janice Cauchon, Light Rail Operator, for 28 years of service; Wade Kemp, Light Rail Power Foreperson, for 28 years of service; Steven Jackson, Light Rail Dispatcher, for 27 years of service; Jaime Gomez, Service Mechanic, for 26 years of service; Daniel Lundquist, Service Worker, for 26 years of service; Michael Baker, Transportation Supervisor, for 25 years of service; and Jose Claudio, Coach Operator, for 25 years of service.

3. PUBLIC COMMENT

Stephanie Fritch, Interested Citizen, inquired about the benefits for the families of the May 26, 2021, victims.

Blair Beekman, Interested Citizen, commented about the following: 1) shot spotters at the Berryessa Bay Area Rapid Transit (BART) station; and 2) VTA morale.

4. PUBLIC HEARINGS

4.1. (DEFERRED)

Close Hearing and adopt two (2) Resolutions of Necessity determining that the public interest and necessity require the acquisitions of real property interests on properties located in the City of San Jose and owned respectively by (1) BSREP II SJ TOWERS, LLC, a Delaware limited liability company, and (2) GOLDROCK HOLDINGS, LLC a California limited liability company, for VTA's BART Silicon Valley Phase II Project.

Property ID/Assessor's Parcel Number/Owner

B3220 (APN No.: 467-21-033, -034, -036, -037, -040) owned by BSREP II SJ

TOWERS, LLC, a Delaware limited liability company

Property ID/Assessor's Parcel Number/Owner

B3213 (APN No.: 467-21-004 and 467-21-005) owned by GOLDROCK HOLDINGS, LLC, a California limited liability company..

5. REPORTS

5.1. Committee Reports

5.1.A. Citizens Advisory Committee (CAC) Chairperson's Report

There was no Citizens Advisory Committee (CAC) Chairperson's Report.

5.1.B. Policy Advisory Committee (PAC) Chairperson's Report

Chairperson Jones noted the PAC Chairperson's Report was available in the online agenda packet.

5.1.C. Standing Committee Chairpersons' Report

Chairperson Jones noted that the Standing Committee Chairpersons' reports were available in the online agenda packet.

5.1.D. Policy Advisory Board Chairpersons' Report

Chairperson Jones noted that the Diridon JPAB Chairperson's report was available in the online agenda packet.

Public Comment

Mr. Beekman commented about the following: 1) VTA's joint meeting with BART; and 2) long term planning issues.

5.2. General Manager Report

Carolyn M. Gonot, General Manager/CEO, provided a report, highlighting the following: 1) VTA employee Danny Quintana's artwork installed at the Guadalupe Yard; 2) ridership; 4) VTA's Operator graduation was held on August 10, 2022; 5) Silicon Valley Pride Parade was held on August 28, 2022; and 6) VTA's Media Relations, Marketing and Outreach updates. Ms. Gonot introduced the new Executive Team members: Gary Griggs, Chief Program Officer for the BART Silicon Valley Extension Phase II; Sonya Morrison, Chief People Officer; and Aston Greene, Chief of Systems Safety and Security;

- **Safety and Security Update**

Mr. Greene provided a brief report on the security/safety initiatives he will be undertaking to improve safety for VTA riders and employees.

5.2.A. Government Affairs Update

Scott Haywood, Deputy Director, Transit Planning & Capital Development, provided updates on the following: 1) 2022-2023 State Budget; 2) 2022 State Legislative Session; and 3) senate bills VTA supports. Mr. Haywood noted a more comprehensive Government Affairs report can be found in the online agenda packet.

Public Comment

Eugene Bradley, Silicon Valley Transit Users, welcomed the new hires to VTA.

Mr. Beekman thanked VTA staff for their ongoing work on the Silicon Valley BART Phase II project.

Members of the Board made the following comments: 1) welcomed Mr. Greene to VTA and expressed support for efforts to improve safety and security for passengers and employees.

Upon inquiry, Evelyn Tran, General Counsel, announced that her staff would follow up with Ms. Fritch's question.

5.3. Chairperson's Report

Chairperson Jones provided a brief report about the City of San Jose's implementation of Transit Signal prioritization. Chairperson Jones introduced Ramses Madou, Division Manager, City of San Jose who provided a brief presentation entitled, "San Jose Transit First Policy."

Public Comment

Mr. Beekman commented about how VTA and San Jose have been working for several years on traffic modifications as it relates to transit.

Mr. Bradley, commented about the following: 1) commended City of San Jose for their Transit First Policy; 2) the need to increase transit speed; and 3) how San Jose will help VTA.

Members of the Board and Mr. Madou discussed the following: 1) micro mobility trips versus transit trips and the comparative costs; 2) signal prioritization; 3) the need for benches at bus stops; 3) how to increase micro transit solutions; and 4) the possibility of creating a Santa Clara transit first policy.

6. CONSENT AGENDA

Board Member Chavez noted her recusal on the following items: **Agenda Item #6.1.**, Calaveras Improvements Project; **Agenda Item #6.2.**, Non-Competitive Procurement Justification for Advertising; **Agenda Item #6.8.**, 2016 Measure B Caltrain Grade Separation Projects Cooperative Agreements; and **Agenda Item #6.10.**, I-680 Express Lanes Joint Powers Authority Agreement; citing Government Code Section 84308.

Board Member Liccardo noted his recusal on **Agenda Item 6.1.**, Calaveras Improvements Project, citing Government Code Section 84308.

Public Comment

Mr. Beekman referred to **Agenda Item #6.3.**, 2022 Amended and Reinstated Clipper Memorandum of Understanding, and commented about fare issues.

ADMINISTRATION AND FINANCE (A&F) COMMITTEE

6.1. Calaveras Improvements Project

M/S/C (**Constantine/Montano**) on a vote of 9 ayes, 0 noes to 2 recusals to authorize the General Manager to execute a contract with Biggs Cardosa Associates Inc in the amount not to exceed \$3,199,900 to provide engineering services toward completion of the Project Approval/Environmental Documentation phase for the Calaveras Boulevard Improvements Project (Project) and to be able to return to the VTA Board for approval of contract amendments for future phases of the Project. Board Members Chavez and Liccardo recused.

6.2. Non-Competitive Procurement Justification for Advertising

M/S/C (**Constantine/Montano**) on a vote of 10 ayes, 0 noes to 1 recusal to authorize the General Manager to utilize a Non-Competitive Procurement Justification (NCPJ) for existing and new Marketing promotional advertising purchase orders through June 30, 2029, with a not-to-exceed total aggregate value of \$14 million. Board Member Chavez recused.

6.3. 2022 Amended and Reinstated Clipper Memorandum of Understanding

M/S/C (**Constantine/Montano**) to authorize the General Manager to execute the 2022 Amended and Reinstated Clipper Memorandum of Understanding to implement the Next Generation Clipper System (C2).

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

CONGESTION MANAGEMENT PROGRAM & PLANNING (CMPP) COMMITTEE**6.4. FY2022/23 TFCA Program Manager Fund**

M/S/C (Constantine/Montano) to approve the programming of FY 2022/23 (FYE23) Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) funds to projects.

6.5. FY2022/23 TDA3 Project Priorities

M/S/C (Constantine/Montano) to adopt Resolution No. 2022.09.27 approving the project priorities for the FY 2022/23 Countywide Transportation Development Act (TDA) Article 3 program.

6.6. Federal Transit Administration (FTA) Section 5311 Rural Area Grant Program

M/S/C (Constantine/Montano) to adopt Resolution No. 2022.09.28 authorizing the General Manager to submit and execute grant applications and agreements, certifications, assurances, and other documents as necessary to receive funding from the California Department of Transportation (Caltrans) under the Federal Transit Administration (FTA) Section 5311 Formula Grant for Rural Areas Program.

6.7. 2016 Measure B Bicycle & Pedestrian Capital Project Funding - Los Gatos Creek Trail to Highway 9 Trailhead Connector Project

M/S/C (Constantine/Montano) to shift the previously awarded amount of \$693,560 in 2016 Measure B Bicycle & Pedestrian Capital Project funds from the construction phase of the Kennedy Road Sidewalk and Class II Bike Lanes project and award it to the construction phase of the Los Gatos Creek Trail Connector to Highway 9 project, both in the Town of Los Gatos.

6.8. 2016 Measure B Caltrain Grade Separation Projects Cooperative Agreements

M/S/C (Constantine/Montano) on a vote of 10 ayes, 0 noes to 1 refusal to authorize the General Manager to execute the necessary separate agreements and amendments with the City of Mountain View or City of Palo Alto and the Peninsula Corridor Joint Powers Board to deliver the Rengstorff Avenue, Churchill Avenue and Meadow Drive/Charleston Road Grade Separation Projects. Board Member Chavez refused.

6.9. Express Lanes Ordinance Update

M/S/C (Constantine/Montano) to approve the change in the express lanes toll ordinance to reduce current toll violation penalty from \$25 to \$10 and the accompanying late fee from \$45 to \$20.

6.10. I-680 Express Lanes Joint Powers Authority Agreement

M/S/C (Constantine/Montano) on a vote of 10 ayes, 0 noes and 1 refusal to authorize the General Manager to enter into a Third Amended and Restated Joint Powers Agreement with the Alameda County Transportation Commission (ACTC) in connection with the operations of the Sunol Smart Carpool Lane Joint Powers Authority outlining new conditions for its dissolution and conversion of the I-680 express lane segment within Santa Clara County to a carpool lane at ACTC's cost and expense. Board Member Chavez recused.

6.11. Project Monitoring Quarterly Report

M/S/C (Constantine/Montano) to receive the Programmed Projects Quarterly Monitoring Report for April to June 2022.

**SAFETY, SECURITY, AND TRANSIT PLANNING & OPERATIONS (SSTP&O)
COMMITTEE**

There were no items submitted for the Consent Agenda from the Safety, Security, and Transit Planning & Operations Committee

GOVERNANCE AND AUDIT (G&A) COMMITTEE

6.12. Auditor General's Assessment Report – Part 2 VTA's BART Silicon Valley - Phase II Expenditures and Contract Oversight

M/S/C (Constantine/Montano) to review and accept the Auditor General's report on the BART Silicon Valley - Phase II Assessment, Part 2 on expenditures and contract oversight.

BOARD OF DIRECTORS

6.13. Regular Meeting Minutes of August 4, 2022

M/S/C (Constantine/Montano) to approve the Regular Meeting Minutes of August 4, 2022.

6.14. Subsequent Resolution to Continue Remote Board and Committee Meetings

M/S/C (Constantine/Montano) to adopt subsequent **Resolution No.2022.09.29** authorizing the Santa Clara Valley Transportation Authority (VTA) Board of Directors and all standing, advisory, policy, oversight, steering, and inter-agency committees and subcommittees of the Board to continue to meet by remote teleconference, subject to the requirements of Assembly Bill 361 (Rivas).

6.15. 2016 Measure B FY 2021 Annual Report

M/S/C (Constantine/Montano) to receive the 2016 Measure B FY 2021 Annual Report.

6.16. Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions

M/S/C (Constantine/Montano) to receive unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions.

Board Member Jimenez left the video and teleconference meeting at 6:31 p.m.

RESULT:	APPROVED – Consent Agenda Items #6.3-6.7, 6.9, 6.11-6.16
MOVER:	Rich Constantine, Vice Chairperson
SECONDER:	Carmen Montano, Alternate Board Member
AYES:	Burt, Carrasco, Chavez, Constantine, Jain, Jones, Lee, Liccardo, Montano, Paul, Peralez
NOES:	None
ABSENT:	Jimenez

RESULT:	APPROVED – Consent Agenda Item #6.1
MOVER:	Rich Constantine, Vice Chairperson
SECONDER:	Carmen Montano, Alternate Board Member
AYES:	Burt, Carrasco, Constantine, Jain, Jones, Lee, Montano, Paul, Peralez
NOES:	None
ABSENT:	Jimenez
RECUSED:	Chavez, Liccardo

RESULT:	APPROVED – Consent Agenda Item #6.2
MOVER:	Rich Constantine, Vice Chairperson
SECONDER:	Carmen Montano, Alternate Board Member
AYES:	Burt, Carrasco, Constantine, Jain, Jones, Lee, Liccardo, Montano, Paul, Peralez
NOES:	None
ABSENT:	Jimenez
RECUSED:	Chavez

RESULT: APPROVED – Consent Agenda Item #6.8
MOVER: Rich Constantine, Vice Chairperson
SECONDER: Carmen Montano, Alternate Board Member
AYES: Burt, Carrasco, Constantine, Jain, Jones, Lee, Liccardo, Montano, Paul, Peralez
NOES: None
ABSENT: Jimenez
RECUSED: Chavez

RESULT: APPROVED – Consent Agenda Items #6.10
MOVER: Rich Constantine, Vice Chairperson
SECONDER: Carmen Montano, Alternate Board Member
AYES: Burt, Carrasco, Constantine, Jain, Jones, Lee, Liccardo, Montano Paul, Peralez
NOES: None
ABSENT: Jimenez
RECUSED: Chavez

Board Member Jimenez returned to the video and teleconference meeting at 6:33 p.m.

7. REGULAR AGENDA

ADMINISTRATION AND FINANCE (A&F) COMMITTEE

Vice Chairperson Constantine and Board Members Chavez and Peralez recused themselves from **Agenda Item #7.1.**, Amendment to Lease Option Agreement (LOA) for Tamien Station Transit-Oriented Development Project, citing Government Code 84308. They left the video and teleconference meeting at 6:35 p.m.

7.1. Amendment to Lease Option Agreement (LOA) for Tamien Station Transit-Oriented Development Project

Ron Golem, Director of Real Estate and Transit Oriented Development (TOD), and Jessie O'Malley Solis, Transit Oriented Development Manager, provided an overview of the staff report and provided a presentation entitled "Lease Option Agreement Amendment for Tamien Station TOD Project."

Public Comment

Mr. Beekman commended staffs' efforts for bringing together housing and transportation in San Jose and Santa Clara.

Theadora Abraham, Board Assistant, noted for the record that Board Member Liccardo recused himself and left the video and teleconference meeting at 6:38 p.m., citing Government Code 84308.

Public Comment

Vince Rocha, President of Housing and Community Development with the Silicon Valley Leadership Group, expressed support for staff's recommendation.

Ms. Abraham noted that the written public comment received from Michael R. Van Every, Republic Urban Properties, and Chris Neale, Core Companies, Mr. Rocha, and Silicon Valley At Home, was posted in the online agenda packet.

Members of the Board and staff discussed the following: 1) market rent increases; 2) suggestions on how to include transit passes for residents, including any programs that assist with providing transit passes to lower and/or affordable income housing; 3) how to market and encourage people to take advantage of the transit stations; 4) how to get the developers to contribute while still advancing the project, including the possibility of an additional requirement in exchange for an exemption on parking; and 5) who controls the rent for the affordable housing; and the need for long term affordable housing.

Board Member Paul left the video and teleconference meeting 7:08 p.m.

M/S/C (Jimenez/Jain) on a vote of 7 ayes, 0 noes, 1 absent to 4 recusals to authorize the General Manager to amend the Lease Option Agreement (LOA) for the Tamien Transit-Oriented Development (TOD) project with Urban Co Tamien, LLC (UrbanCo) to 1) change future transit parking from 566 stalls to 450 stalls and implement a Transportation Demand Management (TDM) program to mitigate impacts; 2) make modifications to the phases of the project; 3) modify the Ground Lease forms and 4) provide an additional option period with payment of \$243,750 to extend the LOA by 18 months for a maximum term of 54 months. Vice Chairperson Constantine and Board Members Chavez, Peralez and Liccardo recused.

RESULT:	APPROVED – Agenda Item #7.1
MOVER:	Sergio Jimenez, Board Member
SECONDER:	Suds Jain, Board Member
AYES:	Burt, Carrasco, Jain, Jimenez, Jones, Lee, Montano,
NOES:	None
ABSENT:	Paul
RECUSED:	Chavez, Constantine, Peralez, Liccardo

Board Member Paul returned to the video and teleconference meeting at 7:11 p.m.

CONGESTION MANAGEMENT PROGRAM & PLANNING (CMPP) COMMITTEE
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There were no items submitted for the Regular Agenda from the Congestion Management Program and Planning Committee.

SAFETY, SECURITY, AND TRANSIT PLANNING & OPERATIONS (SSTP&O) COMMITTEE

7.2. 2022 Title VI Service Monitoring Report

Jay Tyree, Transportation Planning Manager, provided an overview of the staff report and provided a presentation entitled “2022 Monitoring Report.”

Public Comment

Mr. Beekman commented about the following: 1) public meetings; 2) addressing equity issues; and 3) violence in Santa Clara County.

A brief discussion ensued about Title VI and minority areas where riders board at a stop with a bench. A Member of the Board noted the importance of adding more shelters and benches to bus stops.

Public Comment Continued

Mr. Bradley commented about the following: 1) the need for more bus stop benches, specifically in Milpitas; and 2) San Jose areas that need proper lighting and shelters, including Alma and Senter.

M/S/C (Constantine/Montano) to adopt Resolution No. 2022.09.30 approving the VTA 2022 Monitoring Program report.

RESULT:	ADOPTED –Agenda Item #7.2
MOVER:	Rich Constantine, Vice Chairperson
SECONDER:	Carmen Montano, Alternate Board Member
AYES:	Burt, Carrasco, Chavez, Constantine, Jain, Jimenez, Jones, Lee, Liccardo, Montano Paul, Peralez
NOES:	None
ABSENT:	None

GOVERNANCE AND AUDIT (G&A) COMMITTEE

There were no items submitted for the Regular Agenda from the Governance and Audit Committee

BOARD OF DIRECTORS

7.3. Authorize Bus Contract Award for 92 Hybrid Diesel-Electric buses to Gillig LLC

Jim Wilhelm, Bus Engineering, Quality Assurance and Warranty Manager, provided an overview of the staff report.

Public Comment

Mr. Beekman commented about the following: 1) VTA's need to increase morale; and 2) suggested having open discussions about the future use of green technology.

Mr. Bradley commented about the following: 1) support for staff's recommendation; 2) retirement of 2001 and 2002 diesel buses; and 3) purchasing electric buses that enable riders to open windows.

Members of the Board and staff discussed the following: 1) VTA's plans for charging the hybrid buses, including any plans to use solar; 2) concerns about locking VTA into a contract that continues using diesel buses; 3) how VTA's current zero emission buses match the charging infrastructure; and 4) VTA cannot absorb more zero emission buses without increasing the charging infrastructure.

M/S/C (Constantine/Jimenez) in the amount of \$82,075,053.74 for the purchase of ninety-two (92) forty-foot Hybrid Diesel -Electric buses with all related equipment, support, and training. The execution of the contract would be subject to compliance with the Federal Transit Administration (FTA) pre-award Buy America requirements and the satisfactory clearance of any protests.

RESULT:	APPROVED –Agenda Item #7.3
MOVER:	Rich Constantine, Vice Chairperson
SECONDER:	Sergio Jimenez, Board Member
AYES:	Burt, Carrasco, Chavez, Constantine, Jain, Jimenez, Jones, Lee, Liccardo, Montano Paul, Peralez
NOES:	None
ABSENT:	None

7.3.X Silicon Valley Rapid Transit (SVRT) Program Update

Takis Salpeas, BART Silicon Valley Extension Project Chief, provided a presentation entitled "VTA's BART Silicon Valley Phase II Extension. Mr. Salpeas reviewed the proposed innovations for the Phase II project.

Ms. Gonot noted that staff will be looking for additional funding for the project which may include a capital investment grant.

Public Comment

Mr. Bradley commented about the following: 1) a recent community event held downtown; 2) cost control for the project and any contingency plans for cost overruns.

Scott Knies, Chief Executive Officer (CEO), San Jose Downtown Association, commented about the following: 1) support for the project improvements to create a better passenger experience; and 2) the need for BART to be operational to downtown San Jose once opened.

Mr. Beekman expressed support for the improvements that would increase passenger safety.

Members of the Board commended staff for their continued efforts in overseeing the project and expressed support for the changes that show significant safety improvements.

On order of Chairperson Jones and there being no objection, the Board received the Silicon Valley Rapid Transit (SVRT) Program Update.

7.4 SB 129 Joint Labor Management Committee Update

Marc DeLong, Transportation Authority Engineers and Architects Association (TAEA) Local 21, and John Pospishek, Amalgamated Transit Union (ATU) Local 265, provided an update on the Committee's efforts, highlighting the following: 1) procurement process for the Organizational Culture & Climate Transformation Contract; 2) collaboration between the unions and VTA staff; 3) peer support program that includes a separate female support group; and 4) stress management training. Mr. DeLong and Mr. Pospishek thanked the Board for their support.

Public Comment

Mr. Beekman commented about the following: 1) support for a peer-to-peer program; and 2) designs for the upcoming BART stations in downtown San Jose.

Members of the Board commended VTA's staff and union leadership for continuing to work together to move forward with the Organizational Culture & Climate Transformation Contract.

On order of Chairperson Jones and there being no objection, the Board received an update from SB 129 Joint Labor Management Committee.

8. OTHER ITEMS

8.1. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

Chairperson Jones announced that in the online agenda packet was a referral submitted by the City of San Jose Council regarding a Transit Oriented Development Transit Pass Policy, and requested VTA staff investigate the feasibility for a county wide Transit First policy.

Board Member Liccardo requested staff return to the Board by December 2022 with an update on a Transit Oriented Development Transit Pass Policy.

8.2. Announcements

There were no Announcements.

8.3. Public Comment (Continued)

There was no Public Comment.

9. CLOSED SESSION

Public Comment

Mr. Beekman thanked the Board for allowing public comment during Closed Session.

9.1 Recessed to Closed Session at 8:36 p.m.**A. Conference with Real Property Negotiators**
[Government Code Section 54956.8]

Property: 2 North Market Street, San Jose, CA, also known as APN 259-34-019

Agency Negotiators: Ron Golem, Director of Real Estate & Transit-Oriented Development; Brittain Cheney, Cushman & Wakefield

Negotiating Parties: Dusan Miletich, President; Jared Gamelin, Vice President of Real Estate, Madrone Ventures

Under Negotiation: Proposed lease of space for VTA Downtown Service Center and BART Phase 2 Public Information Office

B. Conference with Legal Counsel - Existing Litigation
[Government Code Section 54956.9(d)(1)]

Name of Case: Lane et al v. Universal Protection Service, LP et al.
(Santa Clara County Superior Court Case No. 22CV398848)

C. Conference with Legal Counsel - Existing Litigation
[Government Code Section 54956.9(d)(1)]

Name of Case: Santa Clara Valley Transportation Authority v. Don's Investment & Development, Inc., et al.
(Santa Clara County Superior Court Case No. 21CV376994)

9.2 Reconvened to Open Session at 9:14 p.m.

9.3 Closed Session Report

A. Conference with Real Property Negotiators
[Government Code Section 54956.8]

Property: 2 North Market Street, San Jose, CA, also known as APN 259-34-019

Agency Negotiators: Ron Golem, Director of Real Estate & Transit-Oriented Development; Brittain Cheney, Cushman & Wakefield

Negotiating Parties: Dusan Miletich, President; Jared Gamelin, Vice President of Real Estate, Madrone Ventures

Under Negotiation: Proposed lease of space for VTA Downtown Service Center and BART Phase 2 Public Information Office

Ms. Tran noted no reportable action was taken during Closed Session.

B. Conference with Legal Counsel - Existing Litigation
[Government Code Section 54956.9(d)(1)]

Name of Case: Lane et al v. Universal Protection Service, LP et al.
(Santa Clara County Superior Court Case No. 22CV398848)

Ms. Tran noted no reportable action was taken during Closed Session.

C. Conference with Legal Counsel - Existing Litigation
[Government Code Section 54956.9(d)(1)]

Name of Case: Santa Clara Valley Transportation Authority v. Don's Investment & Development, Inc., et al.
(Santa Clara County Superior Court Case No. 21CV376994)

Ms. Tran noted no reportable action was taken during Closed Session.

10. ADJOURNMENT

On order of Chairperson Jones and there being no objection, the meeting was adjourned at 9:15 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary



APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED
 Santa Clara Valley Transportation Authority
 Board of Directors
 Elaine F. Baltao, Board Secretary
 BY: [Signature]
 DATE: 9/16/22

BOARD OF DIRECTORS WORKSHOP MEETING

Friday, September 16, 2022

MINUTES

1. CALL TO ORDER AND ROLL CALL

The Workshop Meeting of the Santa Clara Valley Transportation Authority's (VTA) Board of Directors (Board) was called to order by Chairperson Jones at 9:00 a.m. via video and teleconference.

Attendee Name	Title	Status
Margaret Abe-Koga	Ex-Officio Member	Present
Marie Blankley	Alternate Board Member (Gilroy)	Present
Pat Burt	Board Member (Palo Alto)	Present
Magdalena Carrasco	Board Member (San Jose)	Present
Cindy Chavez	Board Member (Santa Clara County)	Present
Rich Constantine	Vice Chairperson (Morgan Hill)	Present
Dev Davis	Alternate Board Member (San Jose)	Absent
Glenn Hendricks	Board Member (Sunnyvale)	Present
Sudhanshu "Suds" Jain	Board Member (Santa Clara)	Present
Sergio Jimenez	Board Member (San Jose)	Present
Chappie Jones	Chairperson (San Jose)	Present
Otto Lee	Board Member (Santa Clara County)	Present
Lynette Lee Eng	Alternate Board Member (City of Los Altos)	Present
Sam Liccardo	Board Member (San Jose)	Absent
Carmen Montano	Alternate Board Member (Milpitas)	Present
Darcy Paul	Board Member (Cupertino)	Present
Raul Peralez	Board Member (San Jose)	Present
Rob Rennie	Alternate Board Member (Los Gatos)	Present

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. WORKSHOP ITEMS

2.1. **VTa's BART Silicon Valley Phase II Project Collaboration Updates: Station Design Refinement and Peer Review**

Carolyn M. Gonot, General Manager/CEO, provided opening remarks and noted the two elements of the presentation: 1) Station Refinement Update; and 2) Peer Review/Exchange Update.

Bernice Alaniz, Director of SVRT Business Operations; Peter Sokoloff, Consultant; provided a presentation on VTA's BART Silicon Valley Phase II Project Collaboration Updates: Station Design Refinement. They indicated this work has been done in partnership with BART, the City of San Jose, and SPUR.

Brandi Childress, Chief of Staff to the General Manager, provided an update on the Peer Review effort. She indicated that the team is conducting a technical review of the existing design and documents as well as the tunnel innovation and design enhancements. A written report and a presentation on the findings will be provided at a future meeting. Ms. Childress noted the Peer Review recommendations and refinement efforts will be evaluated and considered for incorporation for the project design and delivery. Any staff recommendation will be forwarded to the Board for discussion and direction.

Ms. Gonot noted the Stations Design Refinement process and goals are geared toward improving future customer experience while balancing the project's cost and schedule. She added the Board would receive periodic updates on project cost and schedule.

Board Member Peralez joined the video and teleconference workshop meeting
at 9:02 a.m.

Board Member Carrasco joined the video and teleconference workshop meeting
at 9:04 a.m.

Members of the Board and staff discussed the following: 1) strategic placements of entrances; 2) structural enhancements; 3) back up elevators; 4) ventilation; 5) timing for cost and construction stability analysis; 6) schedule and project cost estimates for the refinements; 7) expected time for presentation to the Board; and 8) transit oriented development and retail opportunities.

On order of Chairperson Jones and there being no objection, the Board reviewed and discussed VTA's BART Silicon Valley Phase II Project's Collaboration Efforts to Date - Station Refinement Update and Peer Review/Exchange Update.

Board Member Chavez left the video and teleconference workshop meeting
at 10:11 a.m.

Ex-Officio Board Member Abe-Koga joined the video and teleconference workshop meeting at 10:15 a.m.

2.2. Review and Discuss the Proposed Fiscal Year 2023 Budget Augmentation and Amendment

Greg Richardson, Chief Financial Officer, provided a presentation entitled “Budget Amendment - Fiscal Year 2023.”

Alternate Board Member Montano joined the video and teleconference workshop meeting at 10:38 a.m.

Members of the Board and staff discussed the following: 1) farebox, sales tax, and revenue growth projections; 2) strategies for ridership growth in conjunction with providing safety, timeliness, reliable service, cleanliness, and efficient operation, 3) zero farebox recovery; 4) strategy to improve farebox recovery rate; 5) encourage youth to take public transit; 6) identify cause of no bus service to certain schools and universities; and 7) incentives and promotional programs to take public transit.

James Lawson, Chief External Affairs Officer, provided a brief overview on the farebox recovery policy adopted by the Board. He noted that staff’s goal was to provide the Board with the best possible information on the risks and benefits of this approach that will comply with the Board’s decision on how to proceed.

Public Comment

Doug Muirhead, Interested Citizen, commented on fixed bus route reliability, on-demand service, and “first mile/last mile” trip.

Board Member Paul left the video and teleconference workshop meeting at 11:12 a.m.

Mr. Richardson continued his presentation on VTA Transit Operations – Cash and Reserves.

On order of Chairperson Jones and there being no objection, the Board reviewed and discussed the proposed Fiscal Year 2023 Budget Augmentation and Amendment.

3. OTHER ITEMS

3.1. ANNOUNCEMENTS

There were no Announcements.

