

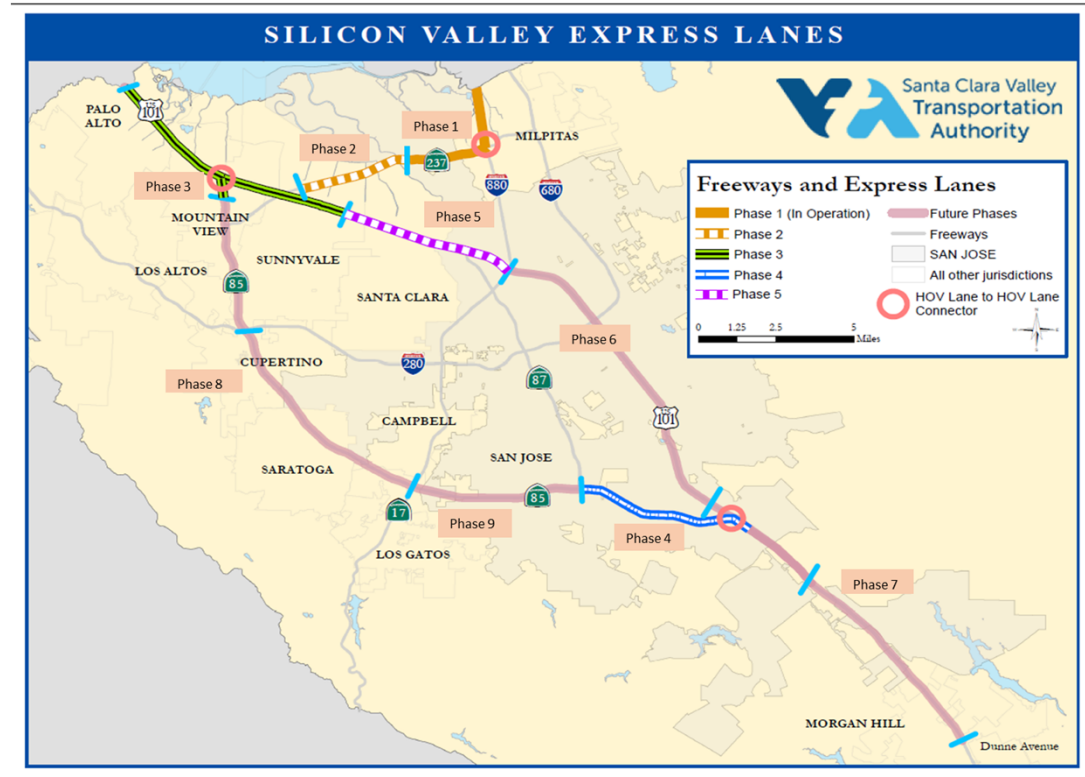
VTA Express Lanes

December 2018



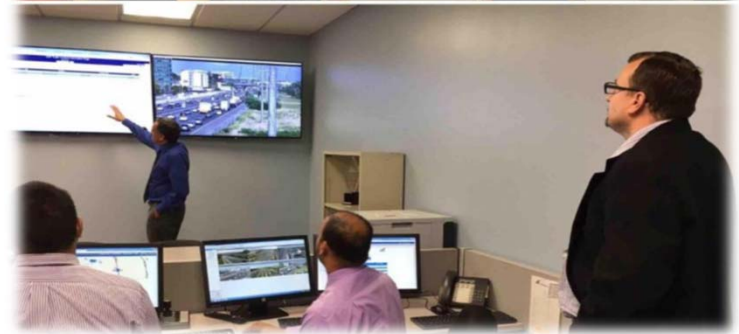
Silicon Valley Express Lanes

- *VTA has been and will continue to be an express lanes leader for the long haul*
- *Express lanes are an important tool for sustained, long-term mobility throughout the county and beyond.*
- *Express lanes are a source of funding for all aspects of transportation.*



VTA Express Lanes History

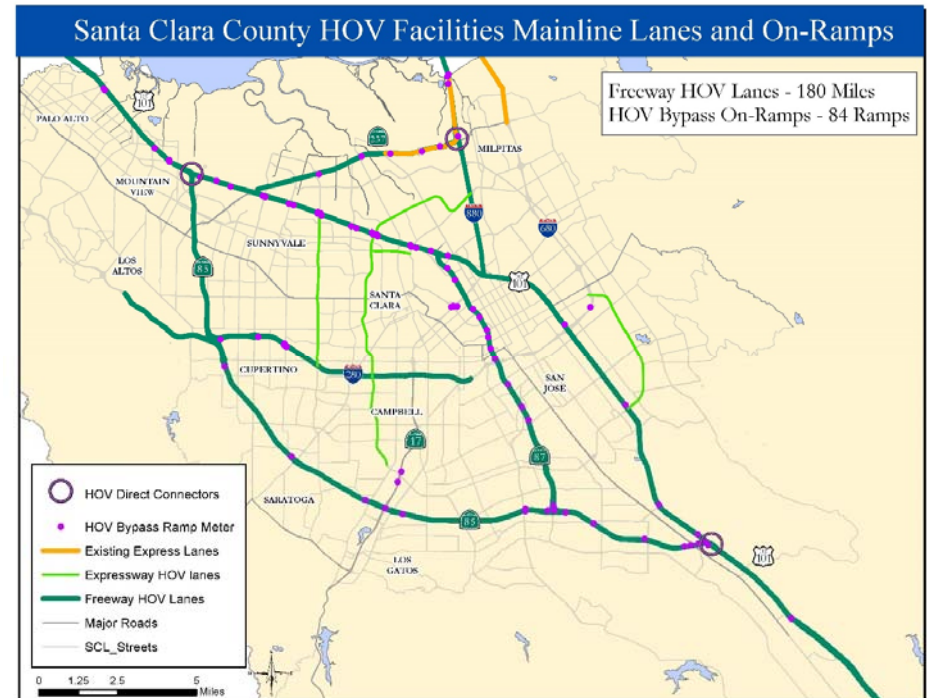
- 2003 – Presented HOT lanes to VTA Ad Hoc Financial Stability Committee.
- 2004 – AB 2032 signed by Governor Schwarzenegger granting HOT lanes authority to VTA, Alameda CMA and SANDAG.
- 2007 – AB 574 makes HOT lanes permanent and allowing issuance of bonds to finance HOT lanes construction.
- 2008 – VTA Board approves Silicon Valley Express Lanes Program.
- 2009 – MTC leads effort through AB 744 for Bay Area wide express lanes program that ultimately failed.
- 2011 – AB 1105 expands VTA legislation to allow for conversion of existing carpool lanes to Whipple Avenue in San Mateo County.



- 2012 – SR 237 Express Lanes goes into operation.
- 2017 – SB 595 expands legislation to allow VTA to be operator of express lanes on US 101 throughout San Mateo County.
- 2018 – AB 2865 introduced to expand VTA legislation into San Francisco.