4. **ADJOURNMENT**

On order of Chairperson Jones and there being no objection, the workshop meeting was adjourned at 11:23 a.m.

Respectfully submitted,

Reyne Jimeno, Board Assistant
VTA Office of the Board Secretary



Date: October 26, 2023
Current Meeting: November 2, 2023
Board Meeting: November 2, 2023

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Engineering & Prog Delivery Officer, Casey Emoto

SUBJECT: FY 2023 Silicon Valley Express Lanes Operations Report

APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED
Santa Clara Valley Transportation Authority
Board of Directors
Elaine F. Baltao, Board Secretary
BY: [Signature]
DATE: 11-02-2023

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- This is the Fiscal Year 2023 (FY 2023) Silicon Valley Express Lanes Operations Report covering the period of July 2022 through June 2023. The report highlights operational performance metrics with a focus on express lanes toll operations.
- For FY 2023, the SR 237 Express Lanes served a total of about 5 million vehicles while the US 101/SR 85 Express Lanes, which opened in February 2022, served a total of about 10 million vehicles.
- For FY 2023, the Express Lanes corridors provided travel time savings between 11 to 18 minutes during the peak periods.
- For FY 2023, the Express Lanes corridors operated above the 45 mph speed performance goal.

STRATEGIC PLAN/GOALS:

The Silicon Valley Express Lanes Program (Program) aligns with VTA's Business Line 3 - Transportation Systems Management, in providing support to its member agencies in transportation systems management, funding, integration, and innovation.

This Program covers the Santa Clara County express lanes network that has been built to date and is owned and operated by VTA, consistent with core values in the VTA Strategic Plan. These core values and program benefits include:

- Quality -providing commuters a mobility option and reliable trip through the corridor and
- Sustainability -source of revenue stream to sustainably maintain the infrastructure system.

BACKGROUND:

At its December 2008 meeting, the VTA Board of Directors approved the Program with the purpose to provide congestion relief through the implementation of a roadway pricing system that allows for the use of unused capacity in carpool lanes. This is accomplished by allowing solo commuters to use the available capacity in the carpool lanes for a fee. The fee changes dynamically in response to existing congestion levels and the available capacity in the lanes. The result of these changes is the implementation of express lanes from what formerly were carpool lanes.

Specifically, the primary objectives of the Program are to: provide congestion relief through more effective use of existing roadways; provide commuters with a new mobility option; and provide a new funding source for transportation improvements including public transit.

DISCUSSION:

The Program consists of two corridors to date: SR 237 and US 101/SR 85, both legislatively approved and having been implemented in phases. The first phase of Program implementation resulted in the SR 237 Express Lanes that went into operation in March 2012. The initial project converted the SR 237/I-880 direct carpool connector lanes to express lanes operations as well as sections of existing carpool lanes on SR 237 and I-880 through the SR 237/I-880 interchange. On November 15, 2019, the second implementation of express lanes opened for tolling, extending the SR 237 Express Lanes westward towards US 101 from North First Street in San Jose to Mathilda Avenue in Sunnyvale by converting the remaining carpool lanes on SR 237.

On February 11, 2022, the US 101/SR 85 Express Lanes opened to tolling by converting the US 101 carpool lanes to express lanes operations between the Santa Clara/San Mateo County line in Palo Alto to near SR 237 in Sunnyvale. This segment includes the first dual-lane express lanes in Santa Clara County. The project also converted the US 101/SR 85 direct carpool connectors to express lanes, and a short segment on SR 85 from US 101 to SR 237/Grant Road in Mountain View. This implementation connects these express lanes seamlessly to those in San Mateo County on US 101 owned by the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). These adjacent express lanes owned by VTA and SMCEL-JPA opened to tolling on the same day.

The Program includes business rules consistent with other Bay Area express lanes, including a FasTrak® transponder requirement, use of video enforcement, hours of operations from 5am to 8pm and tolling of single-occupant Clean Air Vehicles (CAVs) with the toll rate for CAVs as 50 percent of the displayed toll rate.

Attached is the FY 2023 Silicon Valley Express Program Operations report that highlights operational performance metrics and estimated revenues and expenses.

Traffic Volumes

SR 237 Express Lanes

A significant change in FY 2023 operations is the increased traffic volumes in the express lanes,

about a 40% increase compared to FY 2022. Total traffic volumes for SR 237 are at about 95% of pre-pandemic levels (February 2020) with express lanes traffic volumes at about 75% of pre-pandemic levels.

During FY 2023, the SR 237 Express Lanes served a total of about five million vehicles, including 3 million tolled vehicles (about 60% of the total) and two million non-tolled /HOV3+ vehicles (about 40% of the total). For the tolled vehicles, 23% were single occupant vehicles (SOVs), eight percent HOV2, two percent CAV, and the remaining 28% were tolled using automatic license plate recognition (ALPR) cameras. Of these 28%, 23% were FasTrak account holders not carrying transponder in the vehicle while the remaining 5% were violators (not registered FasTrak customers). Most of the trips (about 60%) traveled through the entire corridor length regardless of direction.

US 101/SR 85 Express Lanes

The US 101/SR 85 Express Lanes opened to tolling on February 11, 2022. This report captures the first full year of operations since tolling operations began.

During FY 2023, the US 101/SR 85 Express Lanes served a total of about 10 million vehicles, including 6.8 million tolled vehicles (about 68% of the total) and 3.2 million non-tolled/(HOV3+) vehicles (about 32% of the total). Among the total tolled vehicles, 25% were SOVs, 9% HOV2, two percent CAV, and the remaining 32% were tolled based on license plates. Of these 32%, 24% were FasTrak account holders without transponders in the vehicle while the remaining 8% were violators (not registered FasTrak customers).

Most of the express lanes users (70% in the northbound direction and 67% in the south bound direction) traveled through the entire corridor length.

Travel Time Savings on Express Lanes

SR 237 Express Lanes

The SR 237 Express Lanes had travel time savings in the corridor of up to 18 minutes in the westbound direction during the morning commute period and up to 12 minutes in the eastbound direction during the evening commute peak.

US 101/SR 85 Express Lanes

During the peak morning commute period, the northbound direction saw travel time savings of up to seven minutes between SR 237 and Oregon Expressway. During the evening commute period, this same segment saw travel time savings up to 11 minutes, while the southbound, the peak direction, had travel time savings up to 13 minutes.

Travel Speeds

The average speeds on express lanes were calculated based on weekday data collected between July 1, 2022, and June 30, 2023. The lowest travel speeds for both corridors occurred during the morning commute period between 8:00 a.m. and 9:00 a.m. and between 5:00 p.m. and 6:00 p.m. for the evening commute period.

SR 237 Express Lanes

The average express lanes travel speeds on SR 237 in the westbound direction were above 64 mph. The average express lanes travel speeds in the eastbound direction were above 55 mph.

US 101/SR 85 Express Lanes

The average express lanes travel speeds on US 101/SR 85 corridor between SR 237 and Oregon Expressway in the northbound direction were above 63 mph. The average express lanes travel speeds in the southbound direction were above 57 mph.

Toll Rates

SR 237 Express Lanes

The SR 237 Express Lanes average toll rate for FY 2023 was \$2.50 in the eastbound direction, and about \$2 in the westbound direction. The maximum toll rate during the peak period in the eastbound direction (from Mathilda Avenue to I-880) was about \$9, while in the westbound direction (from southbound I-880 to US 101/Mathilda Avenue) it was about \$7.

US 101/SR 85 Express Lanes

The US 101/SR 85 Express Lanes average toll rate for FY 2023 was \$2.25 in the southbound direction and \$2.00 in the northbound direction. The maximum toll rate for the southbound direction was \$9 from Oregon Expressway to SR 237, while the northbound direction toll was \$8 from SR 237 to Oregon Expressway.

Enforcement

During FY 2023, the California Highway Patrol (CHP) issued a total of about 700 citations on the US 101/SR 85 Express Lanes. CHP enforcement hours for FY 2023 totaled approximately 670 hours. Enforcement on SR 237 Express Lanes was minimal due to lack of available CHP enforcement officers from the CHP San Jose Area office.

CLIMATE IMPACT:

Express lanes generally improve the efficiency of the system by improving operations as a congestion relief management tool and by moving more people within a shorter period. The Program promotes increased person throughput by providing toll free travel for eligible carpoolers and promoting increased vehicular occupancy. Express lanes also feature reduced toll rates for increased vehicular occupancy and low emission vehicles. The toll revenues from the Program are also planned to be reinvested to support transit operations amongst other corridor improvements. The Program would have a neutral or net positive climate impact.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee received this item as an action item under the consent agenda on October 11, 2023, and had no comments.

The Policy Advisory Committee heard this item as part of the regular agenda at the October 12, 2023 meeting. The staff presented the FY 2023 operational report along with an overview of the Silicon Valley Express Lanes Program. Based on questions from the Committee, staff explained about various elements of the Express Lanes Program including use of revenues, operating rules, and lane access configuration.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning Committee heard this item as part of the regular agenda at the October 18, 2023 meeting. There was general discussion from the committee on revenues. Staff explained that the program generated approximately \$12 million in net revenues, and is limited to be used within the corridor. However, this is pursuant to the approval of an expenditure plan by the VTA Board of Directors.

Prepared By: Arshad Syed - Sr Transportation Engineer
Memo No. 8701

SILICON VALLEY EXPRESS LANES

FY 2023 Operations Report

(July 2022 – June 2023)



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Background

The Silicon Valley Express Lanes (SVEL) Program (referred to as Program) has been under development since 2003 when the Santa Clara Valley Transportation Authority (VTA) Board of Directors' Ad Hoc Financial Stability Committee requested a presentation from staff on High Occupancy Toll (HOT) Lanes and their potential benefits and opportunities in Santa Clara County. At its December 11, 2008, meeting, the Santa Clara Valley Transportation Authority (VTA) Board of Directors approved the Program. The primary objectives of the Program are:

- Provide congestion relief through more effective use of existing roadways;
- Provide commuters with a new mobility option; and
- Provide a new funding source for transportation improvements including public transit.

The Program consists of two express lanes (EL) corridors within Santa Clara County: the SR 237 Express Lanes between I-880 and SR 85 and the US 101/SR 85 Express Lanes. The SR 237/I-880 Express Connectors project was the first phase of the SR 237 Express Lanes corridor that converted the high occupancy vehicle (HOV) lane connector ramps at the SR 237/I-880 interchange to express lanes operations. The SR 237/I-880 Express Connectors project opened to tolling operations on March 20, 2012. The second phase, SR 237 Express Lanes Phase 2, extended EL westward towards US 101 by converting the remaining HOV lanes to EL, between North First Street in San Jose to Mathilda Avenue in Sunnyvale. Figure 1 shows a map of SR 237 Express Lanes. The Phase 2 project opened to tolling on November 15, 2019, with new operating rules consistent with regional bay area EL.

All vehicles using the EL are required to carry a valid FasTrak Flex transponder, and vehicles without a valid transponder is issued a toll violation using the automated Violation Enforcement System (VES) that captures the license plate. Clean Air Vehicles (CAV) using a special FasTrak CAV transponder and HOV 2 vehicles with transponder switch set to position 2 receive a 50% discount. Vehicles with three or more persons with transponder switch set to position 3 can travel toll-free.

On February 11, 2022, the US 101/SR 85 Express Lanes (Phase 3) opened to tolling by converting the US 101 carpool lanes to express lanes operations between the Santa Clara/San Mateo County line in Palo Alto to near SR 237 in Sunnyvale. This segment includes the first dual lanes express lanes in Santa Clara County. The project also converted the US 101/SR 85 direct carpool connectors to express lanes, and a short segment on SR 85 from US 101 to SR 237/Grant Road in Mountain View. The Phase 3 project seamlessly connects with US 101 San Mateo County Express Lanes. Both agencies collaborated to open the facilities to tolling on the same day. Figure 2 shows a map of US 101/ SR 85 Express Lanes (Phase 3).

Figure 1: SR 237 Express Lanes Map

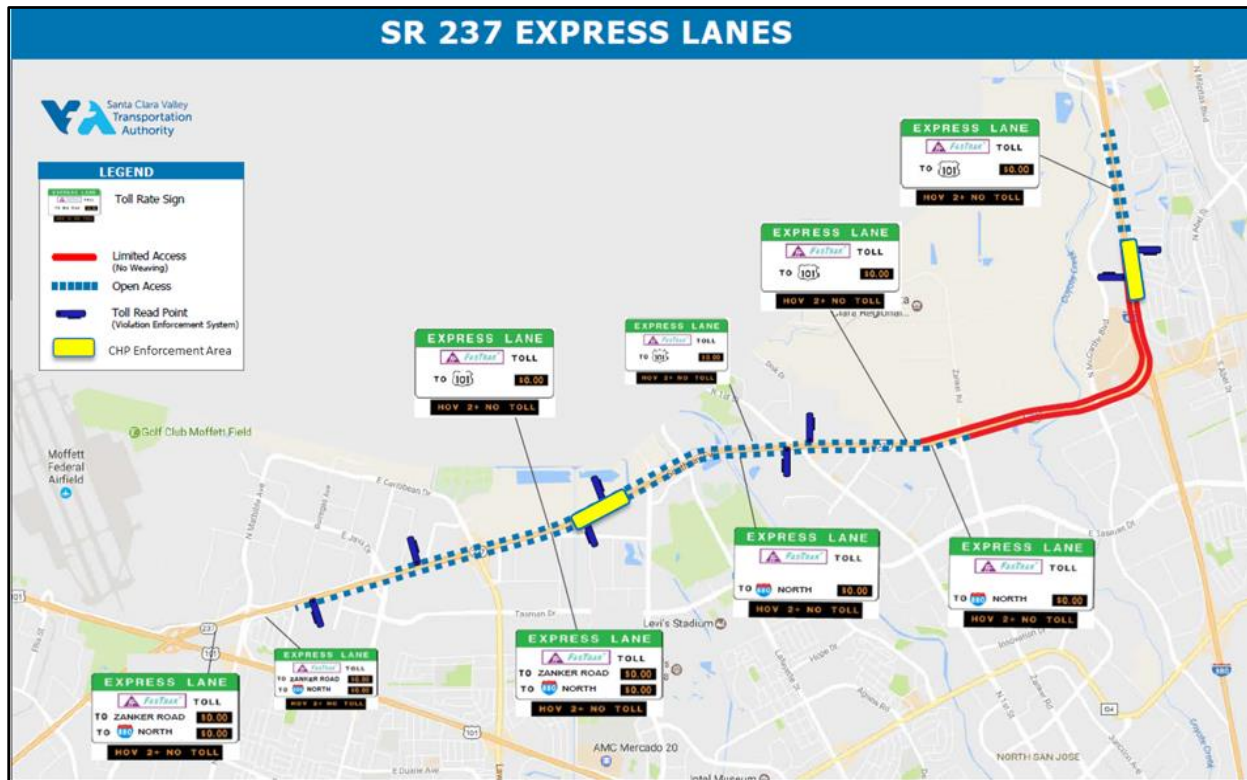
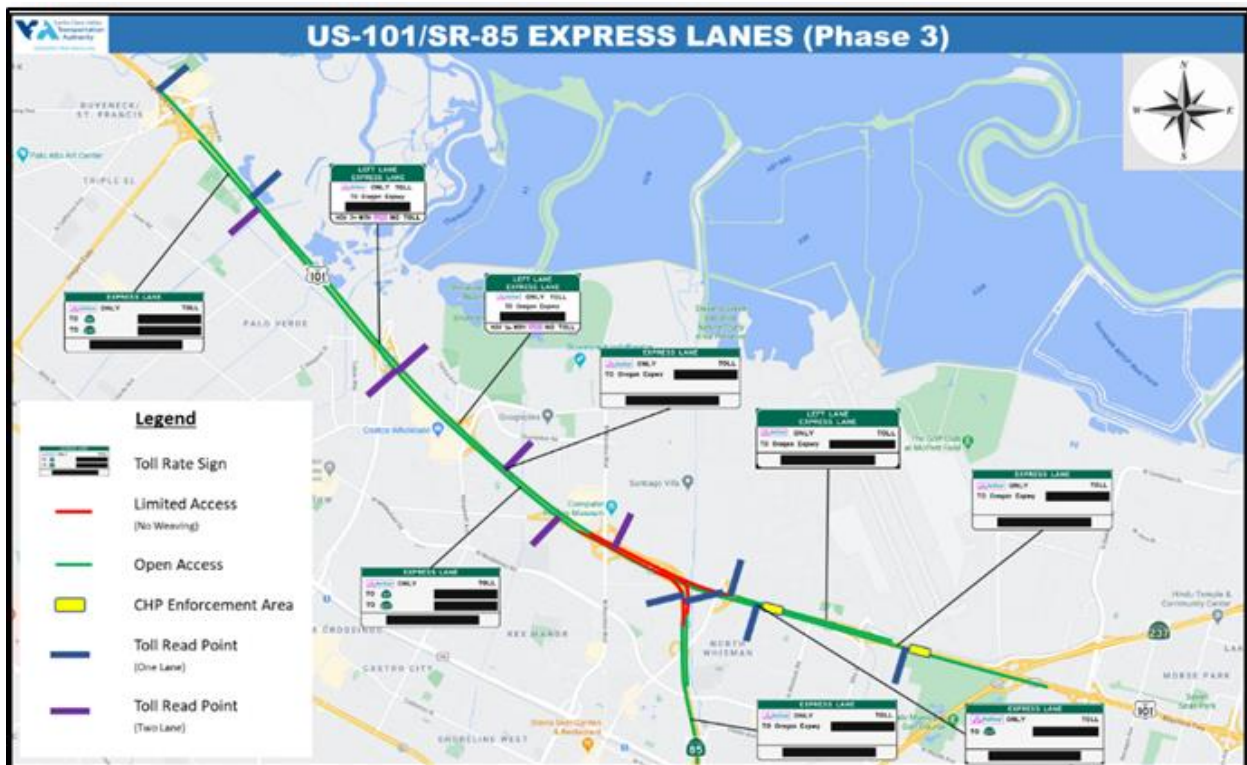


Figure 2: US 101/SR 85 Express Lanes Map



Traffic Operations Summary

SR 237

Traffic volumes along the SR 237 corridor is at about 95% compared to pre-pandemic (February 2020) levels. During the Fiscal Year (FY) 2023, between July 2022 and June 2023, SR 237 Express Lanes served a total of about 5 million vehicles, including 3 million (61%) tolled vehicles and 2 million (39%) non-tolled / HOV 3+ vehicles. Of the 61% of tolled vehicles, 23% are single occupancy vehicles (SOVs), 8% are HOV 2, two percent are CAVs, and the remaining 28% are tolled using automatic license plate recognition (ALPR) cameras. Furthermore, 23% of the 28% vehicles tolled using the license plates are FasTrak account holders, while the remaining (5%) are vehicles without a FasTrak account. About 56% of the total westbound trips are going towards the US 101/Mathilda Avenue, and about 62% of the total eastbound trips are going towards North I-880.

US 101/SR 85

During FY 2023, between July 2022 and June 2023, US 101/SR 85 Express Lanes served a total of about 9.8 million vehicles, including 6.7 million (68%) tolled vehicles and 3.1 million (32%) non-tolled / HOV 3+ vehicles. Of the 68% of tolled vehicles, 25% are SOVs, 9% are HOV 2, two percent are CAVs, and the remaining 32% are tolled using license plate cameras. Furthermore, 24% of the 32% vehicles tolled using the license plates are FasTrak account holders, while the remaining (8%) are vehicles without a FasTrak account. About 58% of the EL trips during the morning peak period in the northbound direction utilize the whole corridor to Oregon Expressway /Embarcadero Road.

Clean Air Vehicles

The Clean Air Vehicle (CAV) program is for qualifying vehicles that meet specified emissions standards set by the Department of Motor Vehicles (DMV) in partnership with the California Air Resources Board (CARB). Each year, the California DMV issues a new CAV decal color. The decal expires on January 1st of the fourth year of issuance. Currently there are four decal colors in use, purple (2019), orange (2020), blue (2021), yellow (2022), and green (2023). Beginning January of 2023, the purple CAV decal was no longer valid. These qualifying CAVs are eligible to receive a FasTrak CAV transponder. Solo users in qualifying CAVs using the properly mounted CAV transponder receive a 50% discounted toll. During FY 2023, approximately 78,500 CAVs (about 2%) used the SR 237 EL, and approximately 181,800 CAVs (about 2%) used the US 101/SR 85 EL. The DMV/CARB CAV program will expire on September 30, 2025. After this date, CAVs will no longer be eligible for a decal, CAV transponder or a discounted toll.

Enforcement (California Highway Patrol)

During FY 2023, on US 101/SR 85 California Highway Patrol (CHP) issued a total of 718 citations. CHP enforcement hours for FY 2023 totaled approximately 673 hours.

Incidents /Traffic collision

Incidents and traffic collisions that have a direct impact on the operations are monitored and logged during EL hours of operation (Mon – Friday; 5am – 8pm).

SR 237

A total of 132 minor traffic incidents occurred on SR 237 Express Lanes, including 30 incidents in which express lanes were partially blocked, and 11 incidents required a toll adjustment.

US 101/SR 85

A total of 295 minor traffic incidents occurred on US 101 / SR 85 Express Lanes, including 80 incidents in which the express lanes were partially blocked, and 39 incidents required a toll adjustment.

Toll Rates

SR 237

The SR 237 EL average toll rate for FY 2023 was \$2.50 in the eastbound direction and \$1.80 in the westbound direction. The maximum toll rate during the peak period in the eastbound direction (from Mathilda Avenue to I-880) was approximately \$9, while the westbound direction (from southbound I-880 to US 101/Mathilda Avenue) was approximately \$7.

US 101/SR 85

The US 101/SR 85 EL average toll rate for FY 2023 was \$2.25 in the southbound and \$2 in the northbound direction. The maximum toll rate recorded for the southbound direction was approximately \$9 from Oregon Expressway to SR-85/SR-237, while the northbound direction rate was approximately \$8 from northbound US 101 to Oregon Expressway.

Operational Data

Table 1: FY 2023, SVEL Traffic Volumes

Reporting Period	Corridor	Express Lanes Traffic Volumes			
		Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
FY 2023	SR 237	5,004,600	1,946,600	3,058,000	61%
	US 101/SR 85	9,846,800	3,114,100	6,732,700	68%
TOTAL		14,851,400	5,060,700	9,790,700	66%

Table 2: FY 2023, SVEL Traffic Volumes by Quarter

Quarter	Express Lanes Traffic Volumes			
	Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
Q 1	1,169,000	430,600	738,400	63%
Q 2	1,188,100	454,000	734,100	62%
Q 3	1,277,300	502,200	775,100	61%
Q 4	1,370,200	559,800	810,400	59%
SR 237 Sub-Total	5,004,600	1,946,600	3,058,000	61%
Q 1	2,320,500	653,600	1,666,900	72%
Q 2	2,355,200	716,200	1,639,000	70%
Q 3	2,446,700	800,800	1,645,900	67%
Q 4	2,724,400	943,500	1,780,900	65%
US 101/SR 85 Sub-Total	9,846,800	3,114,100	6,732,700	68%
TOTAL	14,851,400	5,060,700	9,790,700	66%

Table 3: FY 2023, SVEL Traffic Volumes by Month

Month	Express Lanes Traffic Volumes			
	Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
July	324,700	122,700	202,000	62%
August	422,000	154,500	267,500	63%
September	422,300	153,400	268,900	64%
October	420,800	158,000	262,800	62%
November	398,900	152,800	246,100	62%
December	368,400	143,200	225,200	61%
January	383,400	152,200	231,200	60%
February	409,200	158,500	250,700	61%
March	484,700	191,500	293,200	60%
April	414,200	166,300	247,900	60%
May	480,500	196,300	284,200	59%
June	475,500	197,200	278,300	59%
SR 237 Sub-Total	5,004,600	1,946,600	3,058,000	61%
July	667,000	188,000	479,000	72%
August	837,500	233,400	604,100	72%
September	816,000	232,200	583,800	72%
October	809,100	239,200	569,900	70%
November	785,800	240,400	545,400	69%
December	760,300	236,600	523,700	69%
January	745,400	242,200	503,200	68%
February	777,000	251,300	525,700	68%
March	924,300	307,300	617,000	67%
April	811,700	271,700	540,000	67%
May	944,600	327,000	617,600	65%
June	968,100	344,800	623,300	64%
US 101/SR 85 Sub-Total	9,846,800	3,114,100	6,732,700	68%
TOTAL	14,851,400	5,060,700	9,790,700	66%

Table 4: FY 2023, SVEL Tolled Vehicles by Month

Month	Express Lanes Tolled Vehicles				Total
	SOV	CAV	HOV 2	License Plate	
July	81,400	4,600	28,200	87,800	202,000
August	105,200	6,600	36,000	119,700	267,500
September	104,200	7,200	36,000	121,500	268,900
October	103,200	7,500	35,900	116,200	262,800
November	93,300	7,000	33,200	112,600	246,100
December	80,500	5,300	29,800	109,600	225,200
January	89,900	5,400	31,400	104,500	231,200
February	94,700	5,800	33,000	117,200	250,700
March	108,700	7,000	38,500	139,000	293,200
April	93,500	6,400	32,600	115,400	247,900
May	109,000	8,200	38,500	128,500	284,200
June	103,100	7,500	37,000	130,700	278,300
SR 237 Sub-Total	1,166,700	78,500	410,100	1,402,700	3,058,000
July	176,700	11,500	60,700	230,100	479,000
August	225,200	16,100	76,800	286,000	604,100
September	216,900	16,900	77,900	272,100	583,800
October	212,700	16,800	75,500	264,900	569,900
November	198,800	15,600	71,600	259,400	545,400
December	179,300	12,600	66,000	265,800	523,700
January	188,500	12,200	68,100	234,400	503,200
February	195,200	13,300	70,700	246,500	525,700
March	227,200	16,900	83,500	289,400	617,000
April	195,900	14,700	72,100	257,300	540,000
May	225,200	18,100	84,600	289,700	617,600
June	219,900	17,100	82,800	303,500	623,300
US 101/SR 85 Sub-Total	2,461,500	181,800	890,300	3,199,100	6,732,700
TOTAL	3,628,200	260,300	1,300,400	4,601,800	9,790,700

Figure 3: FY 2023, SR 237 Express Lanes Tolled versus Non-Tolled Vehicles

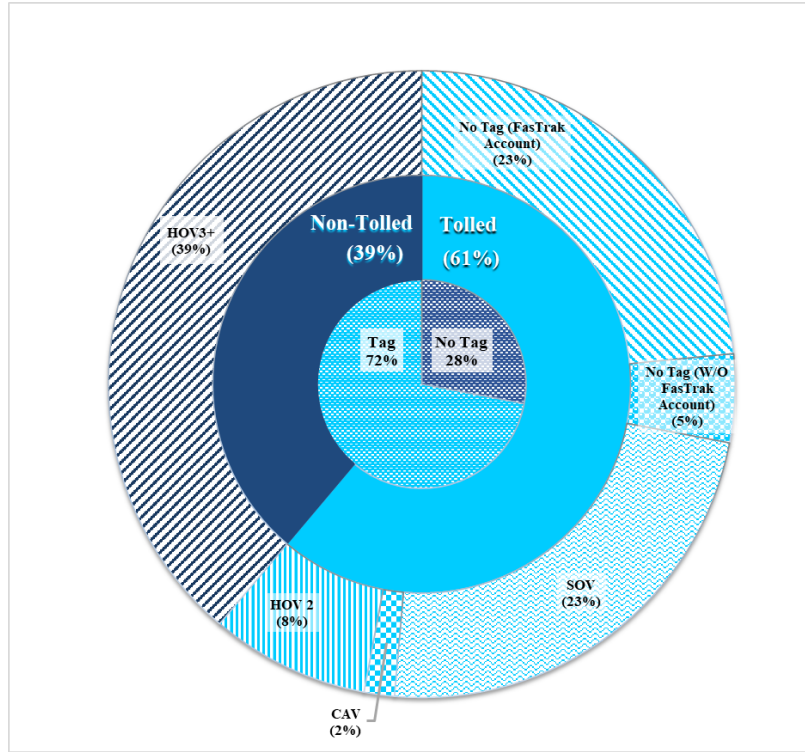


Figure 4: FY 2023, US 101/SR 85 Express Lanes Tolled versus Non-Tolled Vehicles

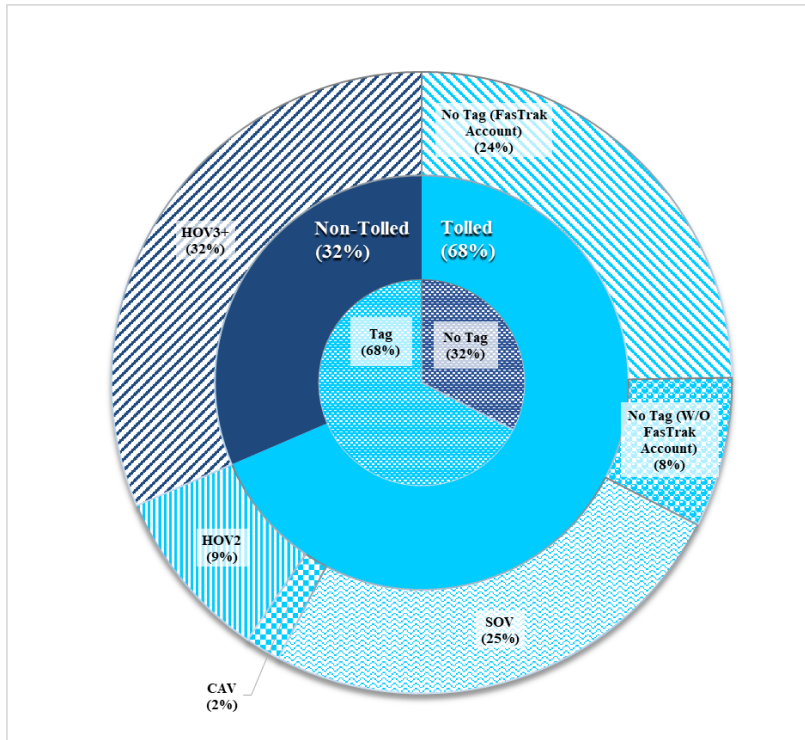
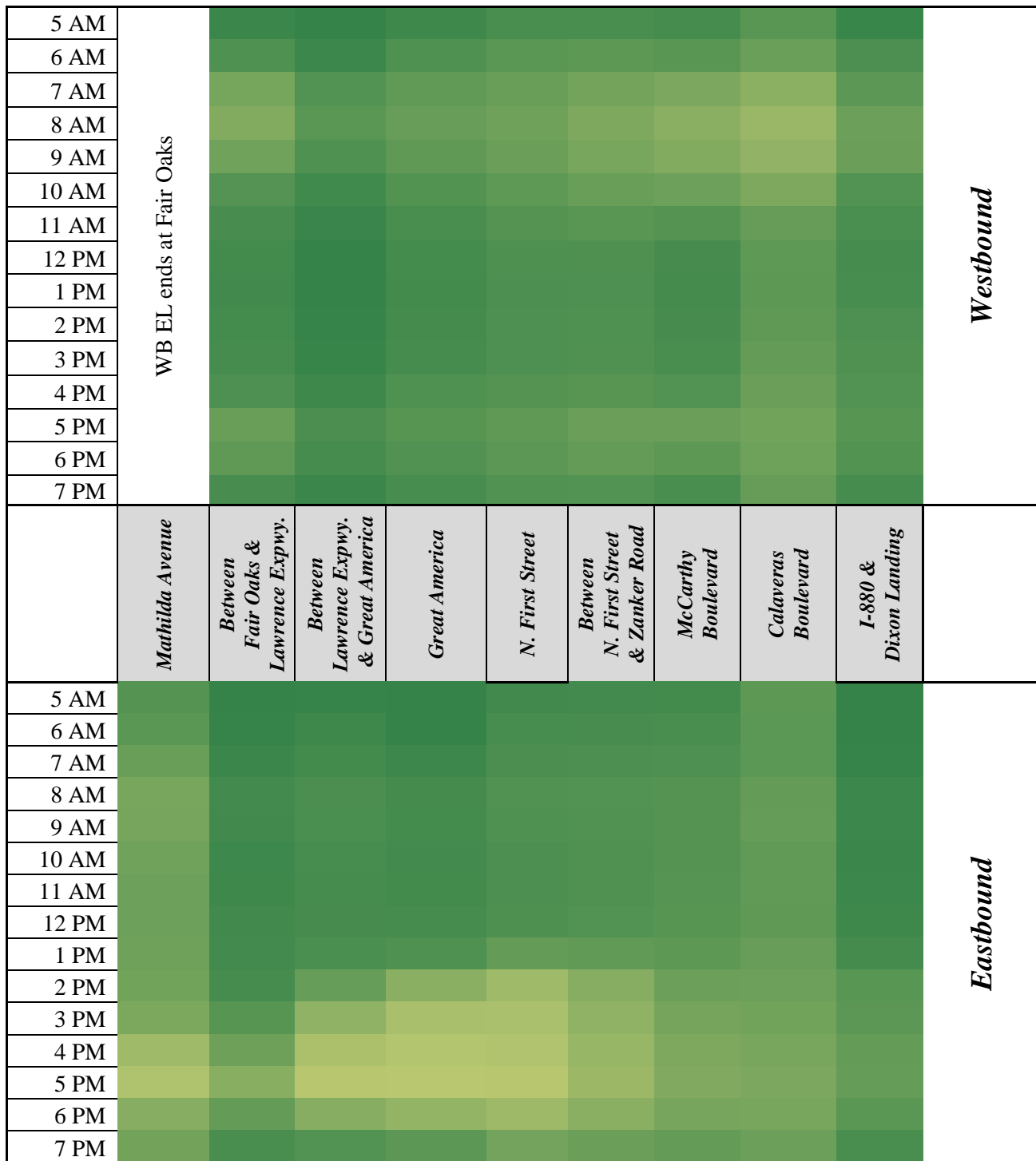
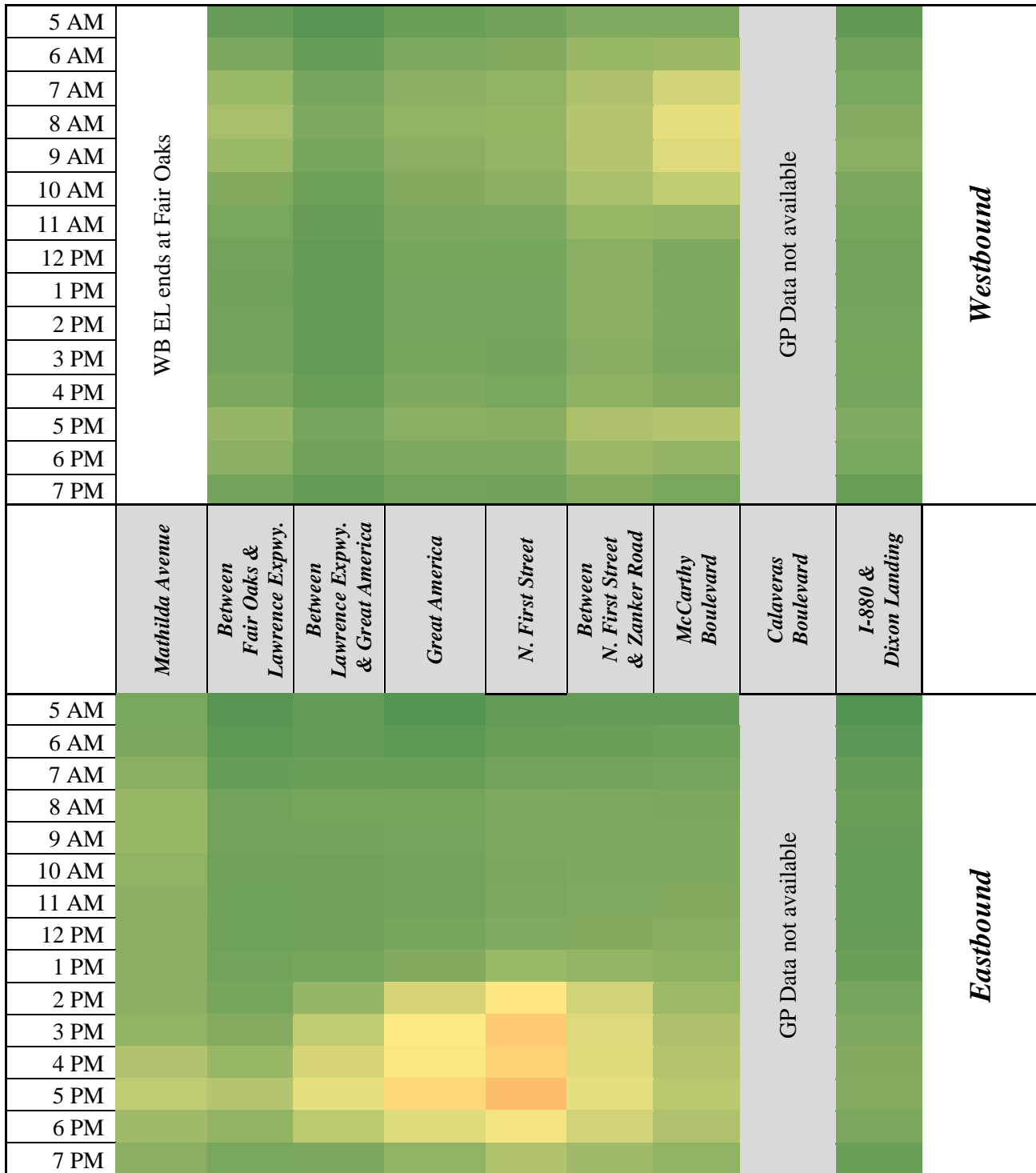


Figure 5: FY 2023, SR 237 Express Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2022 – 6/30/2023) except Eastbound Calaveras

Speed Scale in miles per hour

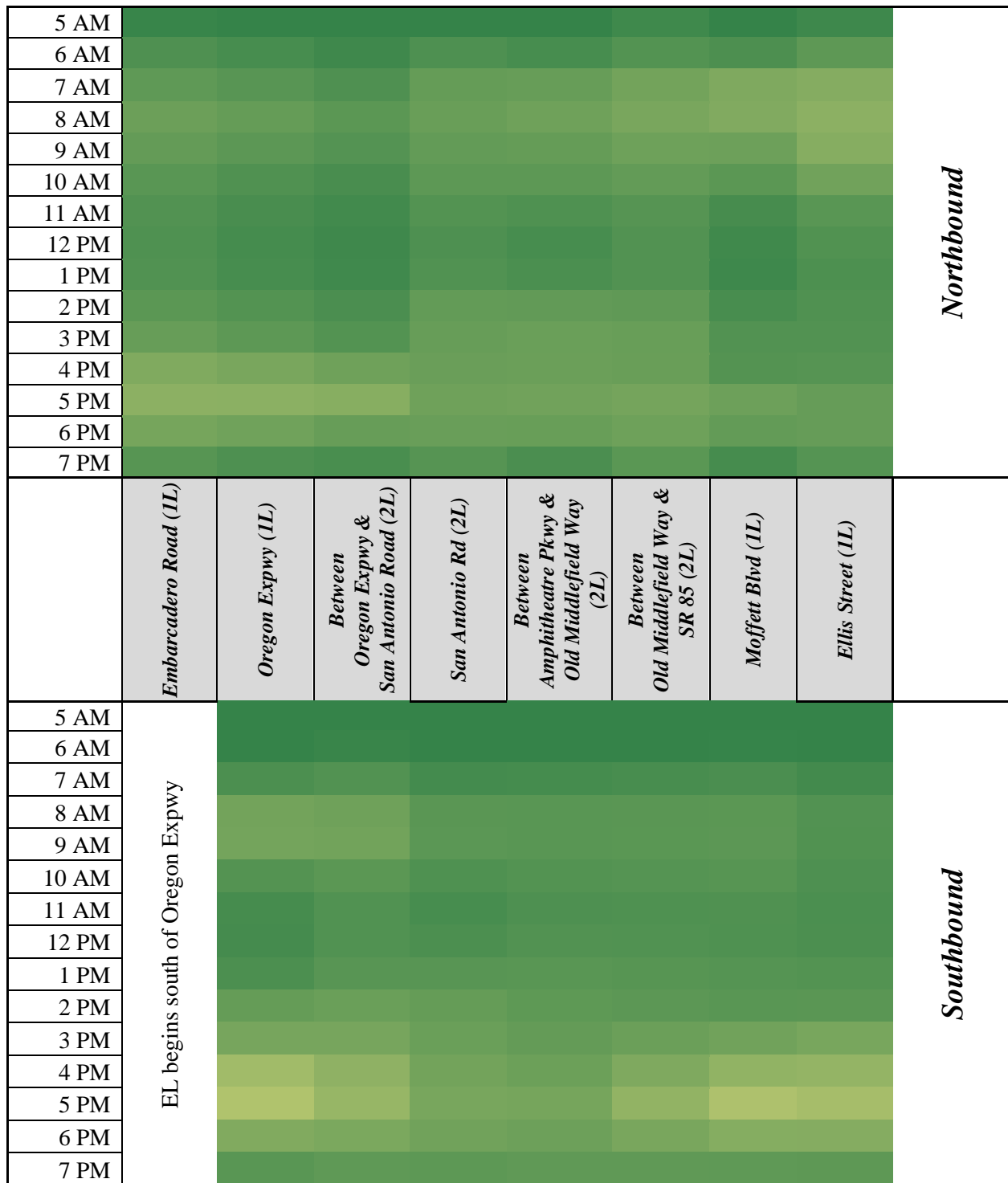


Figure 6: FY 2023, SR 237 GP Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2022 – 6/30/2023)

Speed Scale in miles per hour



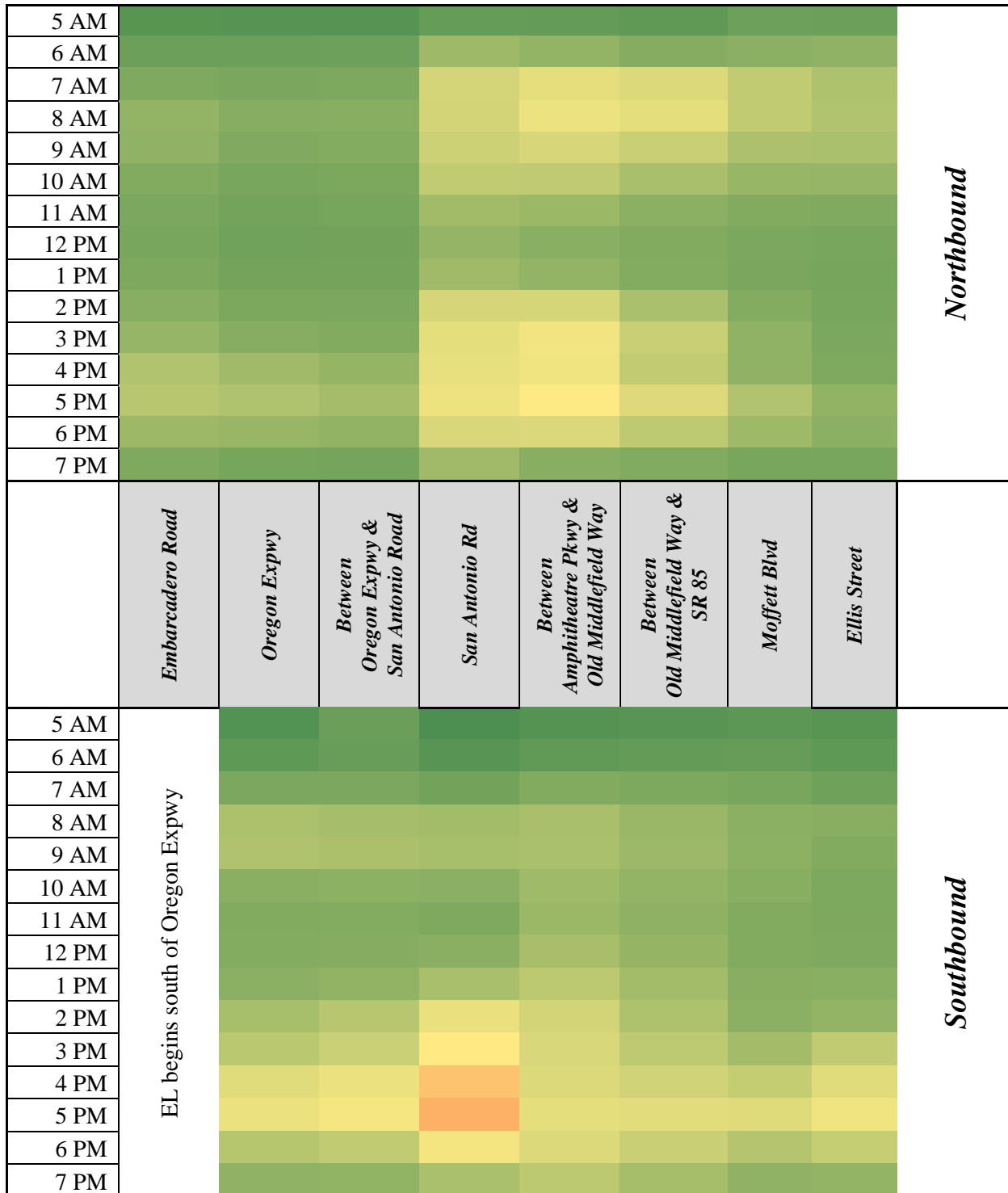
Figure 7: FY 2023, US 101/SR 85 Express Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2022 – 6/30/2023)

**Note: 1L = 1 Express Lane; 2L = 2 Express Lanes

Speed Scale in miles per hour

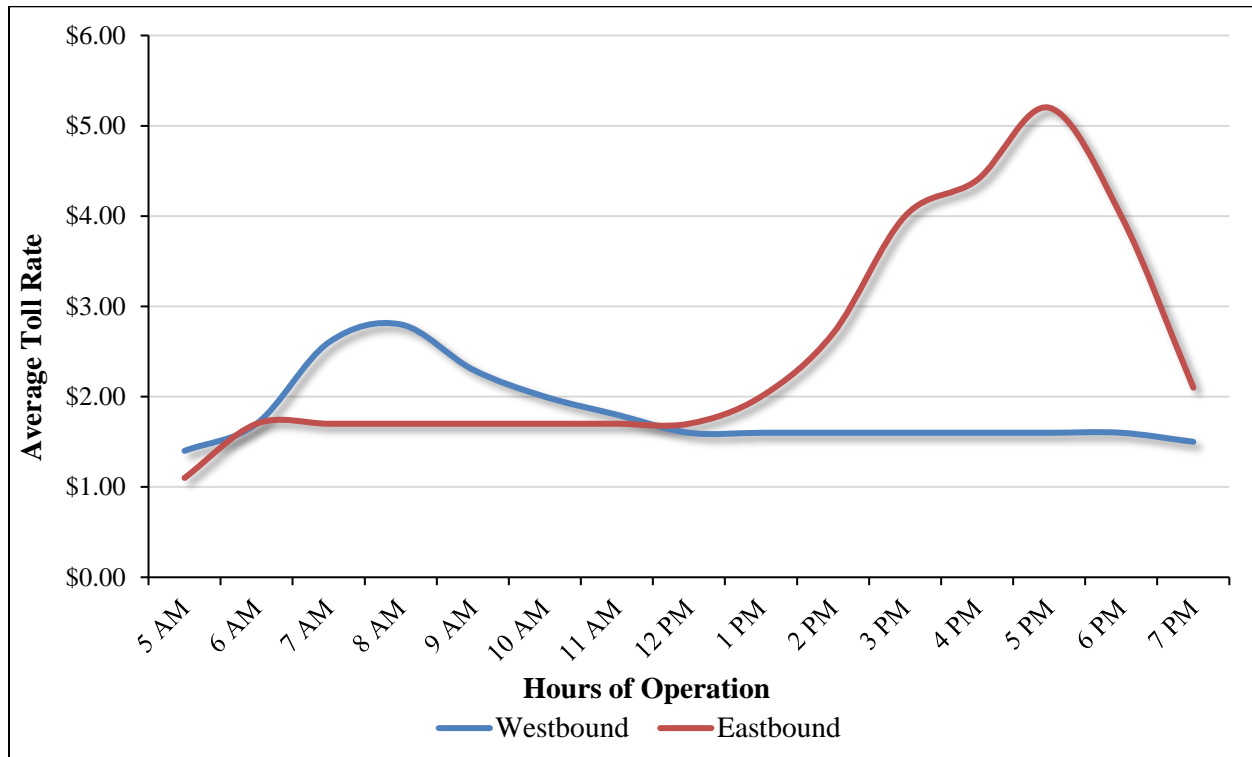


Figure 8: FY 2023, US 101/SR 85 GP Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2022 – 6/30/2023)

Speed Scale in miles per hour



Figure 9: FY 2023, SR 237 Express Lanes Average Hourly Toll Rate**Table 5:** FY 2023, SR 237 Express Lane Average Hourly Toll Rate by Destination

Operation Hours	Westbound	Eastbound	
	US 101	I-880	Zanker
05:00	\$1.40	\$1.10	\$0.90
06:00	\$1.70	\$1.70	\$1.30
07:00	\$2.60	\$1.70	\$1.40
08:00	\$2.80	\$1.70	\$1.40
09:00	\$2.30	\$1.70	\$1.40
10:00	\$2.00	\$1.70	\$1.40
11:00	\$1.80	\$1.70	\$1.40
12:00	\$1.60	\$1.70	\$1.40
13:00	\$1.60	\$2.00	\$1.40
14:00	\$1.60	\$2.70	\$1.70
15:00	\$1.60	\$4.00	\$2.40
16:00	\$1.60	\$4.40	\$2.60
17:00	\$1.60	\$5.20	\$3.20
18:00	\$1.60	\$4.00	\$2.60
19:00	\$1.50	\$2.10	\$1.60

Average Toll Rate Scale

< \$2	\$2 - \$4	\$4 - \$6	\$6 - \$8	\$8 - \$10	> \$10
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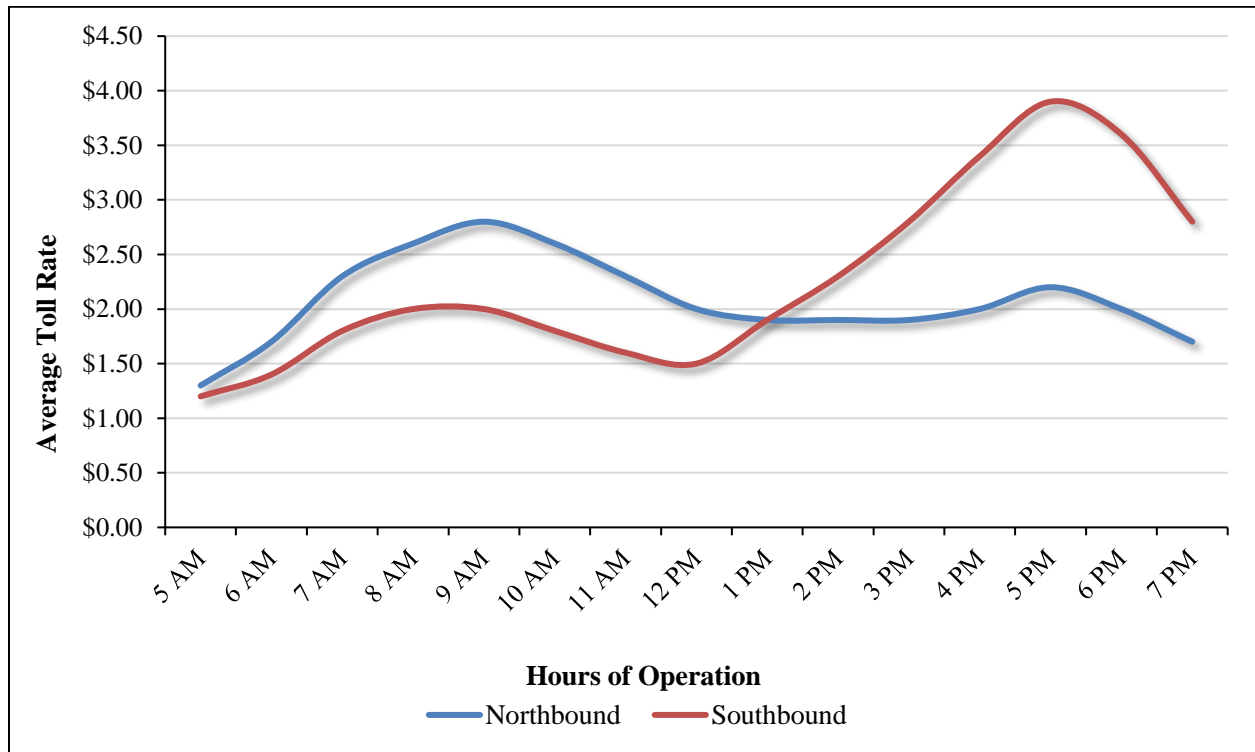
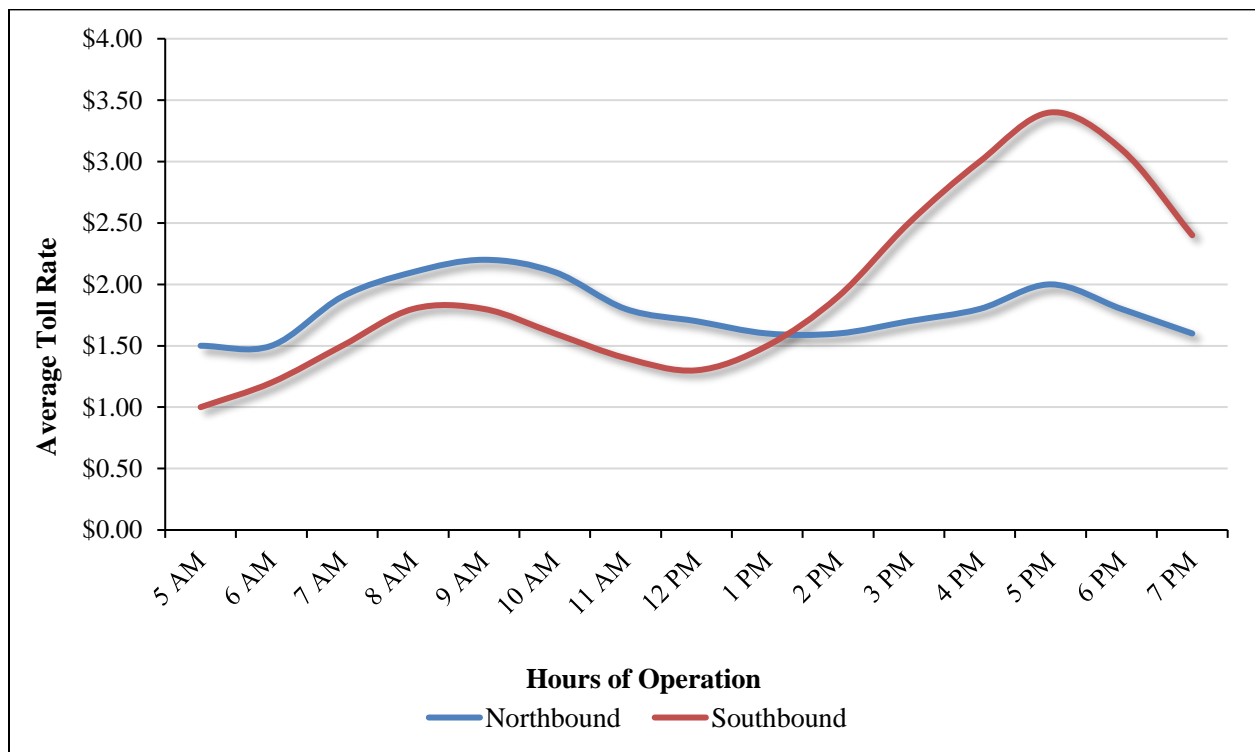
Figure 10: FY 2023, US 101/SR 85 Express Lanes Average Hourly Toll Rate (US 101)**Figure 11:** FY 2023, US 101/SR 85 Express Lanes Average Hourly Toll Rate (SR 85)

Table 6: FY 2023, US 101/SR 85 Express Lane Average Hourly Toll Rate by Destination

Operation Hours	SR 85		US 101	
	Northbound	Southbound	Northbound	Southbound
05:00	\$1.50	\$1.30	\$1.00	\$1.20
06:00	\$1.50	\$1.70	\$1.20	\$1.40
07:00	\$1.90	\$2.30	\$1.50	\$1.80
08:00	\$2.10	\$2.60	\$1.80	\$2.00
09:00	\$2.20	\$2.80	\$1.80	\$2.00
10:00	\$2.10	\$2.60	\$1.60	\$1.80
11:00	\$1.80	\$2.30	\$1.40	\$1.60
12:00	\$1.70	\$2.00	\$1.30	\$1.50
13:00	\$1.60	\$1.90	\$1.50	\$1.90
14:00	\$1.60	\$1.90	\$1.90	\$2.30
15:00	\$1.70	\$1.90	\$2.50	\$2.80
16:00	\$1.80	\$2.00	\$3.00	\$3.40
17:00	\$2.00	\$2.20	\$3.40	\$3.90
18:00	\$1.80	\$2.00	\$3.10	\$3.60
19:00	\$1.60	\$1.70	\$2.40	\$2.80

Average Toll Rate Scale

< \$2	\$2 - \$4	\$4 - \$6	\$6 - \$8	\$8 - \$10	>\$10
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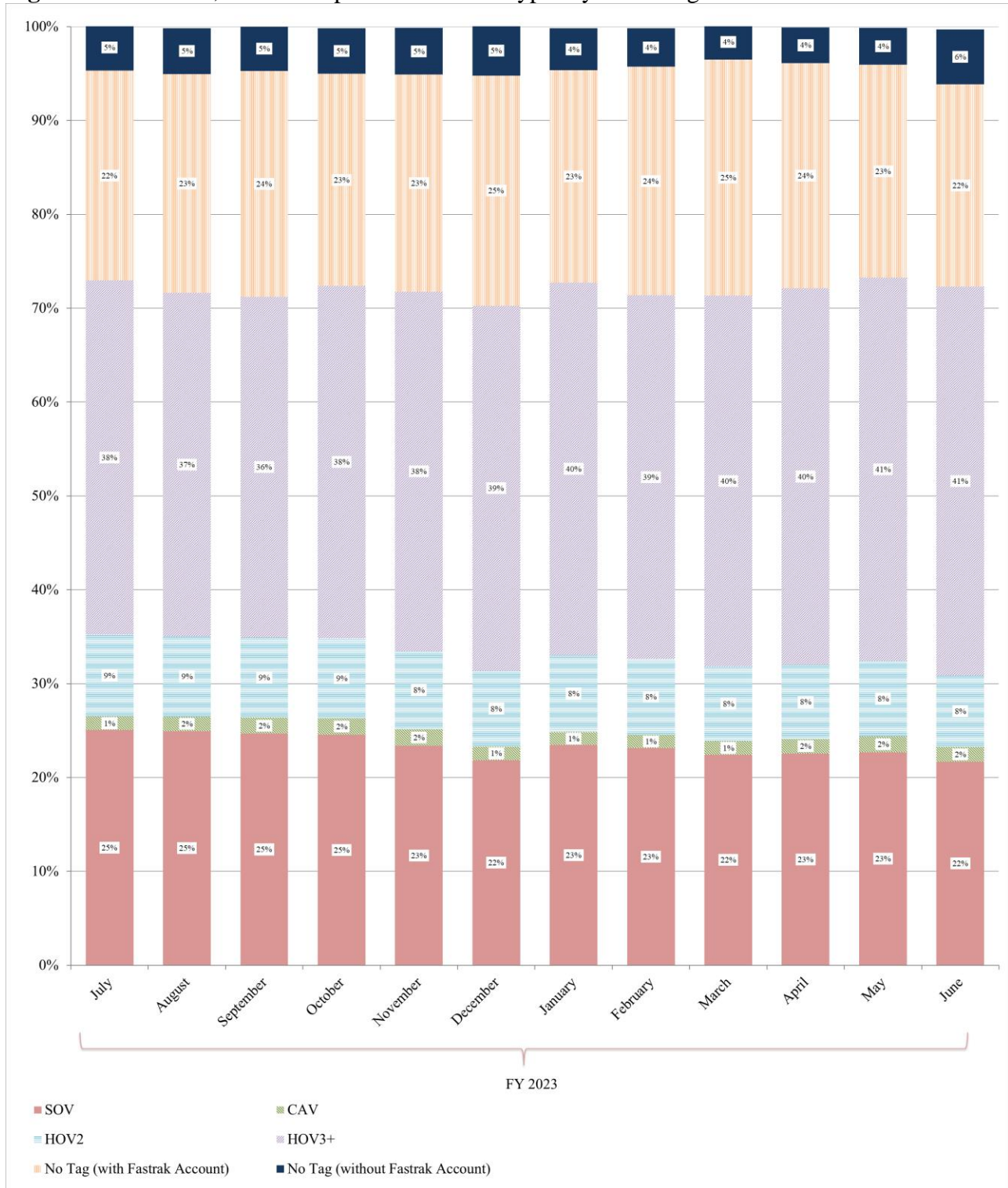
Figure 12: FY 2023, SR 237 Express Lane User Types by Percentages

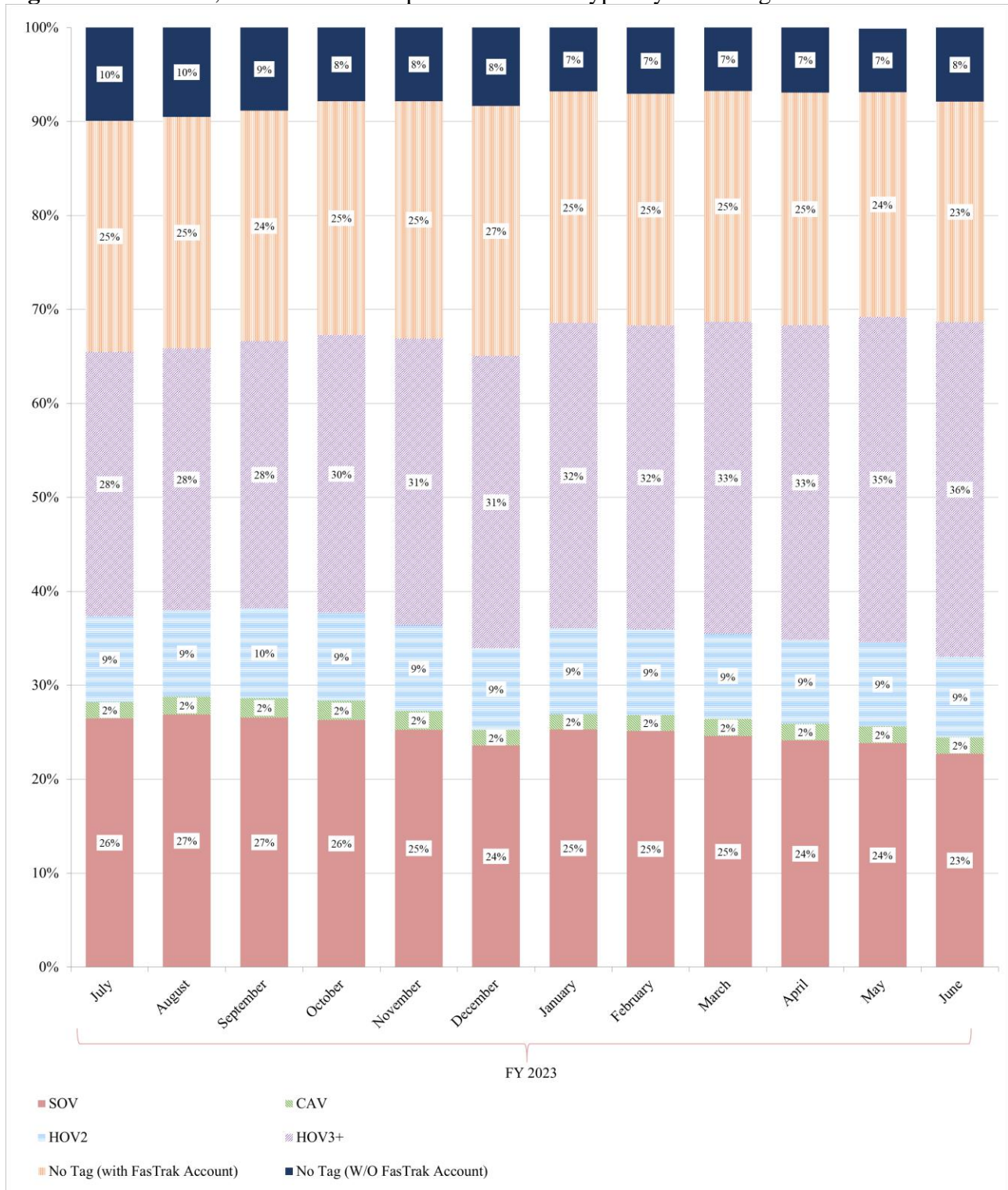
Figure 13: FY 2023, US 101/SR 85 Express Lane User Types by Percentages

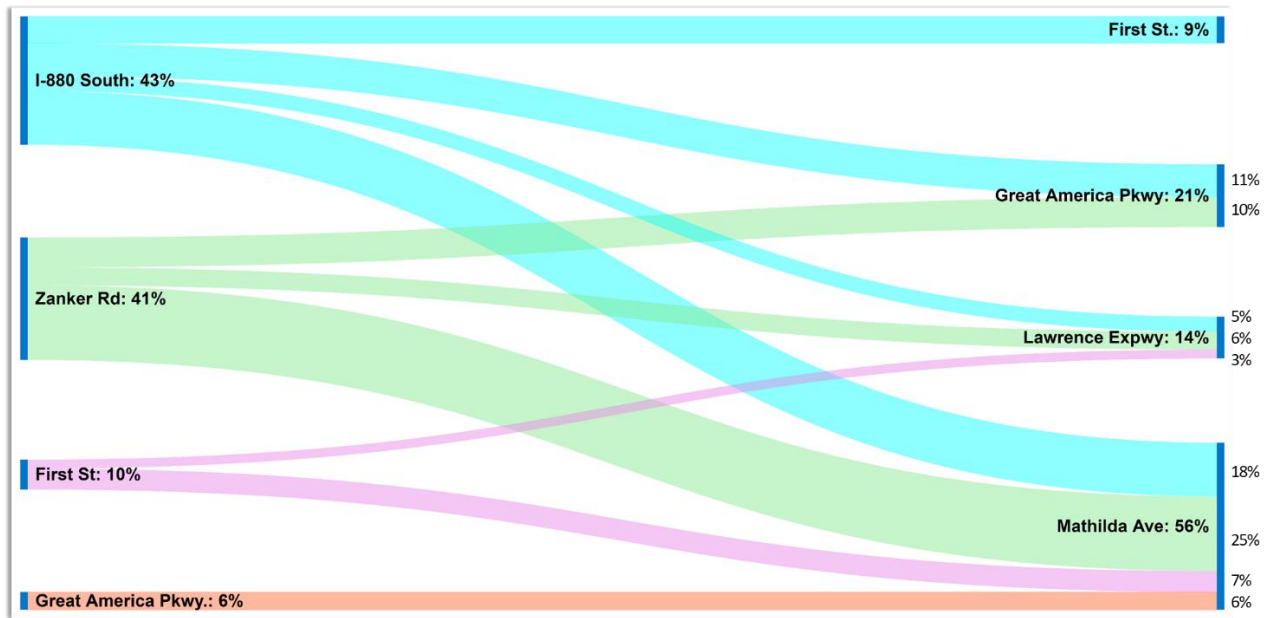
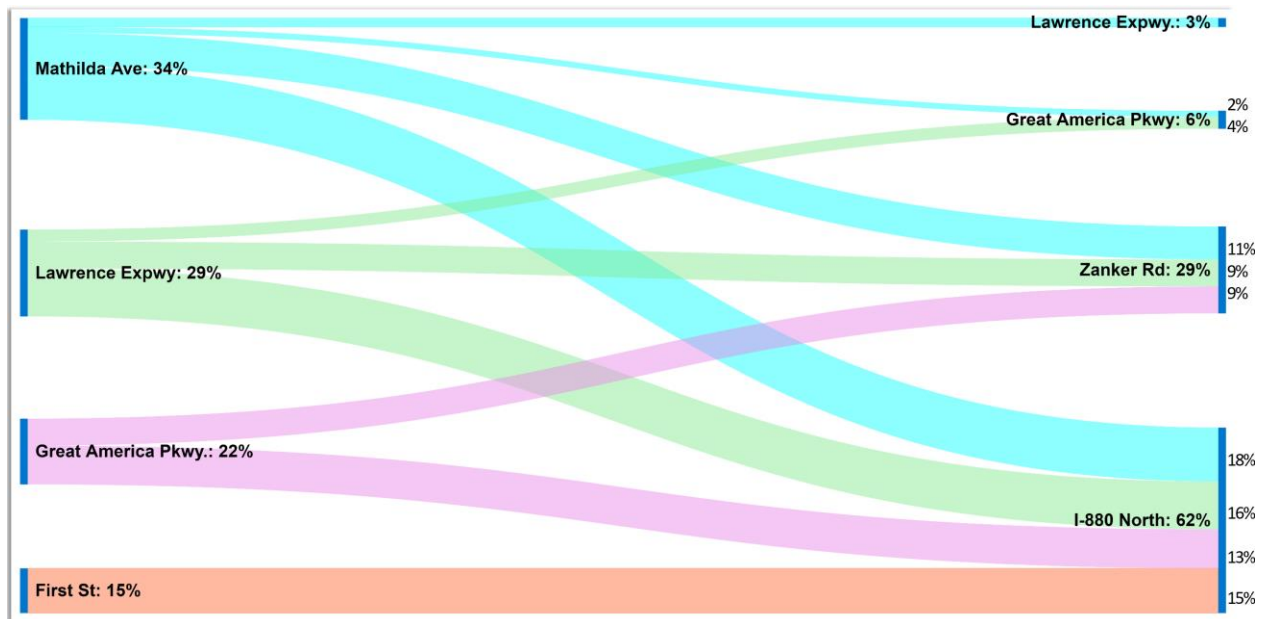
Figure 14: FY 2023, SR 237 Express Lanes Trip Origin and Destination (Westbound)**Figure 15:** FY 2023, SR 237 Express Lanes Trip Origin and Destination (Eastbound)

Figure 16: FY 2023, US 101/SR 85 Express Lanes Trip Origin and Destination (Northbound)

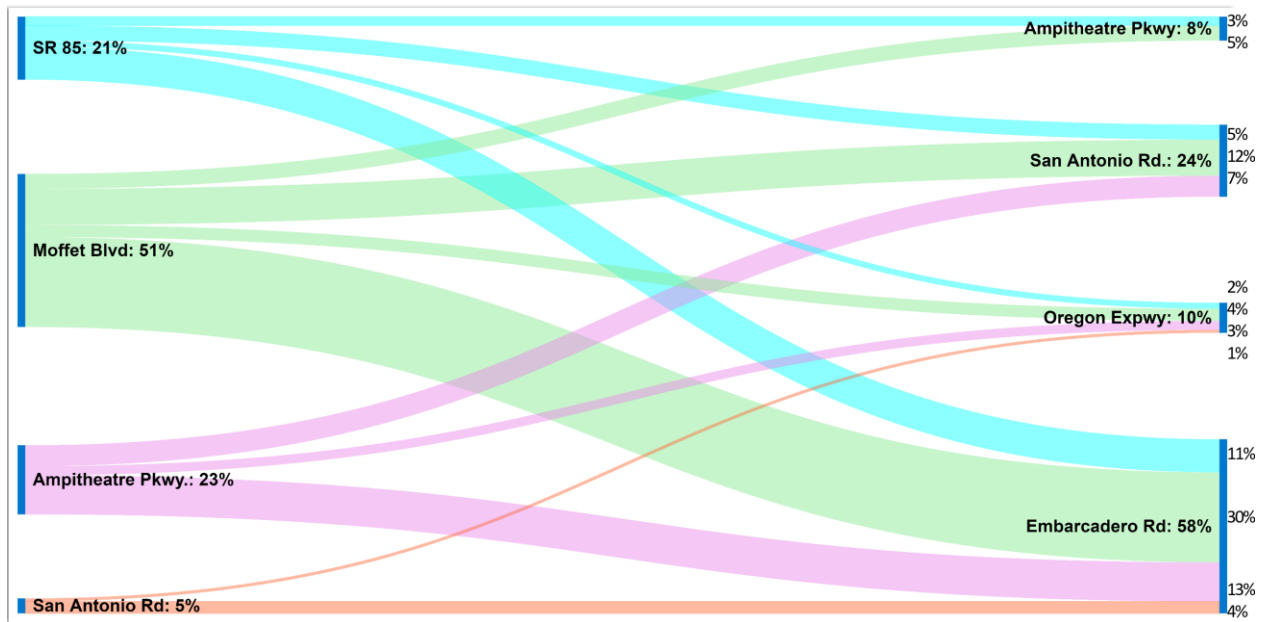


Figure 17: FY 2023, US 101/SR 85 Express Lanes Trip Origin and Destination (Southbound)

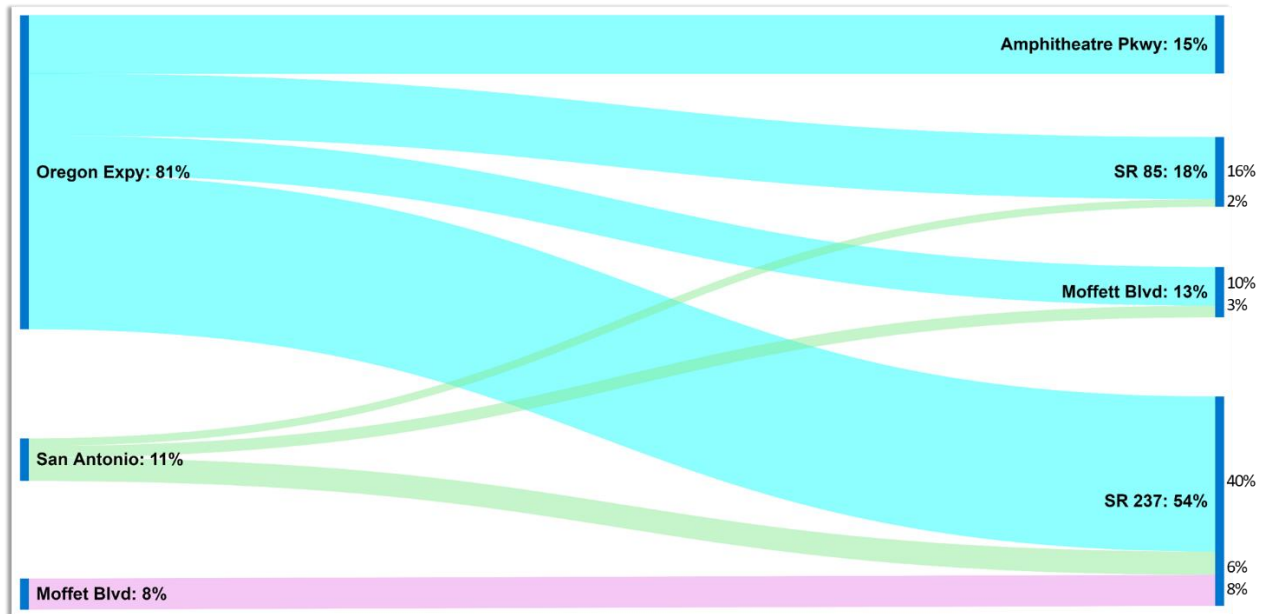


Figure 18: FY 2023, US 101/SR 85 Express Lanes Citations Issued by CHP

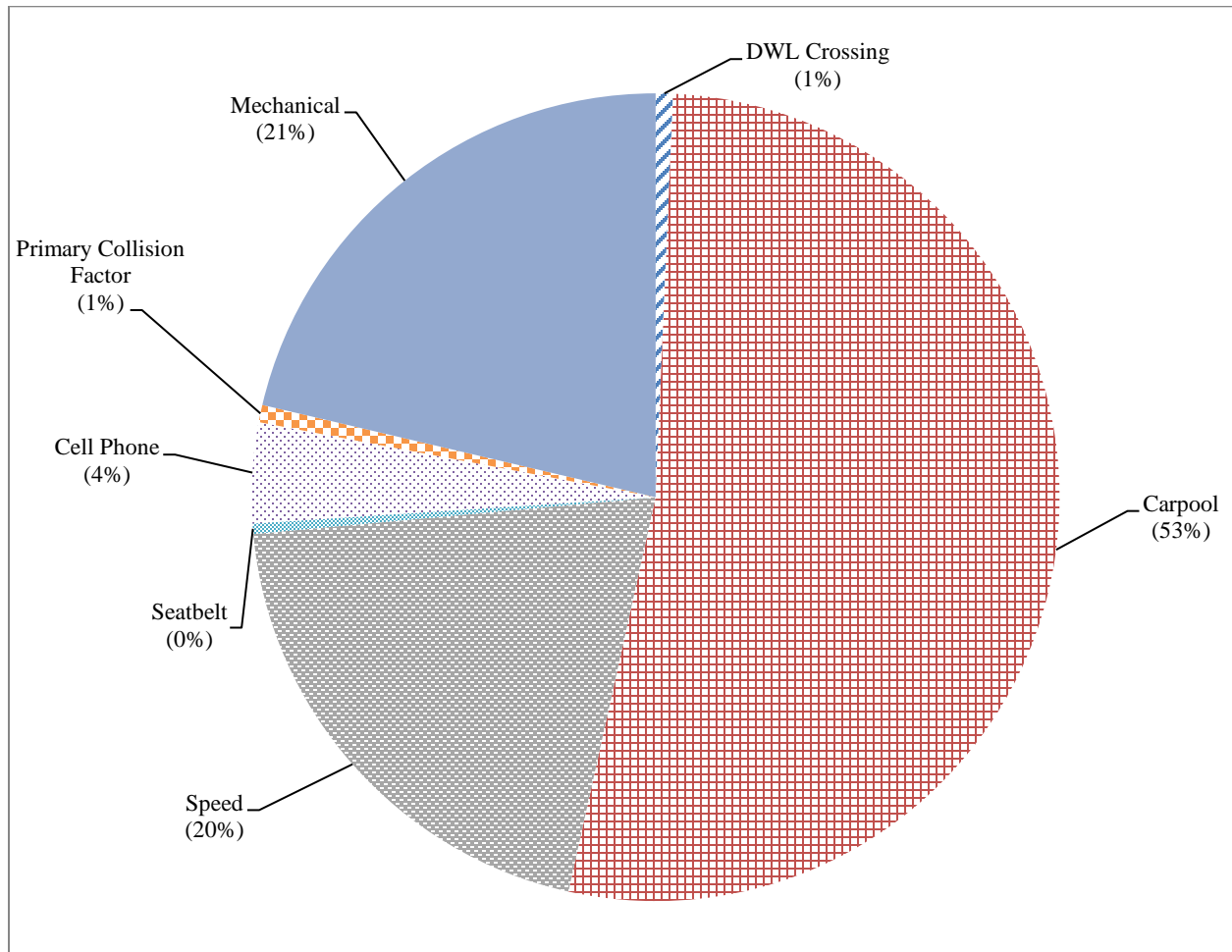
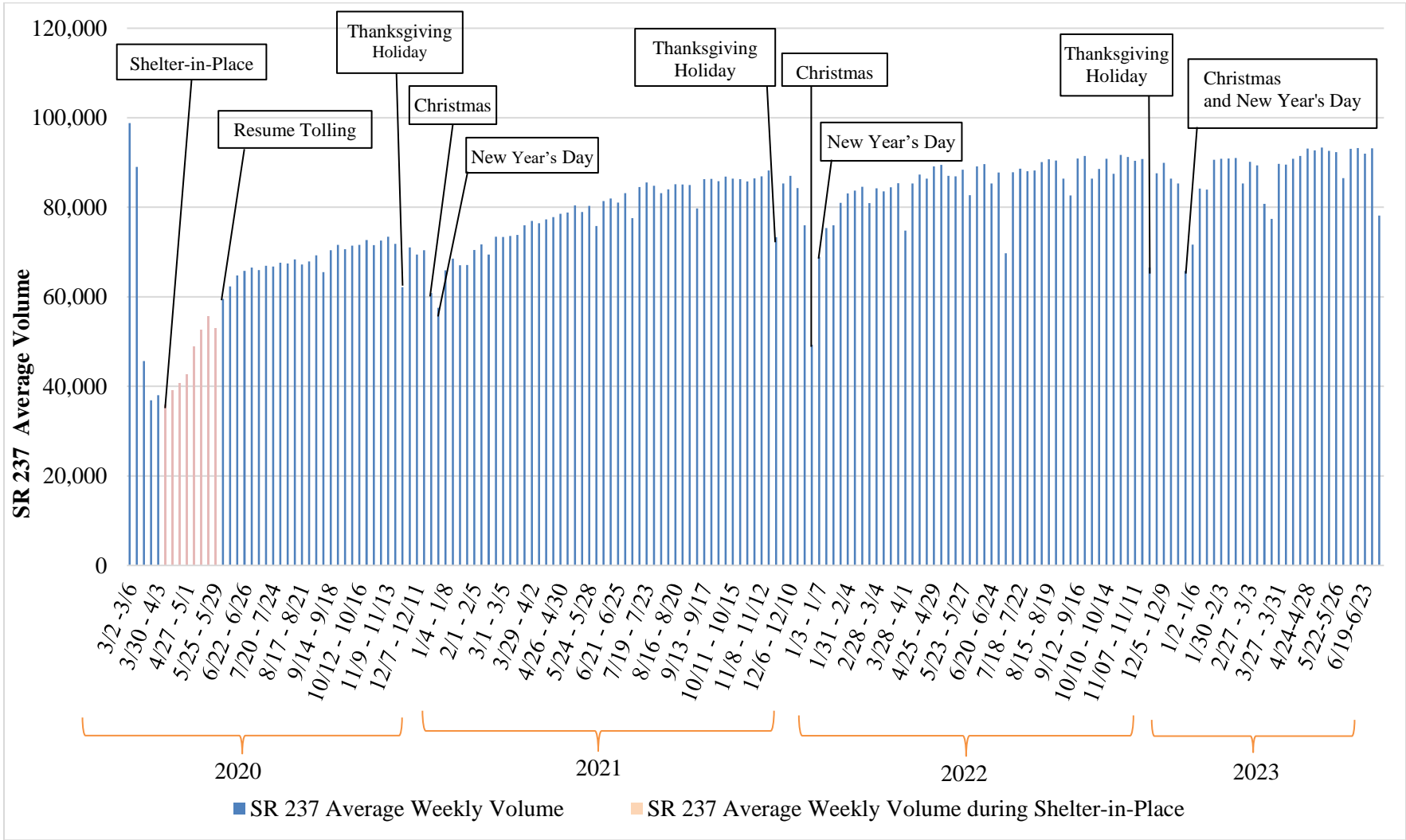


Table 7: FY 2023, US 101/SR 85 Express Lanes CHP Issued Citations

Month	Total Citations	Verbal Warnings ¹	DWL Crossing	Carpool	Speed	Seatbelt	Cell Phone	Primary Collision Factor	Mechanical	Hours
July	50	4	0	33	11	0	0	1	5	48
August	107	2	0	23	40	0	0	2	42	96
September	53	4	2	2	24	0	4	0	20	55.5
October	62	14	2	31	10	1	6	1	16	67.5
November	43	7	0	21	10	1	2	0	9	40
December	101	13	0	57	27	1	1	0	15	88
January	55	4	0	34	7	0	5	0	9	44.5
February	86	16	0	58	11	0	3	1	13	79
March	27	7	0	18	1	0	6	0	2	43.5
April	71	14	0	53	2	0	2	0	14	55
May	30	10	0	22	0	0	0	0	8	32
June	33	4	1	29	2	0	0	0	1	24
TOTAL	718	99	5	381	145	3	29	5	154	673

¹ Verbal warning is not included in the total citations

Figure 19: SR 237 Average Weekly Traffic Volumes (Before & After Covid-19 SIP Order)

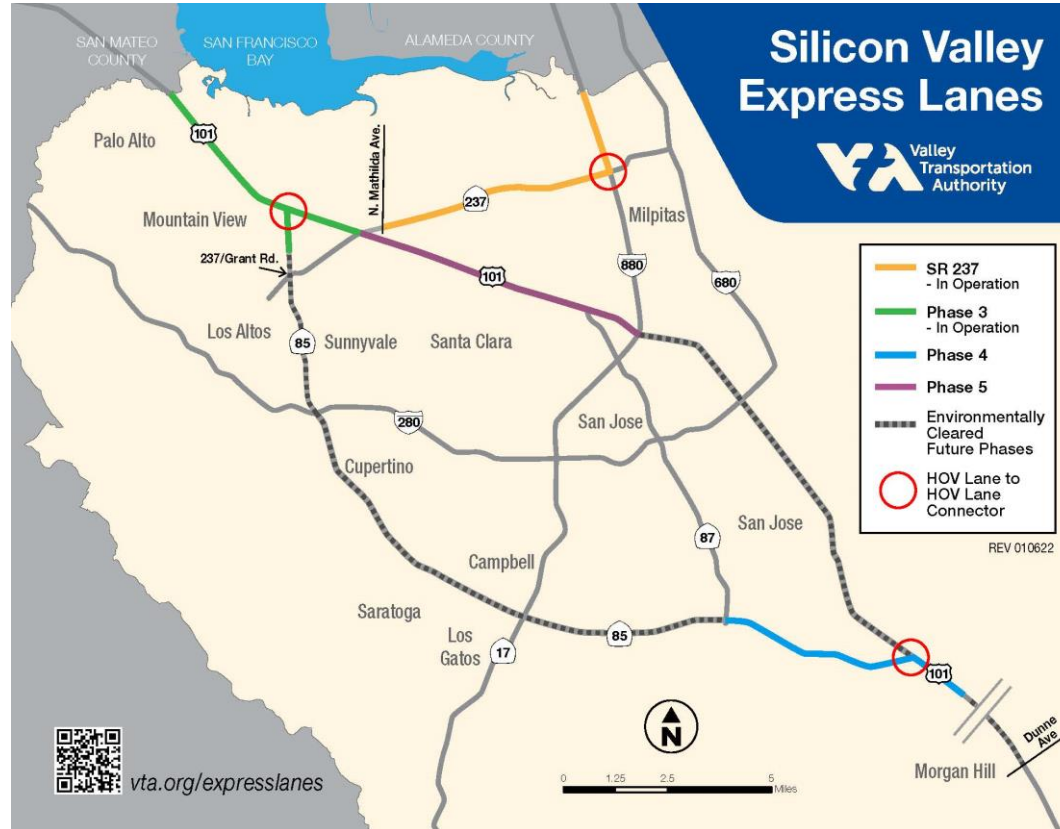


Note: SR 237 Express Lanes did not toll between 3/20/2020 and 5/29/2020

Silicon Valley Express Lanes Program

October 2023

Silicon Valley Express Lanes Program

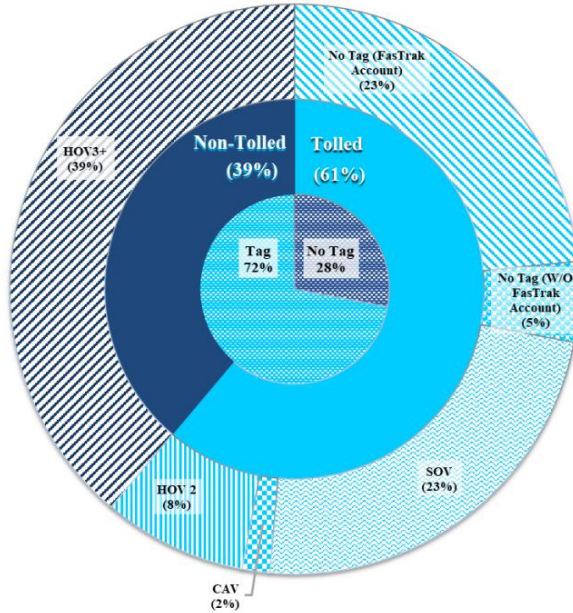


FY 2023 Traffic Volumes Summary

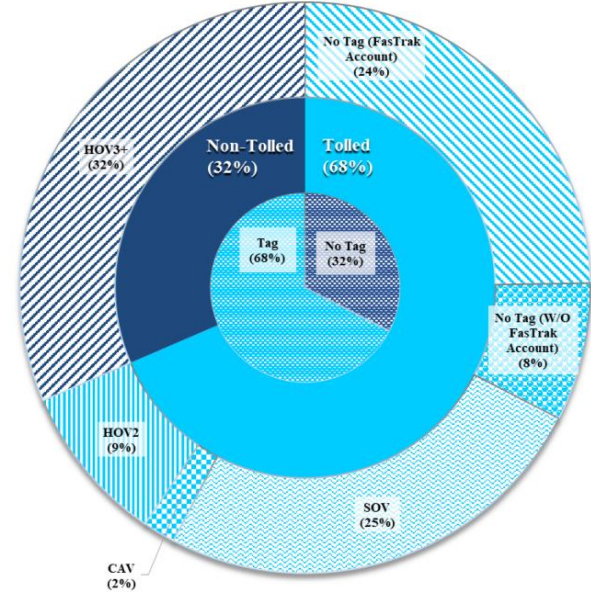
Reporting Period	Corridor	Express Lanes Traffic Volumes			
		Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
FY 2023	SR 237	5,004,600	1,946,600	3,058,000	61%
	US 101/SR 85	9,846,800	3,114,100	6,732,700	68%
TOTAL		14,851,400	5,060,700	9,790,700	66%

FY 2023 Tolled vs. Non-Tolled Vehicles

SR 237



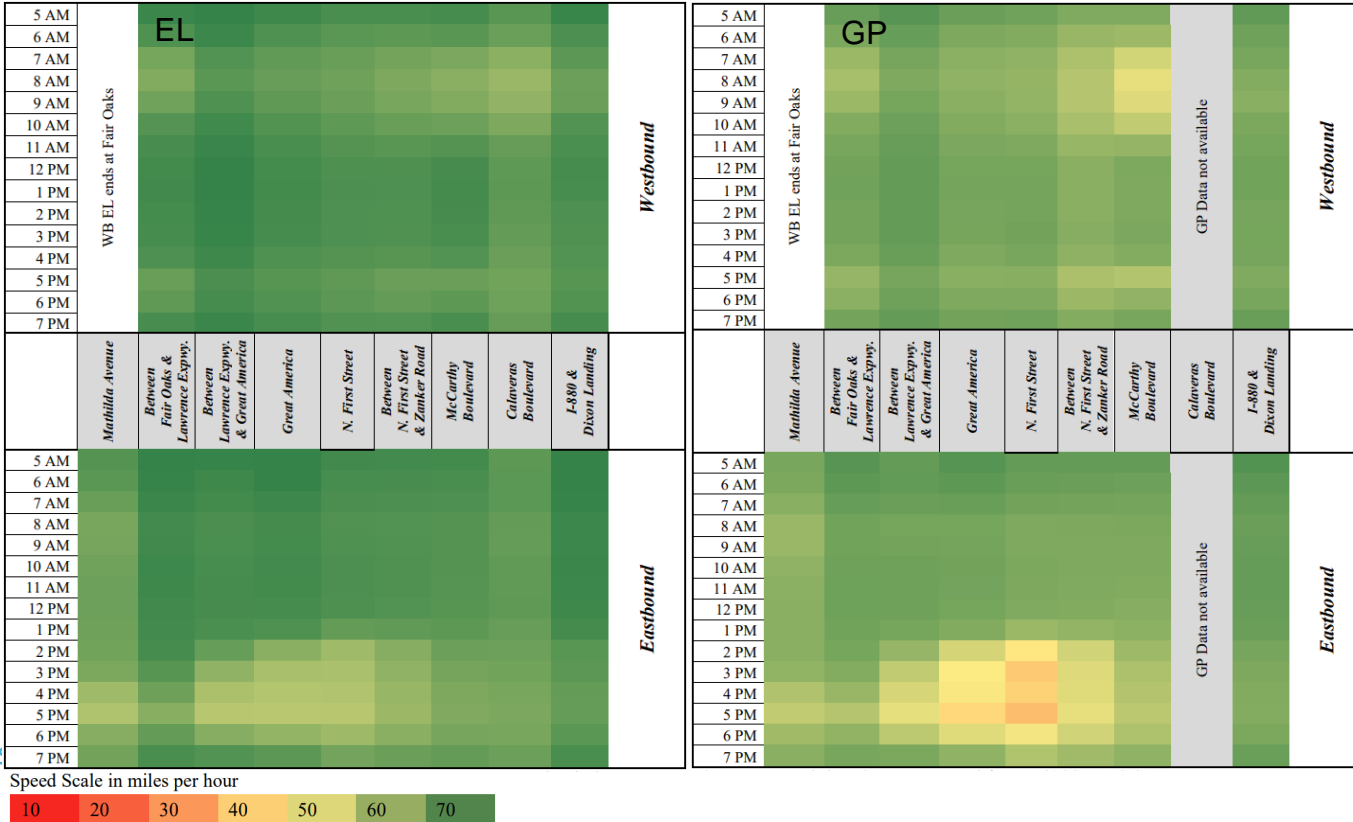
US 101



FY 2023 Average Speed SR 237

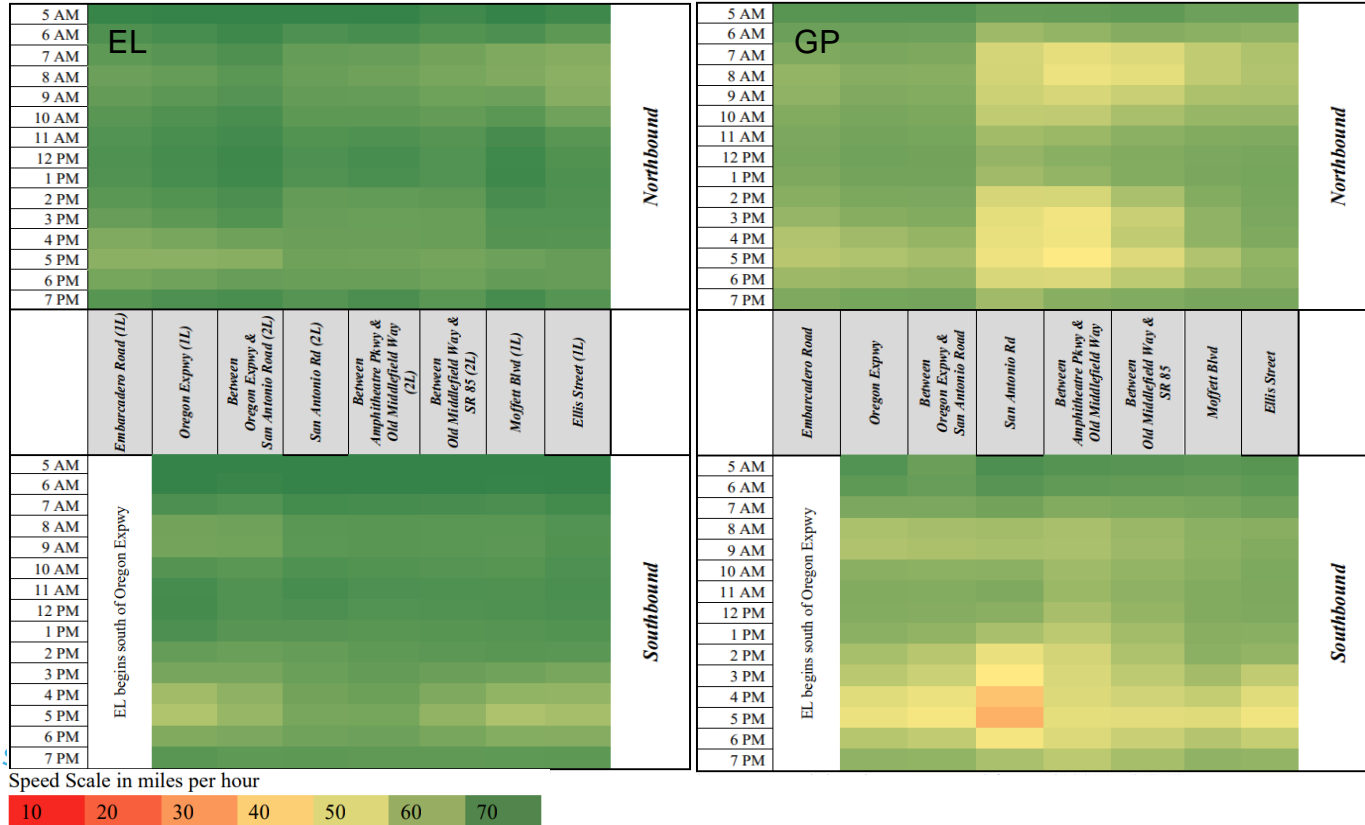
(Express Lanes vs General Purpose Lanes)

6.5.b



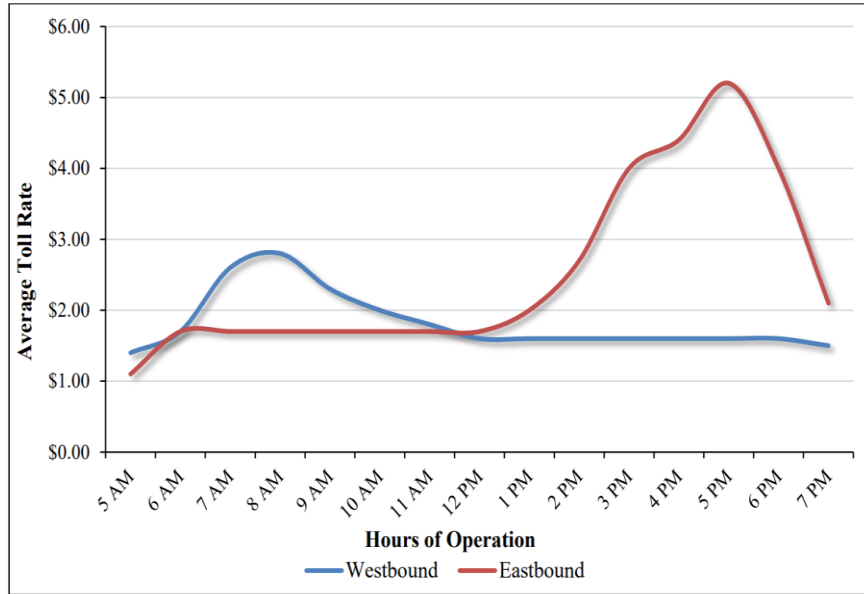
FY 2023 Average Speed US 101/SR 85 (Express Lanes vs General Purpose Lanes)

6.5.b

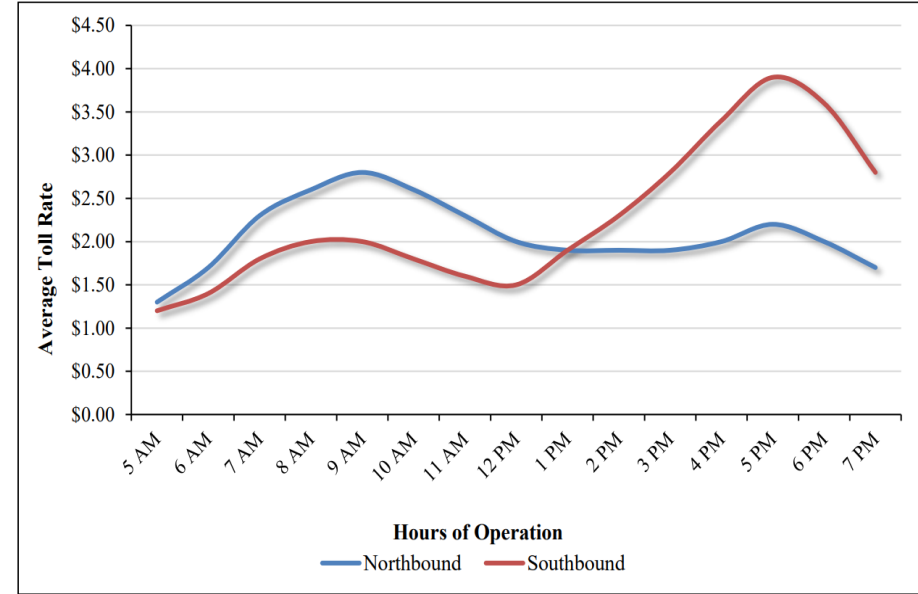


FY 2023 Average Toll Rates

SR 237



US 101 /SR 85



Thank You



APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED
Santa Clara Valley Transportation Authority
Board of Directors
Elaine F. Bokso, Board Secretary
BY: Reyna Jimenez
DATE: 12/5/2024

Date: November 25, 2024

Current Meeting: December 5, 2024

Board Meeting: December 5, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Engineering & Prog Delivery Officer, Casey Emoto

SUBJECT: FY 2024 Silicon Valley Express Lanes Operations Report

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- This is the Fiscal Year 2024 (FY 2024) Silicon Valley Express Lanes Operations Report covering the period of July 2023 through June 2024. The report highlights operational performance metrics with a focus on express lanes toll operations.
- For FY 2024, Silicon Valley Express Lanes served a total of 17 million customers, including 6 million customers on SR 237/I-880 and 11 million customers on US 101/SR 85.
- For FY 2024, the Express Lanes corridors provided travel time savings ranging up to between seven and 20 minutes during the peak periods.
- For FY 2024, both the SR 237/I-880 and US 101/SR 85 Express Lanes corridors operated above the 45 mph speed performance goal.

STRATEGIC PLAN/GOALS:

The Silicon Valley Express Lanes Program (Program) aligns with VTA's Business Line 3 - Transportation Systems Management, in providing support to its member agencies in transportation systems management, funding, integration, and innovation.

This Program covers the Santa Clara County express lanes network that has been built to date and is owned and operated by VTA, consistent with core values in the VTA Strategic Plan.

These core values and program benefits include:

- Quality -providing commuters a mobility option and reliable trip through the corridor and
- Sustainability -source of revenue stream to sustainably maintain the infrastructure system.

BACKGROUND:

At its December 2008 meeting, the VTA Board of Directors approved the Program with the purpose to provide congestion relief through the implementation of a roadway pricing system that allows for the use of unused capacity in carpool lanes. This is accomplished by allowing solo commuters to use the available capacity in the carpool lanes for a fee. The fee changes dynamically in response to existing congestion levels and the available capacity in the lanes. The result of these changes is the implementation of express lanes from what formerly were carpool lanes.

Specifically, the primary objectives of the Program are to provide congestion relief through more effective use of existing roadways; provide commuters with a new mobility option; and provide a new funding source for transportation improvements including public transit.

DISCUSSION:

The Program consists of two corridors to date: SR 237/I-880 and US 101/SR 85, both legislatively approved and having been implemented in phases. The first phase of Program implementation resulted in the SR 237/I-880 Express Lanes that went into operation in March 2012. The initial project converted the SR 237/I-880 direct carpool connector lanes to express lanes operations as well as sections of existing carpool lanes on SR 237 and I-880 through the SR 237/I-880 interchange. On November 15, 2019, the second implementation of express lanes opened for tolling, extending the SR 237/I-880 Express Lanes westward towards US 101 from North First Street in San Jose to Mathilda Avenue in Sunnyvale by converting the remaining carpool lanes on SR 237.

On February 11, 2022, the US 101/SR 85 Express Lanes opened to tolling by converting the US 101 carpool lanes to express lanes operations between the Santa Clara/San Mateo County line in Palo Alto to near SR 237 in Sunnyvale. This segment includes the first dual-lane express lanes in Santa Clara County. The project also converted the US 101/SR 85 direct carpool connectors to express lanes, and a short segment on SR 85 from US 101 to SR 237/Grant Road in Mountain View. This implementation connects these express lanes seamlessly to those in San Mateo County on US 101 owned by the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA).

The Program includes business rules consistent with other Bay Area express lanes, including a FasTrak® transponder requirement, use of video enforcement, hours of operations from 5am to 8pm and tolling of single-occupant Clean Air Vehicles (CAVs) with the toll rate for CAVs at 50 percent of the displayed toll rate.

Attached is the FY 2024 Silicon Valley Express Program Operations report that highlights operational performance metrics.

Traffic Volumes

SR 237/I-880 Express Lanes

FY 2024 total traffic volumes for the SR 237/I-880 corridor are at pre-pandemic levels (February 2020), with express lanes traffic volumes at about 90% of pre-pandemic levels. Compared to FY 2023, FY 2024 Express lanes traffic volumes increased by about 16%.

During FY 2024, the SR 237/I-880 Express Lanes served a total of about 5.8 million customers, including 3.2 million tolled customers (about 55% of the total) and 2.6 million non-tolled /HOV 3+ customers (about 45% of the total). Among the tolled customers, 20% were single occupant vehicles (SOVs), seven percent were HOV 2, two percent CAV, and the remaining 26% were tolled using Automatic License Plate Recognition (ALPR) cameras. Of the 26% of the tolled customers using license plates, 22% were FasTrak account holders without a transponder in the vehicle, while the remaining four percent were violations.

US 101/SR 85 Express Lanes

The US 101/SR 85 Express Lanes FY 2024 traffic volumes in the express lanes increased by about 16% compared to FY 2023.

During FY 2024, the US 101/SR 85 Express Lanes served a total of about 11.4 million customers, including 6.9 million tolled customers (about 60% of the total) and 4.5 million non-tolled /HOV 3+ customers (about 40% of the total). Among the tolled customers, 21% were SOVs, eight percent were HOV 2, two percent were CAV, and the remaining 29% were tolled based on license plates. Of this 29% tolled customers using license plates, 24% were FasTrak account holders without a transponder in the vehicle, while the remaining five percent were violations.

Most of the express lane users (55% in the northbound direction and 54% in the southbound direction) traveled the entire length of the corridor.

Travel Time Savings on Express Lanes

SR 237/I-880 Express Lanes

The SR 237/I-880 Express Lanes had travel time savings in the corridor of up to 20 minutes in the westbound direction during the morning commute period, and up to 19 minutes in the eastbound direction during the evening commute peak.

US 101/SR 85 Express Lanes

During the peak morning commute period, the northbound direction saw travel time savings of up to seven minutes between SR 237 and Oregon Expressway. During the evening commute period, this same segment saw travel time savings of up to 11 minutes, while the southbound direction, which is the peak direction, had travel time savings of up to 13 minutes.

Travel Speeds

The average speeds on express lanes were calculated based on weekday average hourly data collected between July 1, 2023, and June 30, 2024. The lowest travel speeds for both corridors occurred during the peak commute periods.

SR 237/I-880 Express Lanes

The lowest average travel speeds for an hour on the SR 237/I-880 Express Lanes in the westbound direction occurred between 8 a.m. and 9 a.m. and were above 57 mph, while the lowest average speed in the eastbound direction occurred between 5 p.m. and 6 p.m. and were above 48 mph.

US 101/SR 85 Express Lanes

The lowest average travel speeds for an hour on the US 101/SR 85 Express Lanes for both the northbound and southbound directions during the peak hour of 8 a.m. to 9 a.m. and 5 p.m. to 6 p.m. were above 55 mph.

Toll Rates

SR 237/I-880 Express Lanes

The average toll rate for the SR 237/I-880 Express Lanes in FY 2024 was \$3 in the eastbound direction and about \$2 in the westbound direction. The maximum toll rate during peak periods in the eastbound direction (from Mathilda Avenue to I-880) was about \$11, while in the westbound direction (from southbound I-880 to US 101/Mathilda Avenue), it was about \$7.

US 101/SR 85 Express Lanes

The average toll rate for the US 101/SR 85 Express Lanes in FY 2024 was \$3 in both the southbound and northbound directions. The maximum toll rate for both directions was \$10.

Toll Revenues

Toll revenues reported here are unaudited financial numbers for the period through June 30, 2024. Final audited numbers may vary.

SR 237/I-880 Express Lanes

The total toll revenues for the SR 237/I-880 Express Lanes in FY 2024, including violations and investment earnings, were about \$8.6 million. For the same period, the total expenses, including operational costs and loan repayment, were about \$3.5 million, resulting in a net positive revenue of about \$5.1 million.

US 101/SR 85 Express Lanes

The total toll revenues for the US 101/SR 85 Express Lanes in FY 2024, including violations and investment earnings, were about \$17.5 million. The total expenses, including operational costs,

were about \$4.6 million resulting in a net positive revenue of about \$12.9 million.

Enforcement

During FY 2024, the California Highway Patrol (CHP) issued a total of approximately 700 citations on the US 101/SR 85 Express Lanes. CHP enforcement hours for FY 2024 totaled around 600 hours. Enforcement on the SR 237/I-880 Express Lanes was minimal due to lack of available CHP officers from the San Jose Area office.

Payment Plan

In June 2023, the VTA Board of Directors adopted a resolution to offer a payment plan for express lane customers, consistent with other payment plans offered in the region.

Assembly Bill (AB) 2594 was signed into law on September 30, 2022. The legislation required California toll agencies, including express lane operators, to establish a payment plan option for individuals from households with incomes up to 200 percent of the federal poverty level. This plan allows customers to pay off toll penalties and associated vehicle registration fees (given the customer's good standing with the payment plan) over time. The bill mandated that these provisions be operative on July 1, 2024, for toll highways, toll roads, and express lanes.

The minimum eligible amount to qualify for the payment plan is \$100 (including tolls, penalties, and Department of Motor Vehicle (DMV) fees) with no cap on the maximum amount. The minimum first payment required to enter the payment plan and release any DMV holds on vehicle registrations is to pay 50% of tolls owed or \$100, whichever is lower. The minimum monthly payment for amounts owed up to \$600 is \$25 per month. Customers may be eligible for two payment plans within a period of four years and with concurrent payment plans not allowed.

The Bay Area Toll Authority (BATA) serves as the back office and FasTrak Regional Customer Service Center (RCSC) for Bay Area toll facilities, including express lanes. Since July 1, 2023, around 20,000 customers have submitted applications on the Payment Plan website, including approximately 1,400 Santa Clara County residents. Out of the total applications submitted, about 8,700 are from qualified applicants who have been accepted for a payment plan, with roughly 400 of these being Santa Clara County residents.

Clean Air Vehicle

The CAV decal program is for qualifying vehicles that meet specified emissions standards set by the Department of Motor Vehicles (DMV) in partnership with the California Air Resources Board (CARB).

The decal program began on January 1, 2019, for qualifying vehicles that have never received a CAV decal. Each year, the DMV issues a new CAV decal color. CAV decals expire on January 1st of the fourth year after the year they are issued. This provides CAV users access to HOV lane using the decal that was issued. Currently there are four decal colors in use: blue, yellow, green, and burgundy, the blue decal is set to expire on January 1, 2025, and the remaining decals are all set to expire on September 30, 2025, unless there is a federal extension of the program.

Customers with a valid CAV decal are eligible to apply for a FasTrak CAV toll transponder through BATA. Solo drivers in eligible CAVs traveling in the express lanes with a valid CAV transponder receive a 50% discount on tolls. Currently, approximately 50,000 active CAV transponders have been issued by BATA, with about 14,000 tags regularly used on VTA's express lanes. Of these, around 50% are toll-paying customers receiving a 50% discount.

During FY 2024, approximately 300,000 toll-paying trips (2% of total toll paying trips) occurred using a CAV transponder on VTA express lanes.

CLIMATE IMPACT:

Express lanes generally improve the efficiency of the system by improving operations as a congestion relief management tool and by moving more people within a shorter period. The Program promotes increased person throughput by providing toll free travel for eligible carpool and by promoting increased vehicular occupancy. Express lanes also feature reduced toll rates for increased vehicular occupancy and low emission vehicles. The toll revenues from the Program are also planned to be reinvested to support transit operations amongst other corridor improvements. Based on the above factors, the Program is estimated to have a neutral or net positive climate impact.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee received this item as part of the regular agenda at the November 13, 2024, meeting. There was a question about the use of toll revenues and staff clarified that this policy will be guided through an expenditure plan that will be approved by the VTA Board.

The Policy Advisory Committee received this item as an information item under the consent agenda on November 14, 2024, and had no comments.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program and Planning (CMPP) Committee heard this item as part of the regular agenda at its November 21, 2024 meeting. A question was raised about the use of toll revenues funding transit. Staff explained that express lane toll revenues support a variety of operations and maintenance (O&M) costs, including debt service payments for an existing loan for the SR 237/I-880 corridor and funding for future express lane expansion; and that although express lanes revenues are available funding transit operations, no funds have been used yet for transit operations. The development of a financial plan and strategic plan for the express lanes program is underway that would help to answer the question about express lanes revenues going to fund transit operations. An item on these express lanes planning efforts would be brought to future CMPP Committee and Board meetings.

Prepared By: Arshad Syed, Senior Transportation Engineer
Memo No. 9290

SILICON VALLEY EXPRESS LANES

FY 2024 Operations Report (July 2023 – June 2024)



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Background

The Silicon Valley Express Lanes (SVEL) Program (referred to as Program) has been under development since 2003 when the Santa Clara Valley Transportation Authority (VTA) Board of Directors' Ad Hoc Financial Stability Committee requested a presentation from staff on High Occupancy Toll (HOT) Lanes and their potential benefits and opportunities in Santa Clara County. At its December 11, 2008, meeting, the Santa Clara Valley Transportation Authority (VTA) Board of Directors approved the Program. The primary objectives of the Program are:

- Provide congestion relief through more effective use of existing roadways;
- Provide commuters with a new mobility option; and
- Provide a new funding source for transportation improvements including public transit.

The Program consists of two express lanes (EL) corridors within Santa Clara County: the SR 237 Express Lanes between I-880 and SR 85 and the US 101/SR 85 Express Lanes. The SR 237/I-880 Express Connectors project was the first phase of the SR 237 Express Lanes corridor that converted the high occupancy vehicle (HOV) lane connector ramps at the SR 237/I-880 interchange to express lanes operations. The SR 237/I-880 Express Connectors project opened to tolling operations on March 20, 2012. The second phase, SR 237 Express Lanes Phase 2, extended EL westward towards US 101 by converting the remaining HOV lanes to EL, between North First Street in San Jose to Mathilda Avenue in Sunnyvale. Figure 1 shows a map of SR 237 Express Lanes. The Phase 2 project opened to tolling on November 15, 2019, with new operating rules consistent with regional bay area EL.

All vehicles using the EL are required to carry a valid FasTrak Flex transponder, and vehicles without a valid transponder is issued a toll violation using the automated Violation Enforcement System (VES) that captures the license plate. Clean Air Vehicles (CAV) using a special FasTrak CAV transponder and HOV 2 vehicles with transponder switch set to position 2 receive a 50% discount. Vehicles with three or more persons with transponder switch set to position 3 can travel toll-free.

On February 11, 2022, the US 101/SR 85 Express Lanes (Phase 3) opened to tolling by converting the US 101 carpool lanes to express lanes operations between the Santa Clara/San Mateo County line in Palo Alto to near SR 237 in Sunnyvale. This segment includes the first dual lanes express lanes in Santa Clara County. The project also converted the US 101/SR 85 direct carpool connectors to express lanes, and a short segment on SR 85 from US 101 to SR 237/Grant Road in Mountain View. The Phase 3 project seamlessly connects with US 101 San Mateo County Express Lanes. Both agencies collaborated to open the facilities to tolling on the same day. Figure 2 shows a map of US 101/ SR 85 Express Lanes (Phase 3).

Figure 1: SR 237 Express Lanes Map

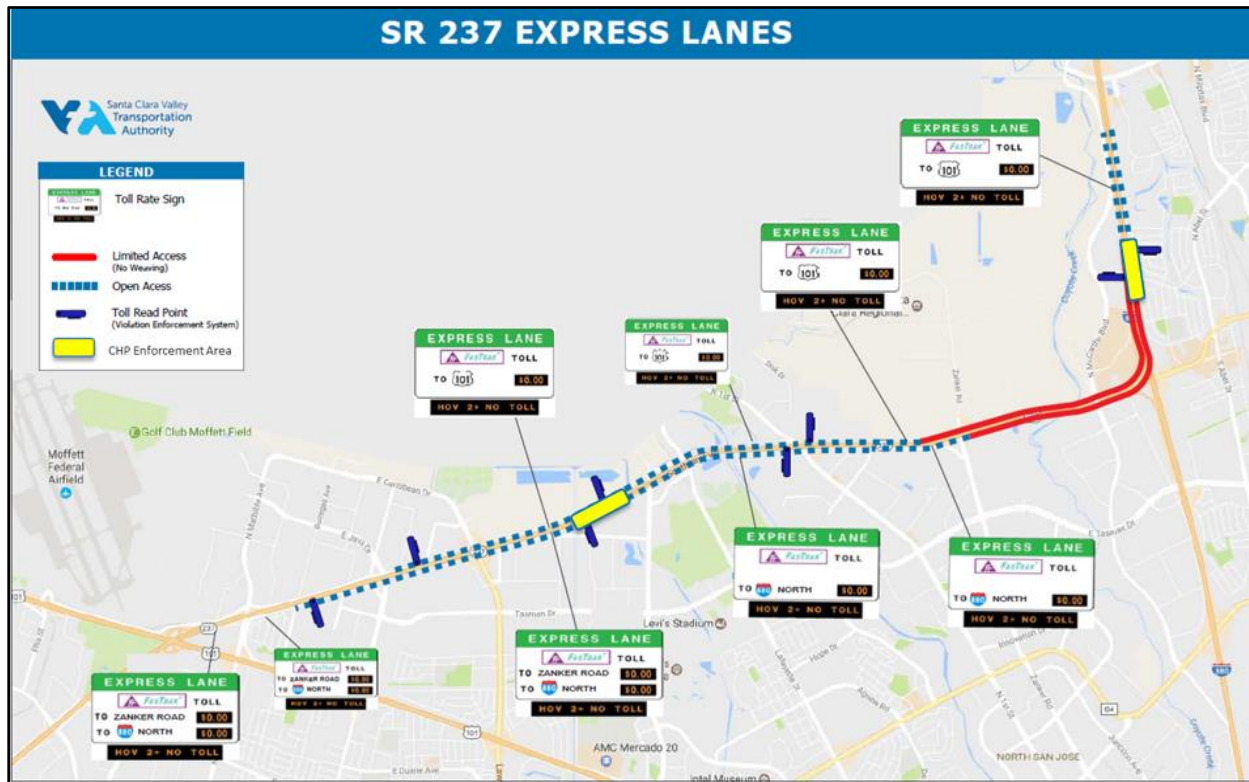
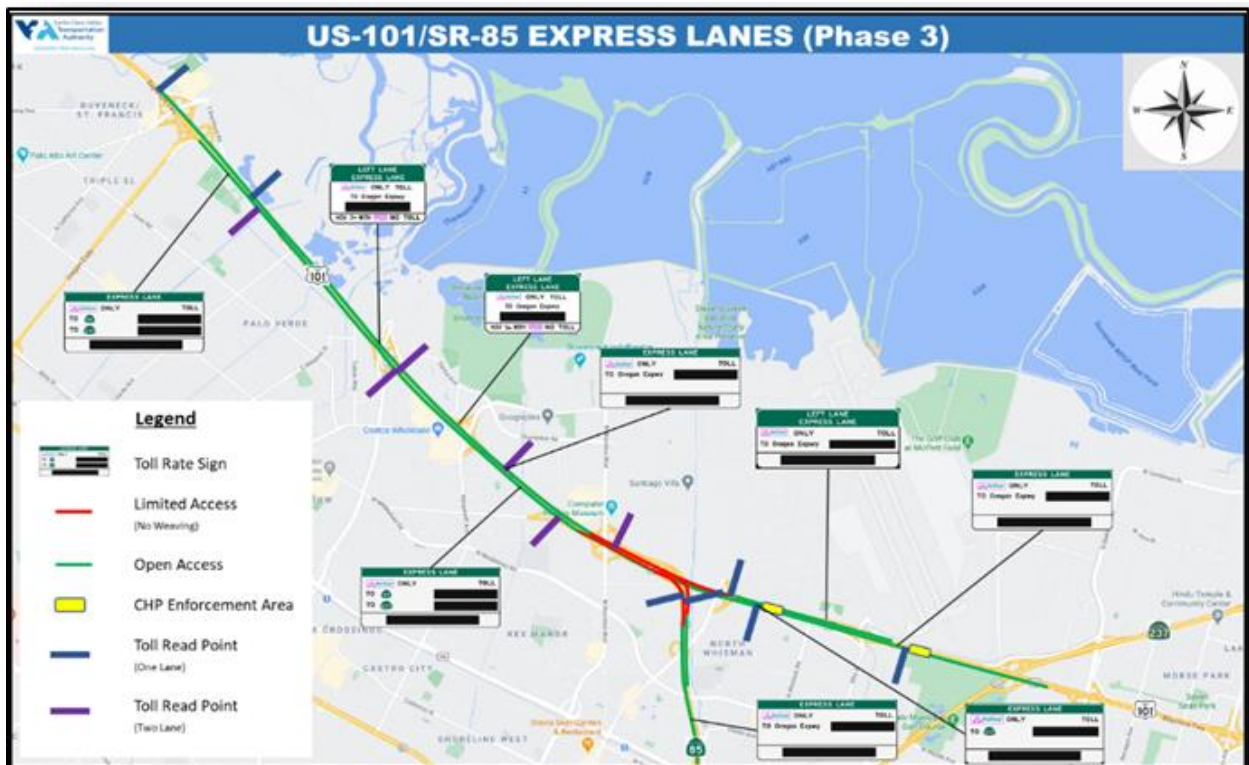


Figure 2: US 101/SR 85 Express Lanes Map



Traffic Operations Summary

SR 237

During the Fiscal Year (FY) 2024, between July 2023 and June 2024, SR 237 Express Lanes served a total of about 5.8 million vehicles, including 3.2 million (55%) tolled vehicles and 2.6 million (45%) non-tolled / HOV 3+ vehicles. Among the tolled vehicles, 20% were single occupant vehicles (SOVs), seven percent were HOV 2, two percent were CAV, and the remaining 26% were tolled using Automatic License Plate Recognition (ALPR) cameras. Furthermore, 22% of the 26% vehicles tolled using the license plates were FasTrak account holders without a transponder in the vehicle, while the remaining four percent were violations. About 55% of the total westbound trips were going towards the US 101/Mathilda Avenue, and about 63% of the total eastbound trips were going towards North I-880.

US 101

During FY 2024, between July 2023 and June 2024, US 101 Express Lanes served a total of about 11.4 million vehicles, including 6.9 million (60%) tolled vehicles and 4.5 million (40%) non-tolled / HOV 3+ vehicles. Among the tolled vehicles, 21% were SOVs, eight percent were HOV 2, two percent were CAV, and the remaining 29% were tolled based on license plates. Furthermore, 24% of the 29% vehicles tolled using the license plates were FasTrak account holders without a transponder in the vehicle, while the remaining (5%) were violations. About 55% of the EL trips during the morning peak period in the northbound direction utilized the whole corridor to Oregon Expressway /Embarcadero Road, and about 54% of the EL trips during the evening peak period in the southbound direction were going towards SR 237.

Clean Air Vehicles

The Clean Air Vehicle (CAV) program is for qualifying vehicles that meet specified emissions standards set by the Department of Motor Vehicles (DMV) in partnership with the California Air Resources Board (CARB). Each year, the California DMV issues a new CAV decal color. The decal expires on January 1st of the fourth year of issuance. Currently there are four decal colors in use, blue (2021), yellow (2022), green (2023), and burgundy (November 2023). Beginning January of 2024, the orange CAV decal was no longer valid. These qualifying CAVs are eligible to receive a FasTrak CAV transponder. Solo users in qualifying CAVs using the properly mounted CAV transponder receive a 50% discounted toll. The DMV/CARB CAV program will expire on September 30, 2025. After this date, CAVs will no longer be eligible for a decal, CAV transponder or a discounted toll. During FY 2024, approximately 113,000 CAVs (about 2%) used the SR 237 EL, and approximately 222,000 CAVs (about 2%) used the US 101/SR 85 EL.

Incidents /Traffic collision

Incidents and traffic collisions that have a direct impact on the operations are monitored and logged during EL hours of operation (Mon – Friday; 5am – 8pm). On SR 237 Express Lanes, a total of 177 minor traffic incidents were observed, and there were 23 incidents in which express lanes were partially blocked in which 11 required a toll adjustment. A total of 400 minor traffic incidents occurred on US 101 / SR 85 Express Lanes, and 125 times the express lanes were partially blocked in which 49 incidents required a toll adjustment.

Express Lanes Maintenance/Update Activity Summary

The routine maintenance of electronic toll systems (ETS) is performed at different levels on a monthly, semi-annual, and annual basis. The semi-annual and annual maintenance is generally performed after the tolling hours and includes but is not limited to the following:

- Perform pixel test on the variable toll message signs, and replace failed LED pixels
- Verify roadside cabinets power supply voltages
- Verify roadside toll equipment connections are secured
- Run diagnostic tests using self-diagnostic software for hard drive status
- Check cooling fans and replace cabinet filters
- Verify CCTV Camera pan tilt zoom functions and check the image quality
- Test, tune, and adjust the electronic toll collection and enforcement equipment

SR 237

The SR 237 Express Lanes annual and semi-annual maintenance work was performed on September 20-26, 2023, and March 12-18, 2024, respectively.

US 101

The US 101/SR 85 Express Lanes semi-annual and annual maintenance work was performed on July 31 – August 5, 2023, and June 13-19, 2024, respectively.

In addition to the preventative maintenance activities listed above, there were other maintenance activities that were conducted namely the replacement of a Variable Toll Message Sign (VTMS) roadside cabinet due to a traffic collision. Through VTA coordination efforts, a guardrail was installed at this cabinet location to prevent future incidents impacting the cabinet and toll operations. Caltrans also undertook maintenance activities for street sweeping, litter pick up, and vegetation control along the SR 237 and US 101/SR 85. These maintenance activities did not result in extended disruption to express lanes operations.

Travel Time Savings on Express Lanes

SR 237

The SR 237 Express Lanes had travel time savings in the corridor of up to 20 minutes in the westbound direction during the morning commute period, and up to 19 minutes in the eastbound direction during the evening commute peak.

US 101

During the peak morning commute period, the northbound direction saw travel time savings of up to seven minutes between SR 237 and Oregon Expressway. During the evening commute period, this same segment saw travel time savings up to 11 minutes, while the southbound, the peak direction had travel time savings up to 13 minutes.

Travel Speeds

The average speeds on Express Lanes were calculated based on weekday average hourly data collected between July 1, 2023, and June 30, 2024. The lowest travel speeds for both corridors occurred during the peak commute periods.

SR 237 Express Lanes

The lowest average travel speeds for an hour on SR 237 express lanes in the westbound direction occurred between 8 a.m. and 9 a.m. and were above 57 mph, while the lowest average speeds in the eastbound direction occurred between 5 p.m. and 6 p.m. and were above 48 mph. In November 2023, an auxiliary lane was opened on SR 237 eastbound between the N. First Street on ramp and Zanker Road off ramp.

US 101/SR 85 Express Lanes

The lowest average travel speeds for an hour on US 101/SR 85 express lanes for both the northbound and southbound directions during the peak hour of 8 a.m. to 9 a.m. and 5 p.m. to 6 p.m. were above 55 mph.

Toll Revenue

SR 237

The SR 237 EL average toll rate for FY 2024 was \$3.00 in the eastbound direction and \$2.00 in the westbound direction. The maximum toll rate during the peak period in the eastbound direction (from Mathilda Avenue to I-880) was approximately \$11, while in the westbound direction (from southbound I-880 to US 101/Mathilda Avenue), it was approximately \$7

US 101/SR 85

The US 101/SR 85 EL average toll rate for FY 2024 was \$3.00 in the southbound direction and \$3.00 in the northbound direction. The maximum toll rate recorded for the southbound direction was approximately \$10 from Oregon Expressway to SR-85/SR-237, while the northbound direction rate was approximately \$10 from northbound US 101 to Oregon Expressway.

Enforcement (California Highway Patrol)

SR 237

During FY 2024, on SR 237 California Highway Patrol (CHP) issued a total of 41 citations. CHP enforcement hours for FY 2024 totaled approximately 26 hours.

US 101

During FY 2024, on US 101/SR 85 California Highway Patrol (CHP) issued a total of 731 citations. CHP enforcement hours for FY 2024 totaled approximately 550 hours. There was no EL enforcement in November due to Asia Pacific Economic Cooperation (APEC) meetings.

Operational Data

Table 1: FY 2024 SVEL Traffic Volumes

Reporting Period	Corridor	Express Lanes Traffic Volumes			
		Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
FY 2024	SR 237	5,810,000	2,598,000	3,212,000	55%
	US 101/SR 85	11,418,000	4,544,000	6,874,000	60%
TOTAL		17,228,000	7,142,000	10,086,000	59%

Table 2: FY 2024 SVEL Traffic Volumes by Quarter

Quarter	Express Lanes Traffic Volumes			
	Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
Q 1	1,430,000	596,000	834,000	58%
Q 2	1,396,000	615,000	781,000	56%
Q 3	1,477,000	673,000	804,000	54%
Q 4	1,507,000	714,000	793,000	53%
SR 237 Sub-Total	5,810,000	2,598,000	3,212,000	55%
Q 1	2,804,000	1,034,000	1,770,000	63%
Q 2	2,771,000	1,080,000	1,691,000	61%
Q 3	2,840,000	1,159,000	1,681,000	59%
Q 4	3,003,000	1,271,000	1,732,000	58%
US 101/SR 85 Sub-Total	11,418,000	4,544,000	6,874,000	60%
TOTAL	17,228,000	7,142,000	10,086,000	59%

Table 3: FY 2024 SVEL Traffic Volumes by Month

Month	Express Lanes Traffic Volumes			
	Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
July	420,000	175,000	245,000	58%
August	537,000	223,000	314,000	58%
September	473,000	198,000	275,000	58%
October	525,000	224,000	301,000	57%
November	463,000	204,000	259,000	56%
December	408,000	187,000	221,000	54%
January	484,000	220,000	264,000	55%
February	487,000	222,000	265,000	54%
March	506,000	231,000	275,000	54%
April	507,000	239,000	268,000	53%
May	533,000	252,000	281,000	53%
June	467,000	223,000	244,000	52%
SR 237 Sub-Total	5,810,000	2,598,000	3,212,000	55%
July	843,000	309,000	534,000	63%
August	1,037,000	381,000	656,000	63%
September	924,000	344,000	580,000	63%
October	1,013,000	386,000	627,000	62%
November	914,000	357,000	557,000	61%
December	844,000	337,000	507,000	60%
January	929,000	375,000	554,000	60%
February	929,000	380,000	549,000	59%
March	982,000	404,000	578,000	59%
April	997,000	415,000	582,000	58%
May	1,060,000	449,000	611,000	58%
June	946,000	407,000	539,000	57%
US 101/SR 85 Sub-Total	11,418,000	4,544,000	6,874,000	60%
TOTAL	17,228,000	7,142,000	10,086,000	59%

Table 4: FY 2024 SVEL Tolled Vehicles by Month

Month	Express Lanes Tolled Vehicles				Total
	SOV	CAV	HOV 2	License Plate	
July	90,000	7,000	32,000	116,000	245,000
August	118,000	11,000	42,000	143,000	314,000
September	101,000	9,000	38,000	127,000	275,000
October	110,000	11,000	41,000	139,000	301,000
November	94,000	9,000	34,000	122,000	259,000
December	77,000	7,000	29,000	108,000	221,000
January	96,000	9,000	34,000	125,000	264,000
February	98,000	9,000	35,000	123,000	265,000
March	99,000	9,000	38,000	129,000	275,000
April	98,000	10,000	37,000	123,000	268,000
May	103,000	12,000	39,000	127,000	281,000
June	87,000	10,000	33,000	114,000	244,000
SR 237 Sub-Total	1,171,000	113,000	432,000	1,496,000	3,212,000
July	185,000	15,000	69,000	265,000	534,000
August	234,000	20,000	86,000	316,000	656,000
September	204,000	18,000	77,000	281,000	580,000
October	218,000	21,000	83,000	305,000	627,000
November	188,000	18,000	74,000	277,000	557,000
December	164,000	15,000	66,000	262,000	507,000
January	188,000	17,000	73,000	276,000	554,000
February	190,000	17,000	74,000	268,000	549,000
March	199,000	19,000	79,000	281,000	578,000
April	201,000	20,000	80,000	281,000	582,000
May	215,000	23,000	86,000	287,000	611,000
June	183,000	19,000	74,000	263,000	539,000
US 101/SR 85 Sub-Total	2,369,000	222,000	921,000	3,362,000	6,874,000
TOTAL	3,540,000	335,000	1,353,000	4,858,000	10,086,000

Figure 3: FY 2024 SR 237 Express Lanes Tolled versus Non-Tolled Vehicles

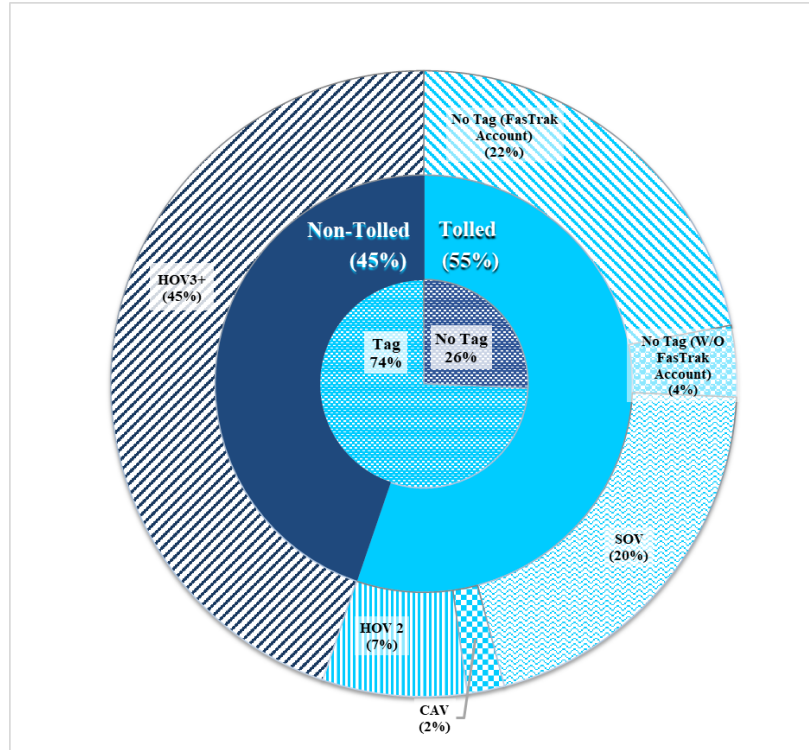


Figure 4: FY 2024 US 101 Express Lanes Tolled versus Non-Tolled Vehicles

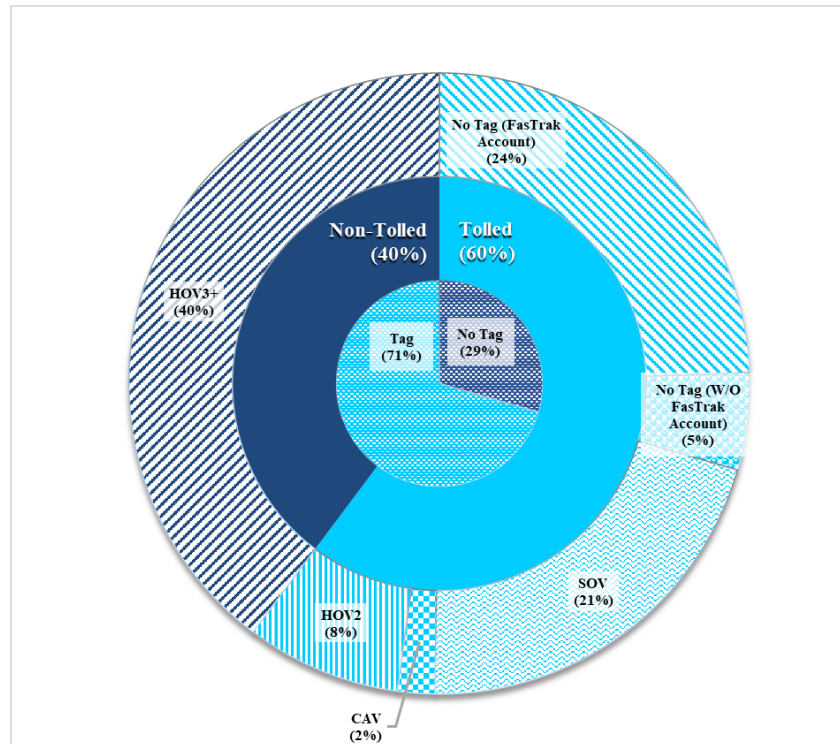
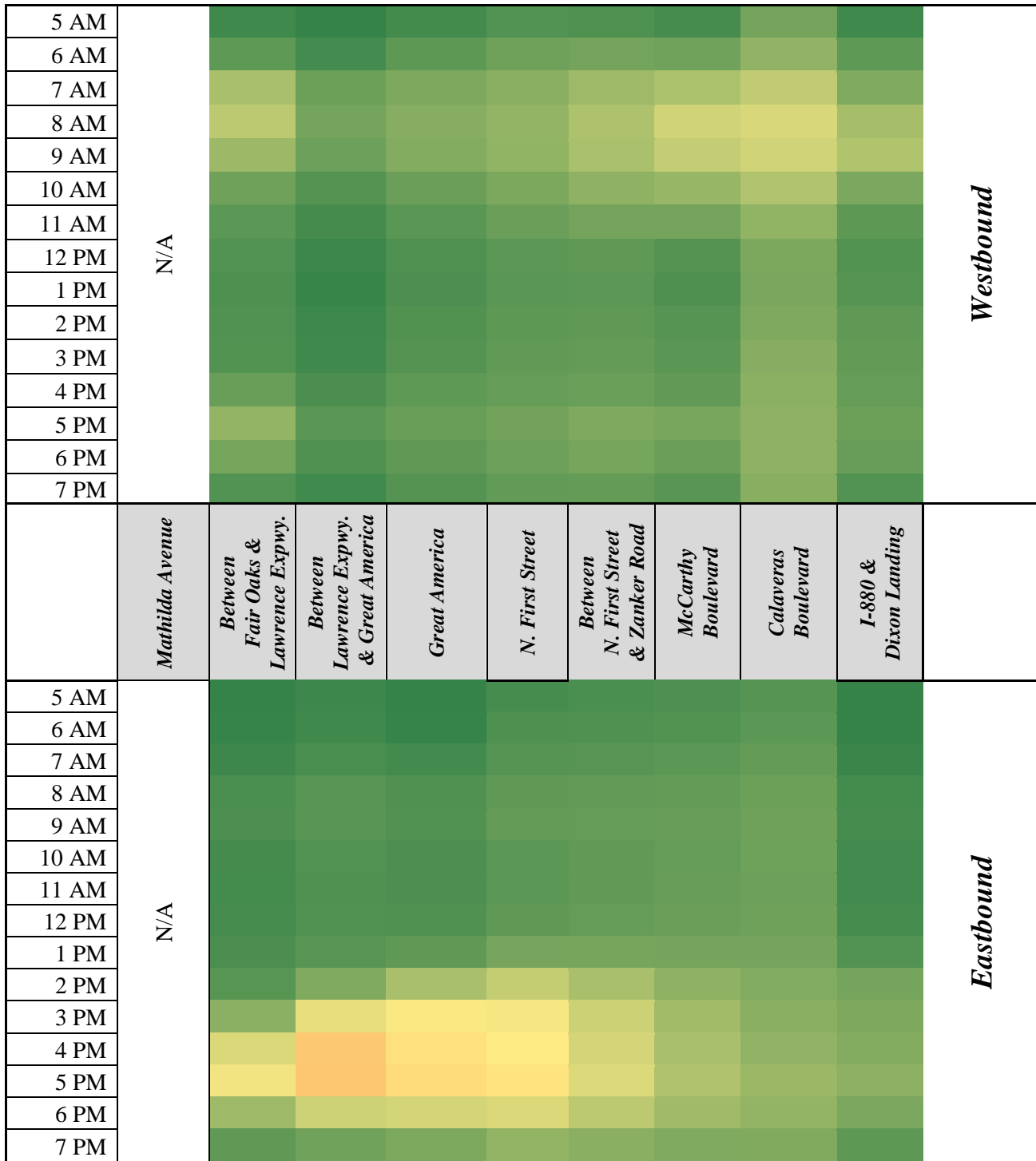
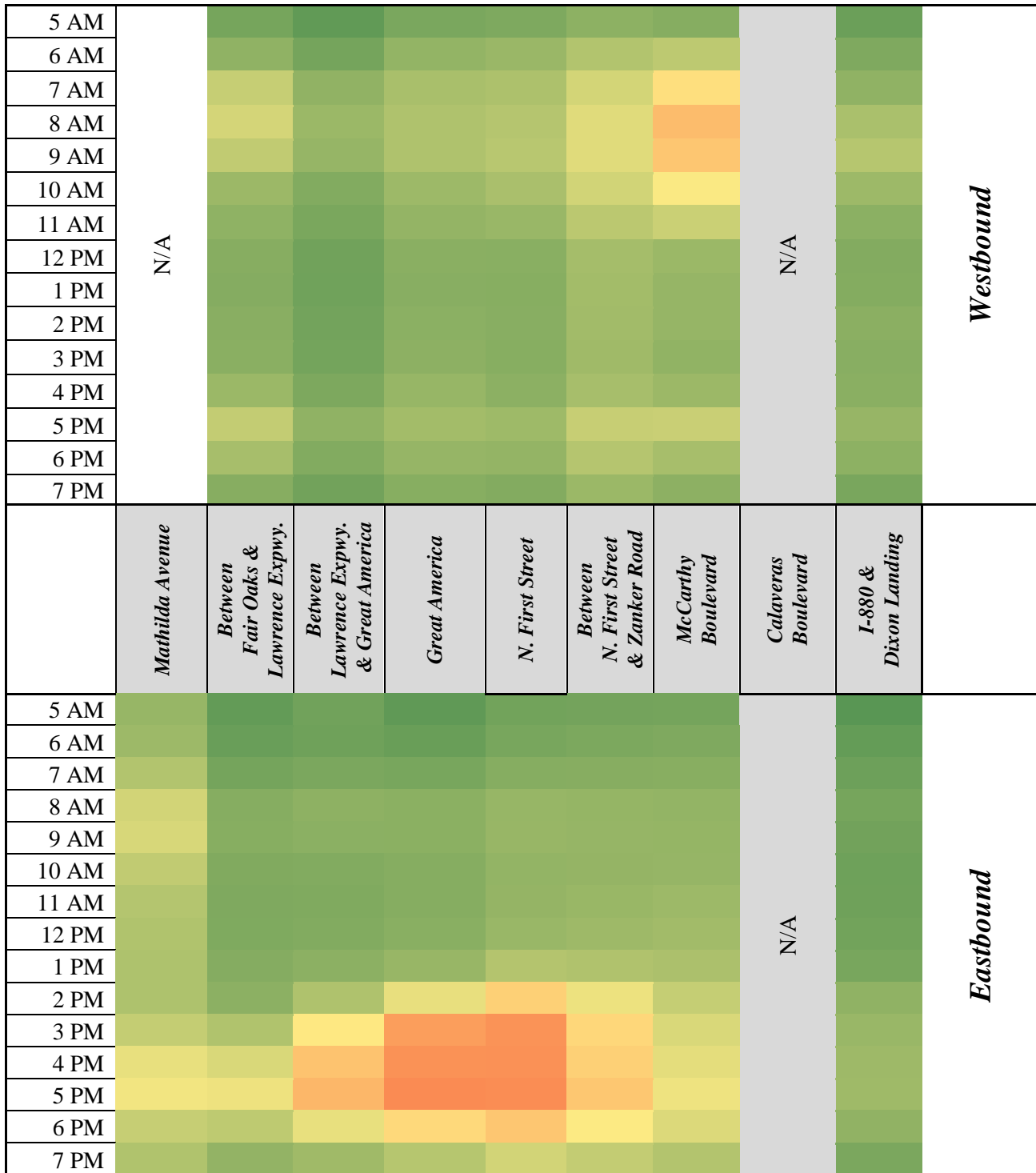


Figure 5: FY 2024 SR 237 Express Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2023 – 6/30/2024)

Speed Scale in miles per hour

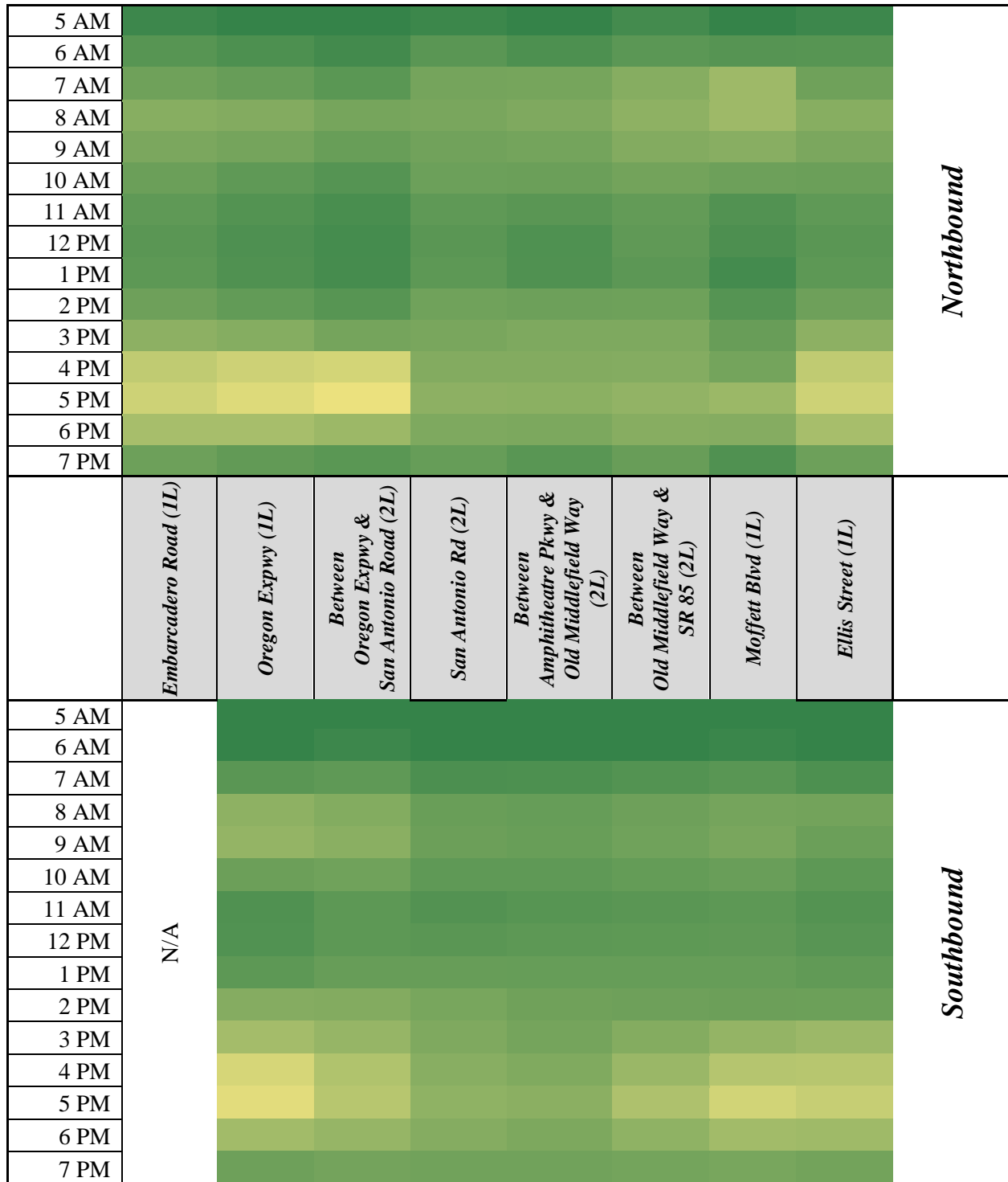


Figure 6: FY 2024 SR 237 GP Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2023 – 6/30/2024)

Speed Scale in miles per hour



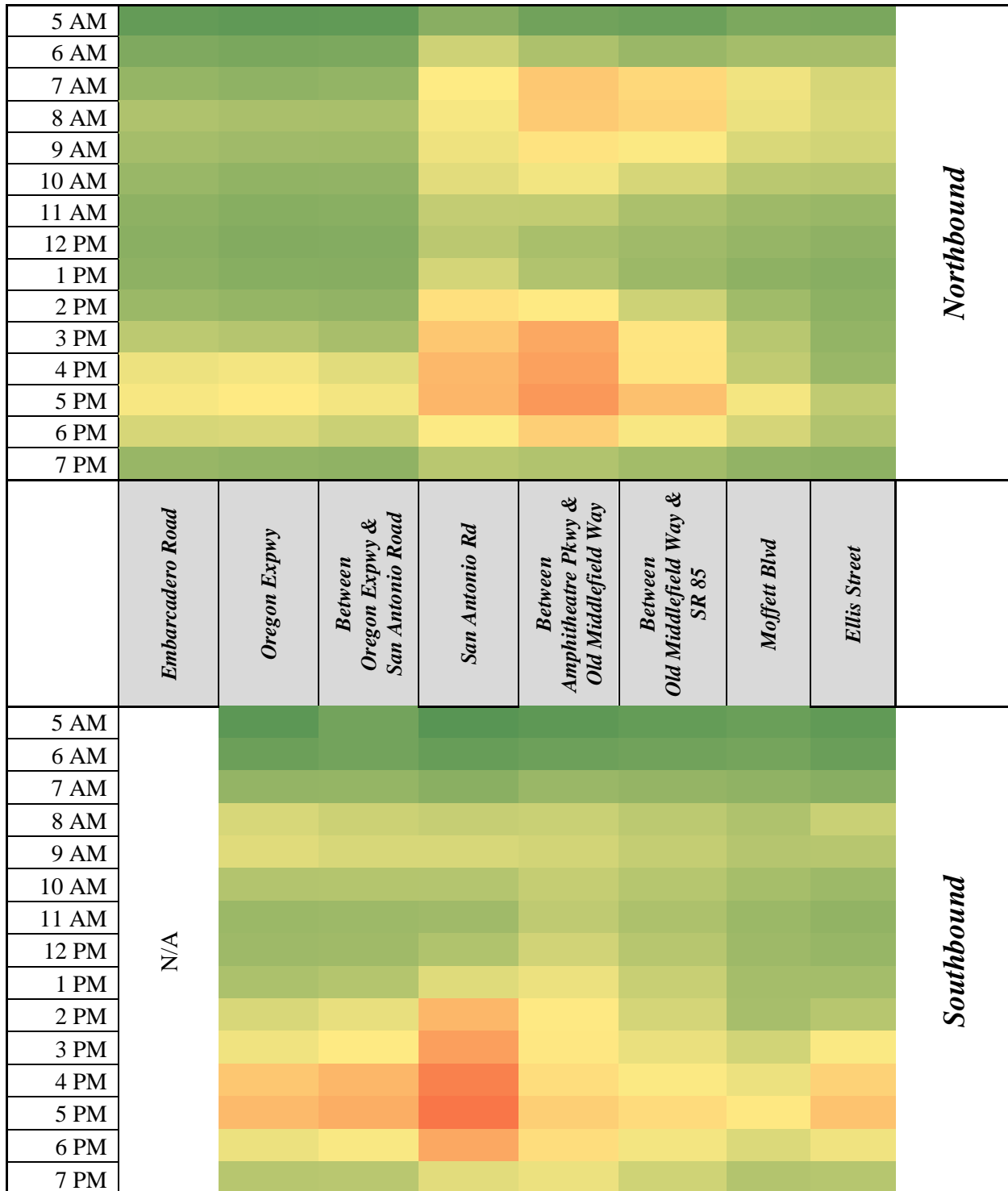
Figure 7: FY 2024 US 101 Express Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2023 – 6/30/2024)

**Note: 1L = 1 Express Lane; 2L = 2 Express Lanes

Speed Scale in miles per hour

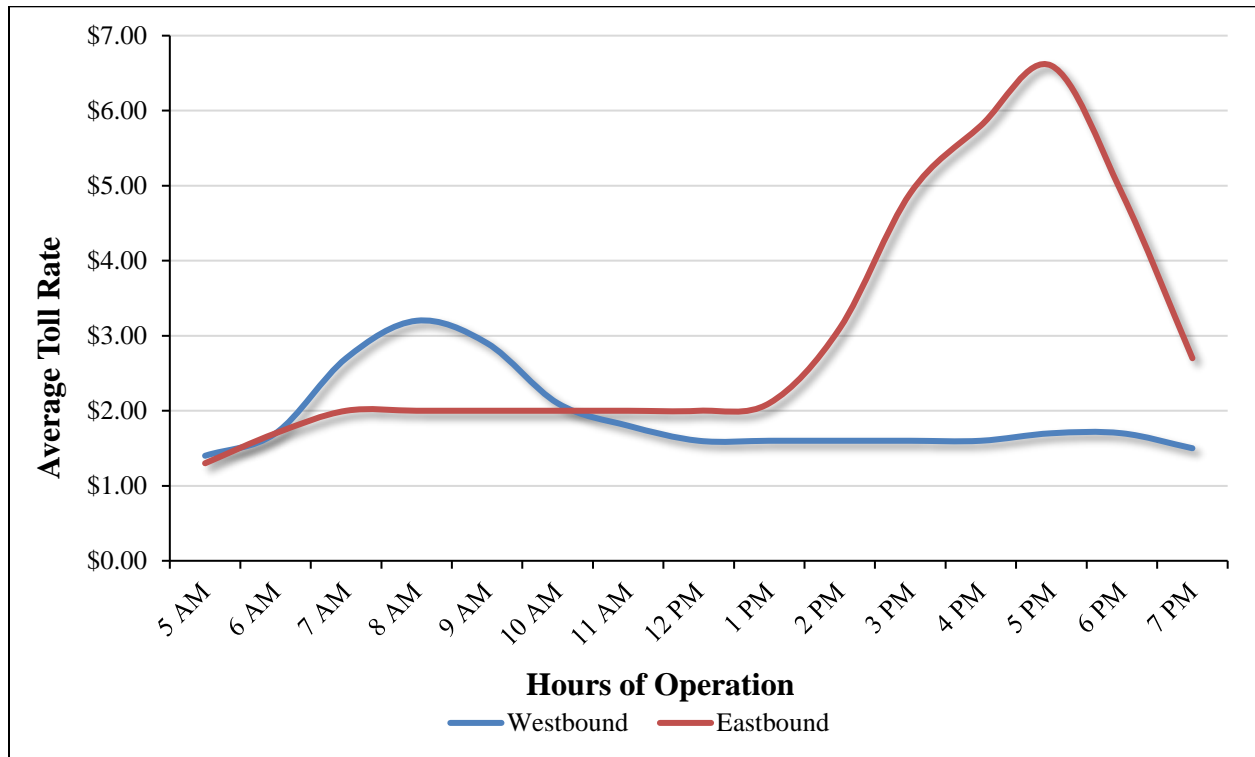


Figure 8: FY 2024 US 101 GP Lanes Average Speed by Location

*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2023 – 6/30/2024)

Speed Scale in miles per hour



Figure 9: FY 2024 SR 237 Express Lanes Average Hourly Toll Rate**Table 5:** FY 2024 SR 237 Express Lane Average Hourly Toll Rate by Destination

Operation Hours	Westbound	Eastbound	
	US 101	I-880	Zanker
05:00	\$1.40	\$1.30	\$1.00
06:00	\$1.70	\$1.70	\$1.40
07:00	\$2.70	\$2.00	\$1.50
08:00	\$3.20	\$2.00	\$1.50
09:00	\$2.90	\$2.00	\$1.50
10:00	\$2.10	\$2.00	\$1.50
11:00	\$1.80	\$2.00	\$1.50
12:00	\$1.60	\$2.00	\$1.50
13:00	\$1.60	\$2.10	\$1.50
14:00	\$1.60	\$3.10	\$1.70
15:00	\$1.60	\$4.90	\$2.80
16:00	\$1.60	\$5.80	\$3.40
17:00	\$1.70	\$6.60	\$4.00
18:00	\$1.70	\$4.90	\$2.90
19:00	\$1.50	\$2.70	\$1.80

Average Toll Rate Scale

< \$2	\$2 - \$4	\$4 - \$6	\$6 - \$8	\$8 - \$10	> \$10
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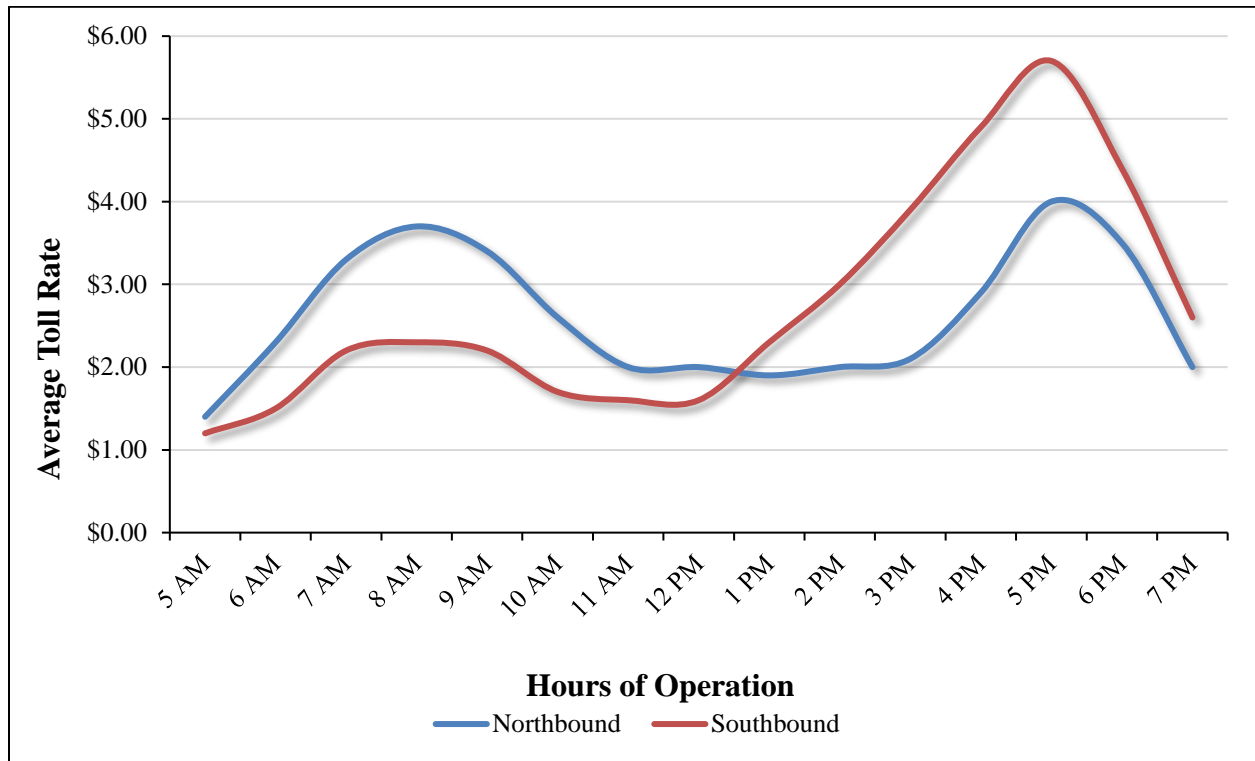
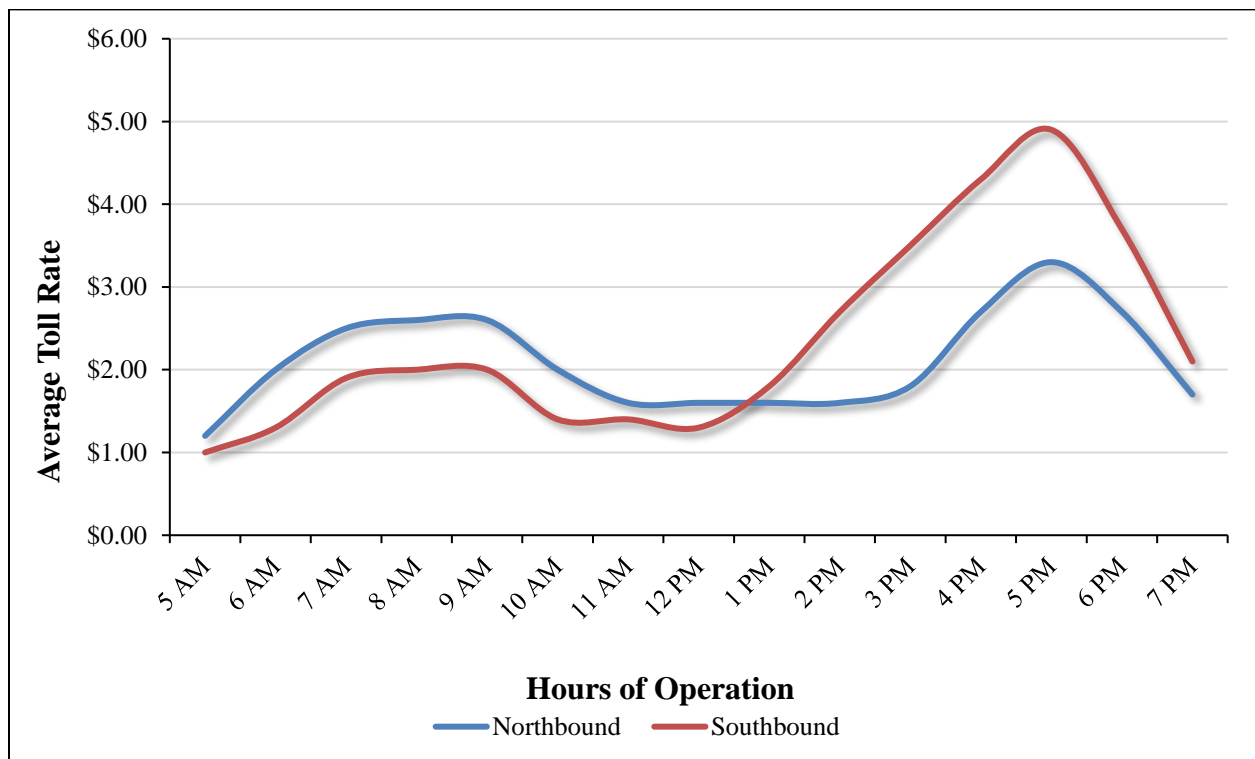
Figure 10: FY 2024 US 101/SR 85 Express Lanes Average Hourly Toll Rate (US 101)**Figure 11: FY 2024 US 101/SR 85 Express Lanes Average Hourly Toll Rate (SR 85)**

Table 6: FY 2024 US 101 Express Lane Average Hourly Toll Rate by Destination

Operation Hours	SR 85		US 101	
	Northbound	Southbound	Northbound	Southbound
05:00	\$1.00	\$1.20	\$1.40	\$1.20
06:00	\$1.30	\$2.00	\$2.30	\$1.50
07:00	\$1.90	\$2.50	\$3.30	\$2.20
08:00	\$2.00	\$2.60	\$3.70	\$2.30
09:00	\$2.00	\$2.60	\$3.40	\$2.20
10:00	\$1.40	\$2.00	\$2.60	\$1.70
11:00	\$1.40	\$1.60	\$2.00	\$1.60
12:00	\$1.30	\$1.60	\$2.00	\$1.60
13:00	\$1.80	\$1.60	\$1.90	\$2.30
14:00	\$2.70	\$1.60	\$2.00	\$3.00
15:00	\$3.50	\$1.80	\$2.10	\$3.90
16:00	\$4.30	\$2.70	\$2.90	\$4.90
17:00	\$4.90	\$3.30	\$4.00	\$5.70
18:00	\$3.70	\$2.70	\$3.50	\$4.40
19:00	\$2.10	\$1.70	\$2.00	\$2.60

Average Toll Rate Scale

< \$2	\$2 - \$4	\$4 - \$6	\$6 - \$8	\$8 - \$10	>\$10
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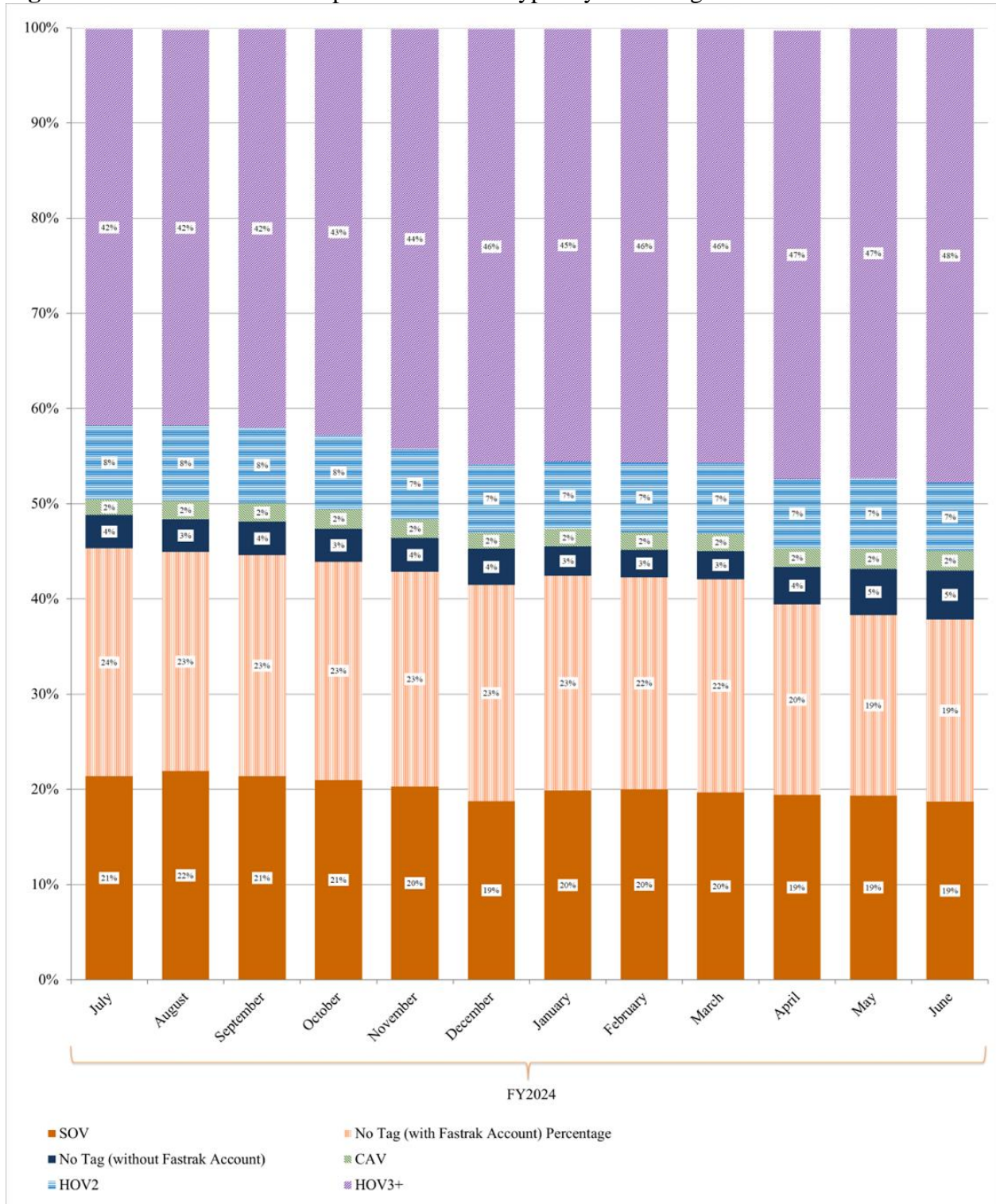
Figure 12: FY 2024 SR 237 Express Lane User Types by Percentages

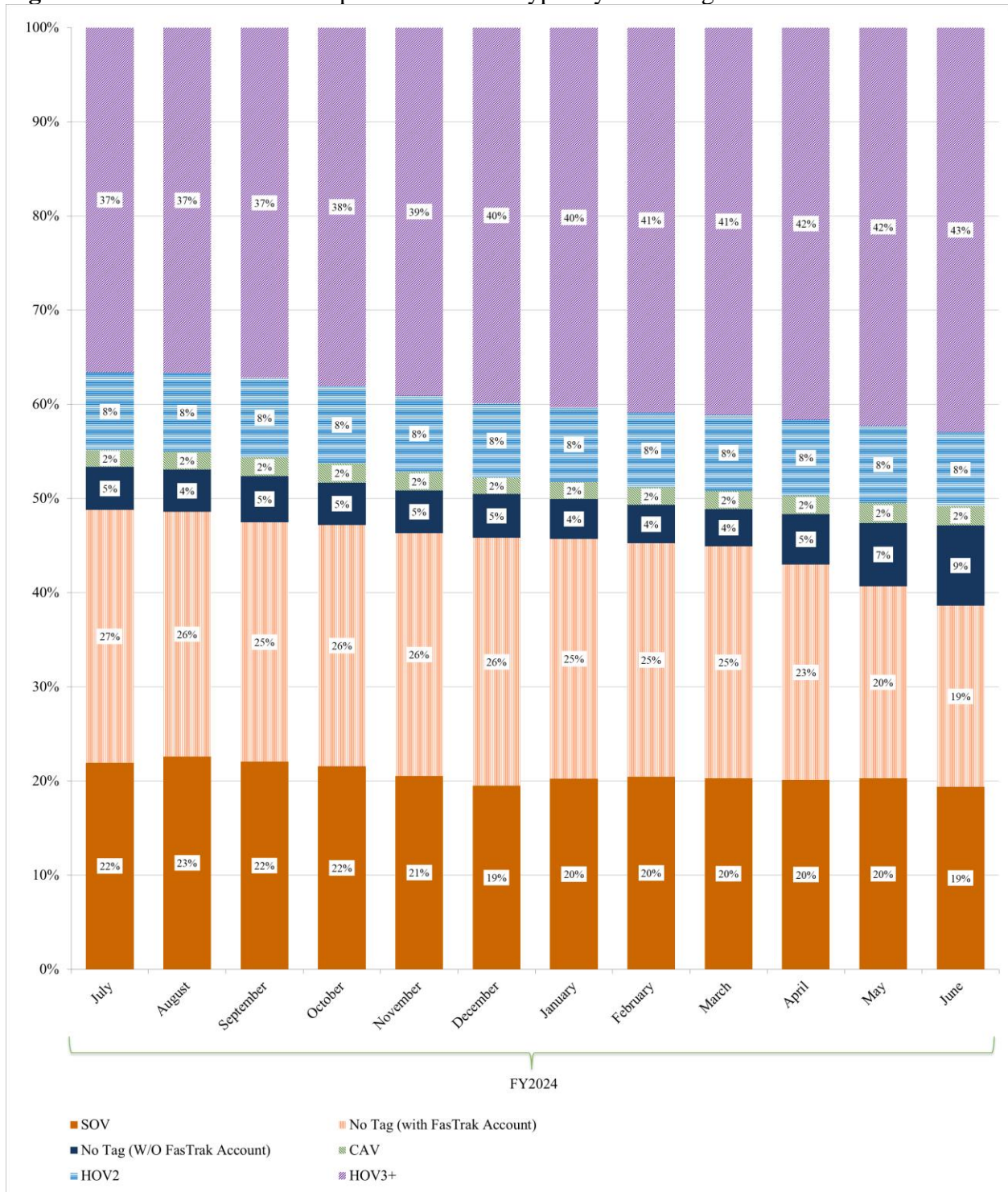
Figure 13: FY 2024 US 101 Express Lane User Types by Percentages

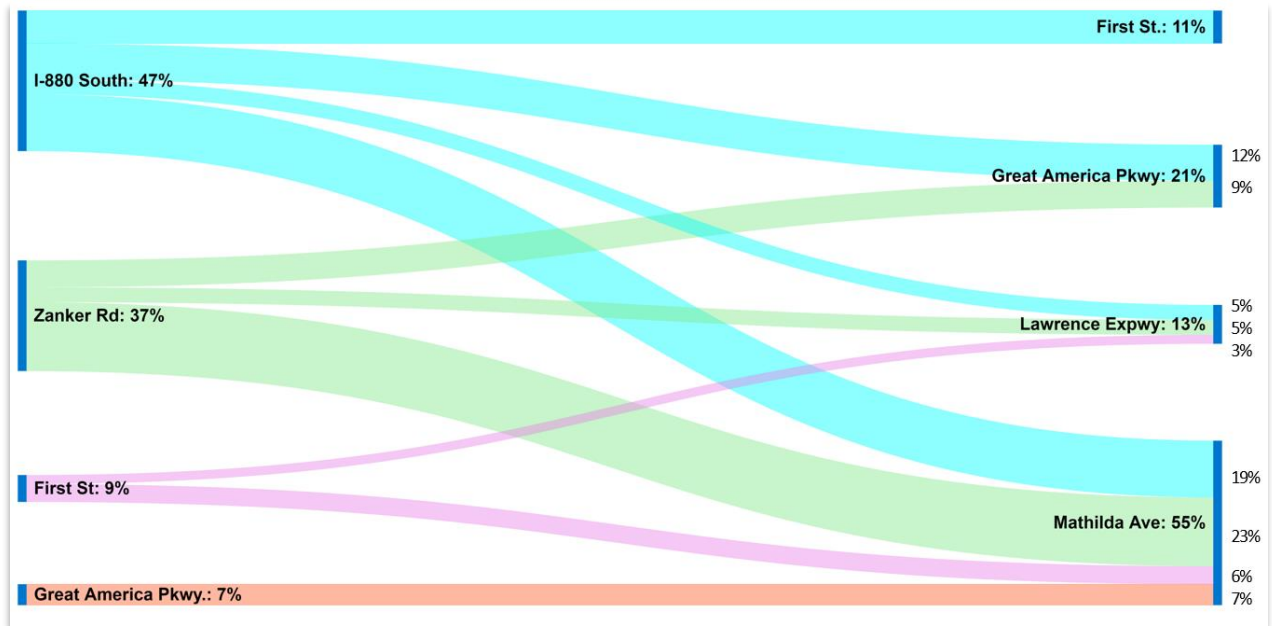
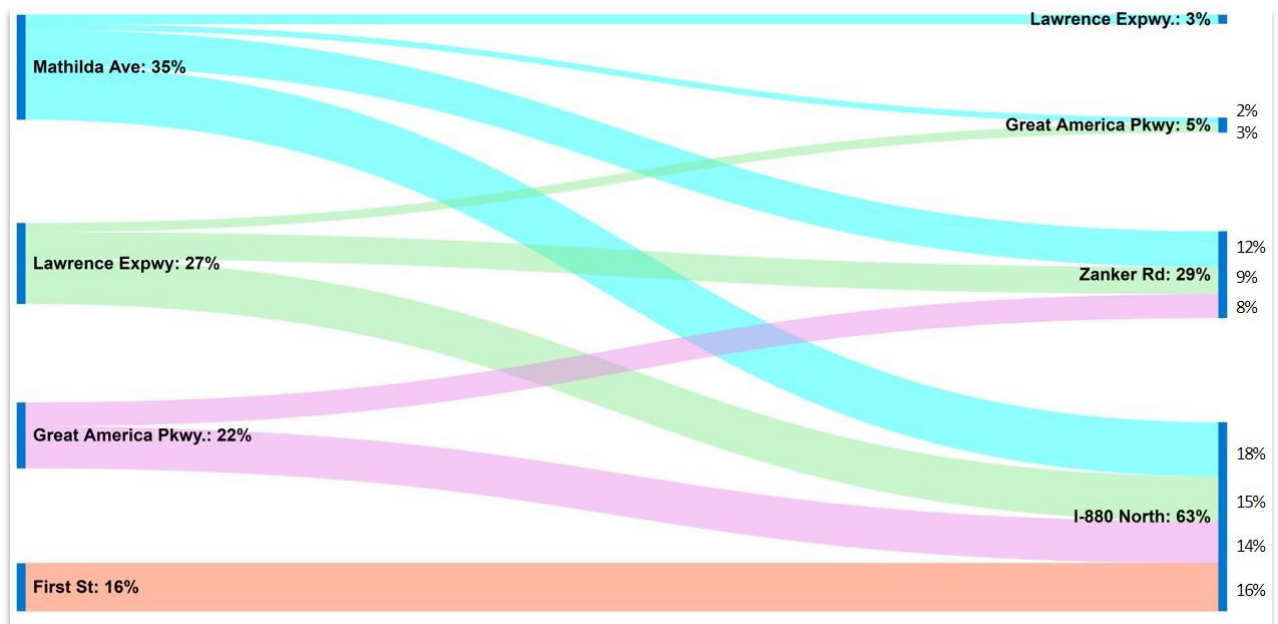
Figure 14: FY 2024 SR 237 Express Lanes Trip Origin and Destination (Westbound)**Figure 15:** FY 2024 SR 237 Express Lanes Trip Origin and Destination (Eastbound)

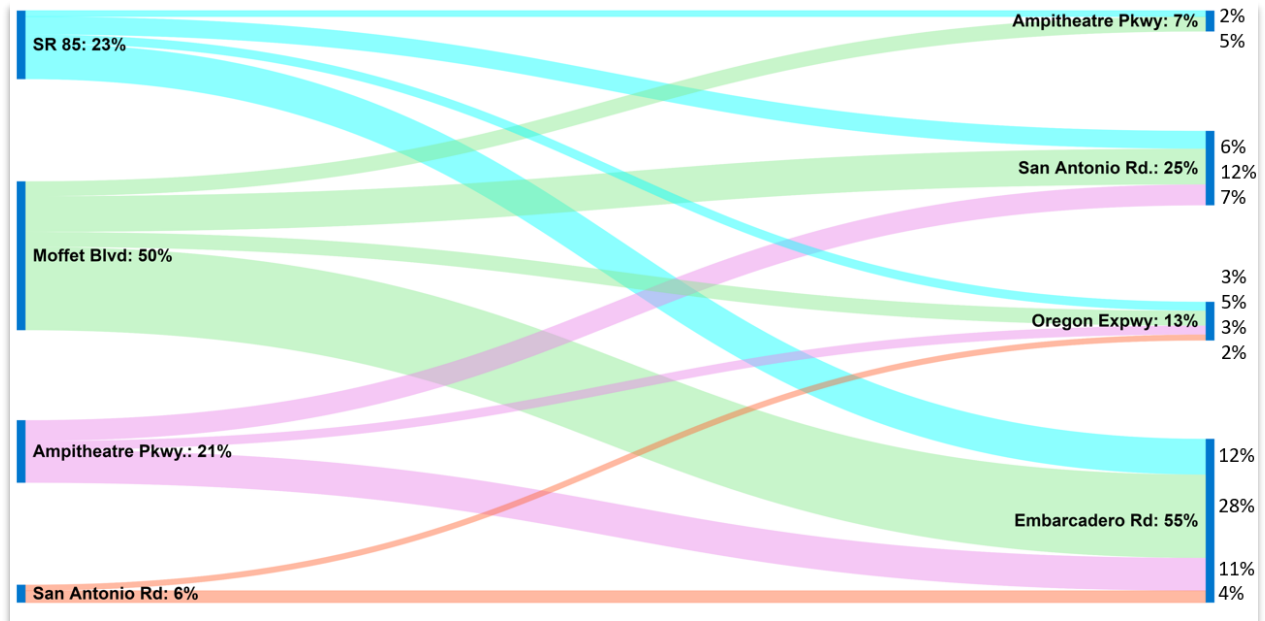
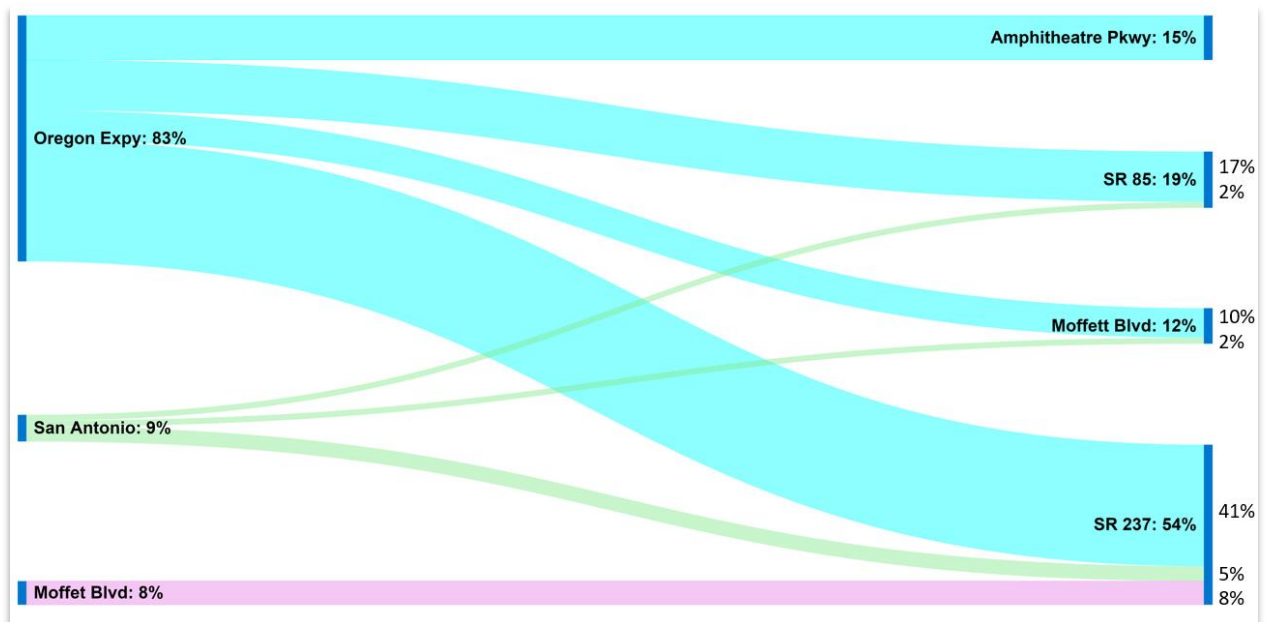
Figure 16: FY 2024 US 101 Express Lanes Trip Origin and Destination (Northbound)**Figure 17: FY 2024 US 101 Express Lanes Trip Origin and Destination (Southbound)**

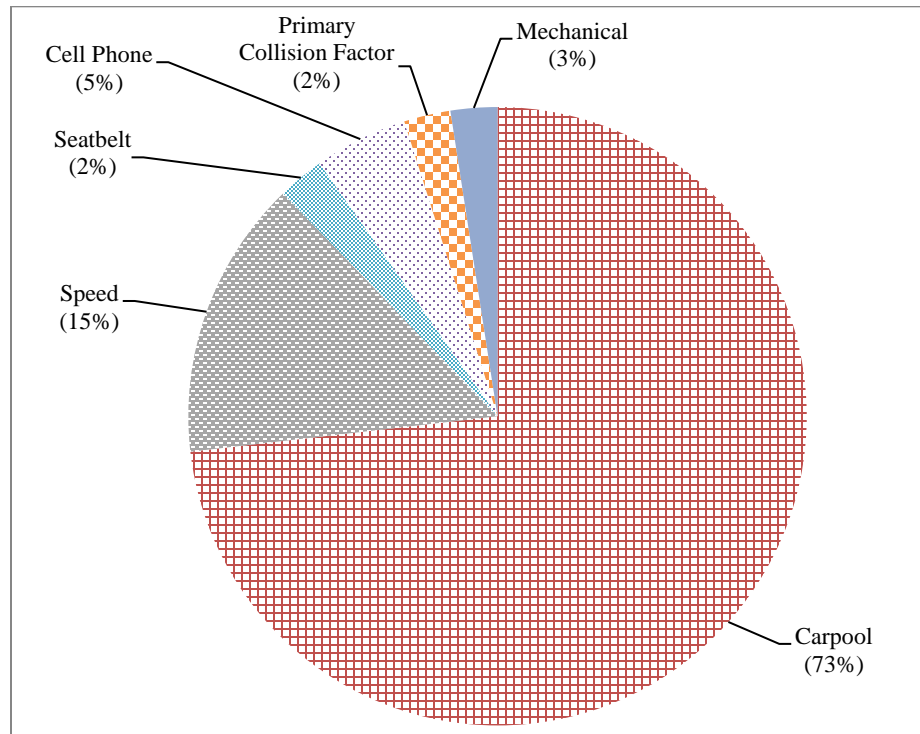
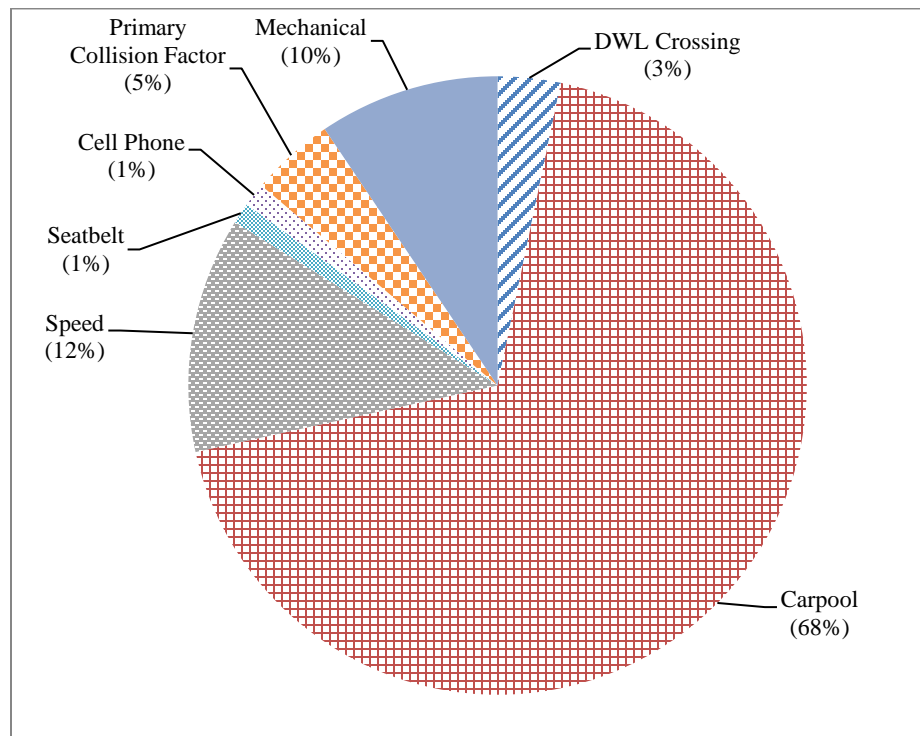
Figure 18: FY 2024 SR 237 Express Lanes Citations Issued by CHP**Figure 19: FY 2024 US 101 Express Lanes Citations Issued by CHP**

Table 7: FY 2024 US 101 Express Lanes CHP Issued Citations

Month	Total Citations	Verbal Warnings*	DWL Crossing	Carpool	Speed	Seatbelt	Cell Phone	Primary Collision Factor	Mechanical	Hours
July	46	1	0	34	1	0	0	0	11	40
August	34	15	0	21	3	0	0	0	10	32
September	31	2	1	25	5	0	0	0	0	27
October	40	11	1	34	2	0	2	0	1	36
November**	-	-	-	-	-	-	-	-	-	-
December	49	11	0	26	5	1	1	7	9	34
January	16	2	0	14	0	0	0	1	1	5
February	83	8	0	51	20	0	0	6	6	63
March	59	6	3	34	12	1	0	6	3	40
April	221	19	4	152	31	3	3	8	20	152
May	81	6	5	54	9	2	2	1	8	72
June	71	0	10	54	2	1	1	3	0	49
TOTAL	731	81	24	499	90	8	9	32	69	550

*Note: Verbal warning is not included in the total citations

**Note: No enforcement in November 2023 for US 101 Express Lanes

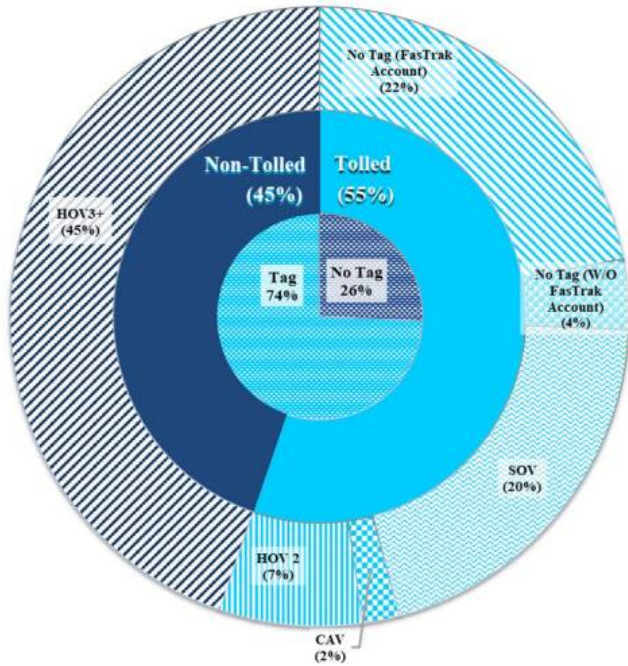
FY 2024 Silicon Valley Express Lanes Operations Report

FY 2024 Traffic Volumes Summary

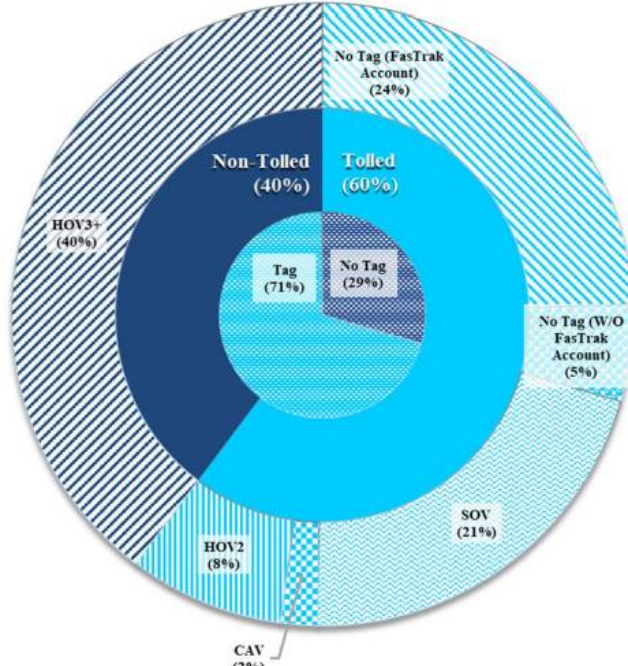
Reporting Period	Corridor	Express Lanes Traffic Volumes			
		Total Vehicles	Non-Tolled Vehicles (HOV 3+)	Tolled Vehicles	Percent Tolled Vehicles
FY 2024	SR 237/I-880	5,810,000	2,598,000	3,212,000	55%
	US 101/SR 85	11,418,000	4,544,000	6,874,000	60%
Total		17,228,000	7,142,000	10,086,000	59%
FY 2023	SR 237/I-880	5,004,600	1,946,600	3,058,000	61%
	US 101/SR 85	9,846,800	3,114,100	6,732,700	68%
Total		14,851,400	5,060,700	9,790,700	66%
Net Difference		↑ 2,376,600	↑ 2,081,300	↑ 295,300	↓ (7%)

FY 2024 Tolled vs. Non-Tolled Trips

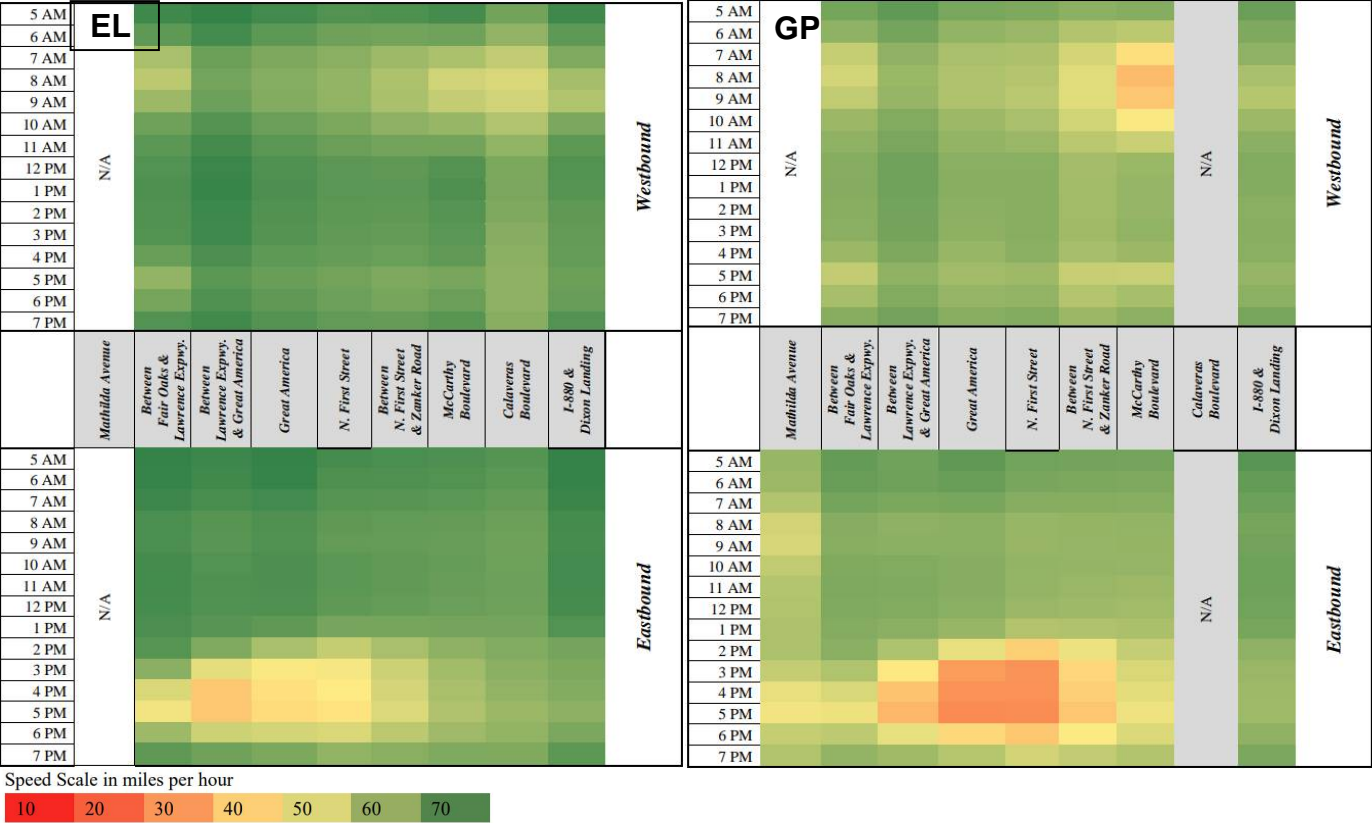
SR 237/I-880



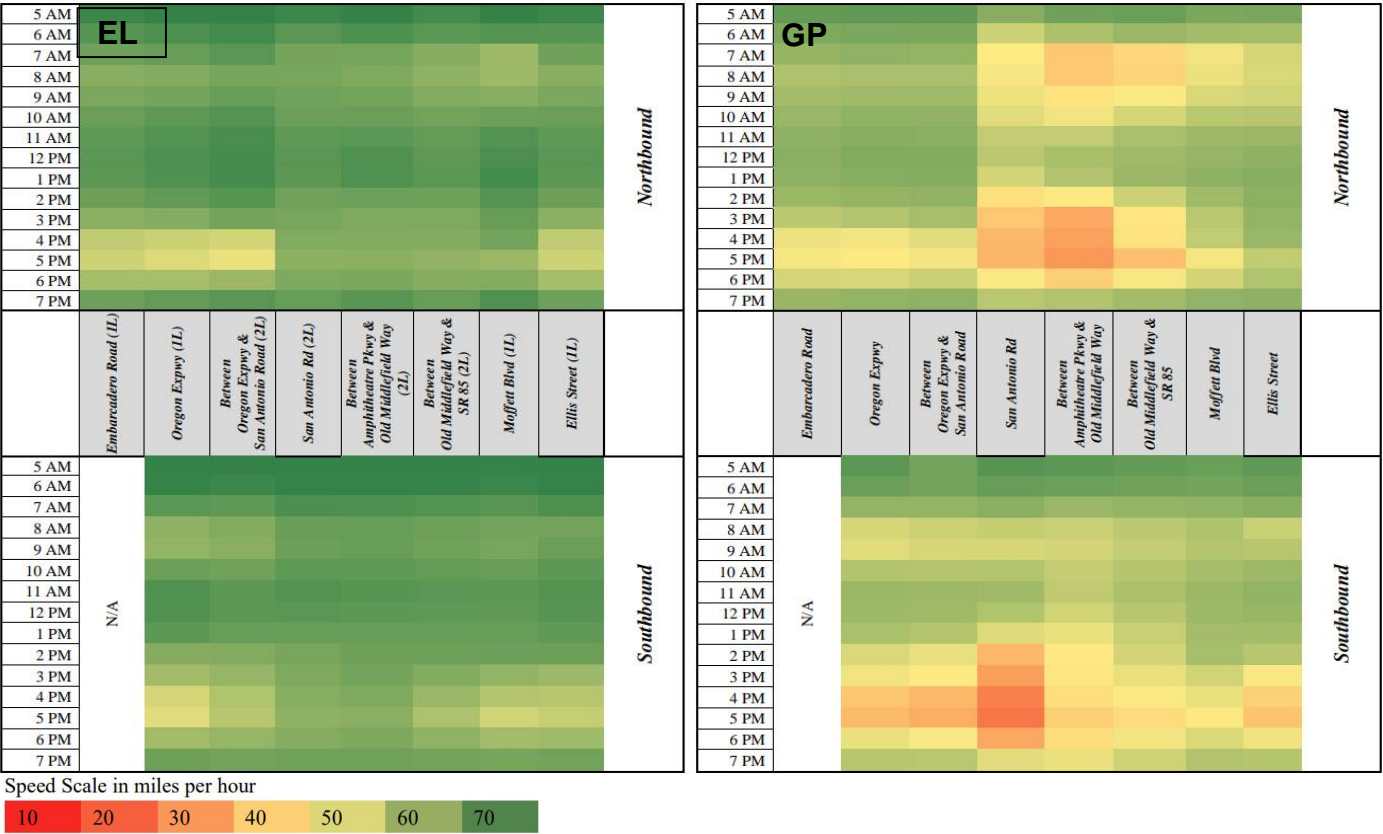
US 101 /SR 85



FY 2024 Average Speed SR 237 /I-880 (Express Lanes vs General Purpose Lanes)

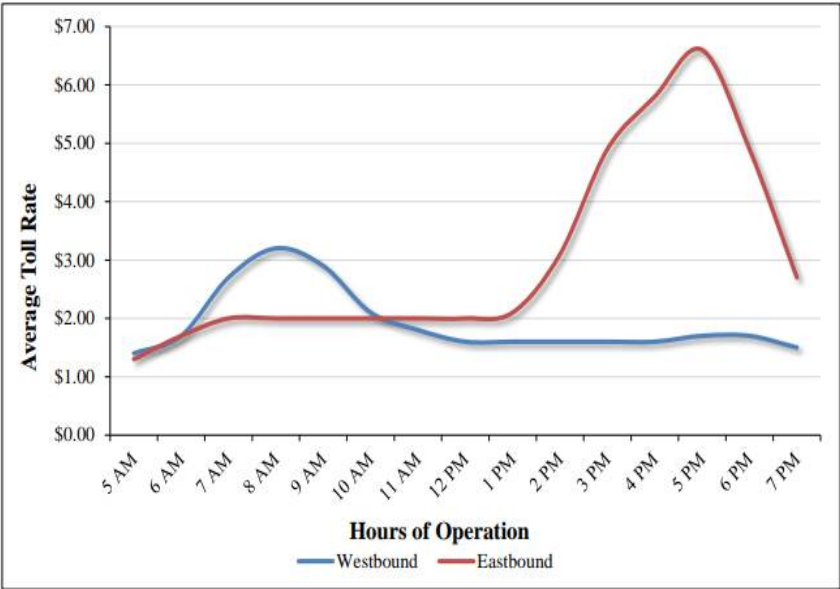


FY 2024 Average Speed US 101/SR 85 (Express Lanes vs General Purpose Lanes)

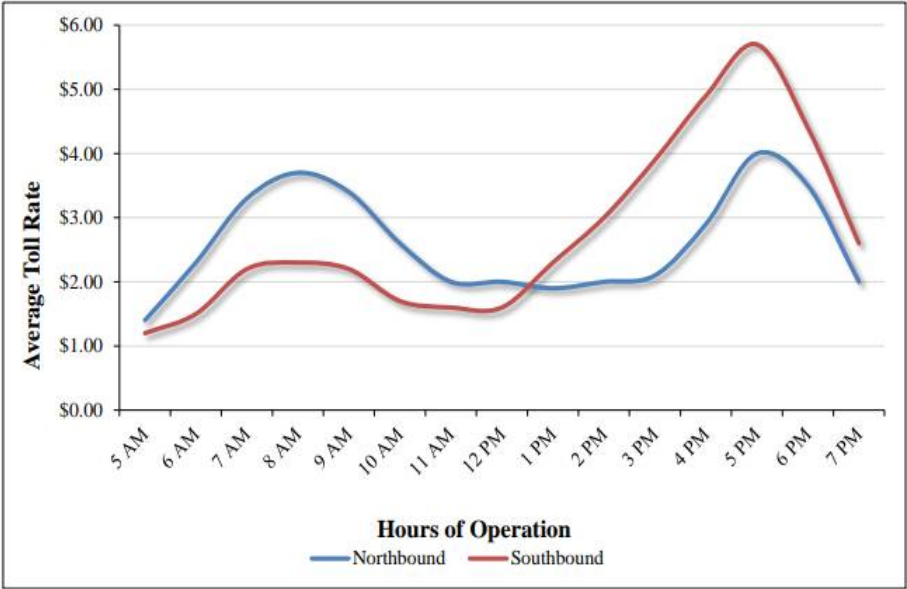


FY 2024 Average Toll Rates

SR 237 /I-880



US 101 /SR 85



FY 2024 Toll Revenues Summary

	SR 237 / I-880	US 101 / SR 85	Total
Toll Revenues (including investment earnings)	\$8.6 mil	\$17.5 mil	\$26.1 mil
Operations Costs (including loan repayment, O&M, labor & professional services)	\$3.5 mil	\$4.6 mil	\$8.1 mil
Net Revenues	\$5.1 mil	\$12.9 mil	\$18 mil

Low Income Violation Payment Plan

- Assembly Bill 2594 mandates a payment plan for toll violation.
- Through Bay Area Toll Authority (BATA), VTA implemented the payment plan on July 1, 2023.
- Eligibility: Customers with a household income at or below 200 % federal poverty income level.
- Enrollment: To date, approximately 8700 active plans in the Bay Area, including 400 from Santa Clara County.

Thank You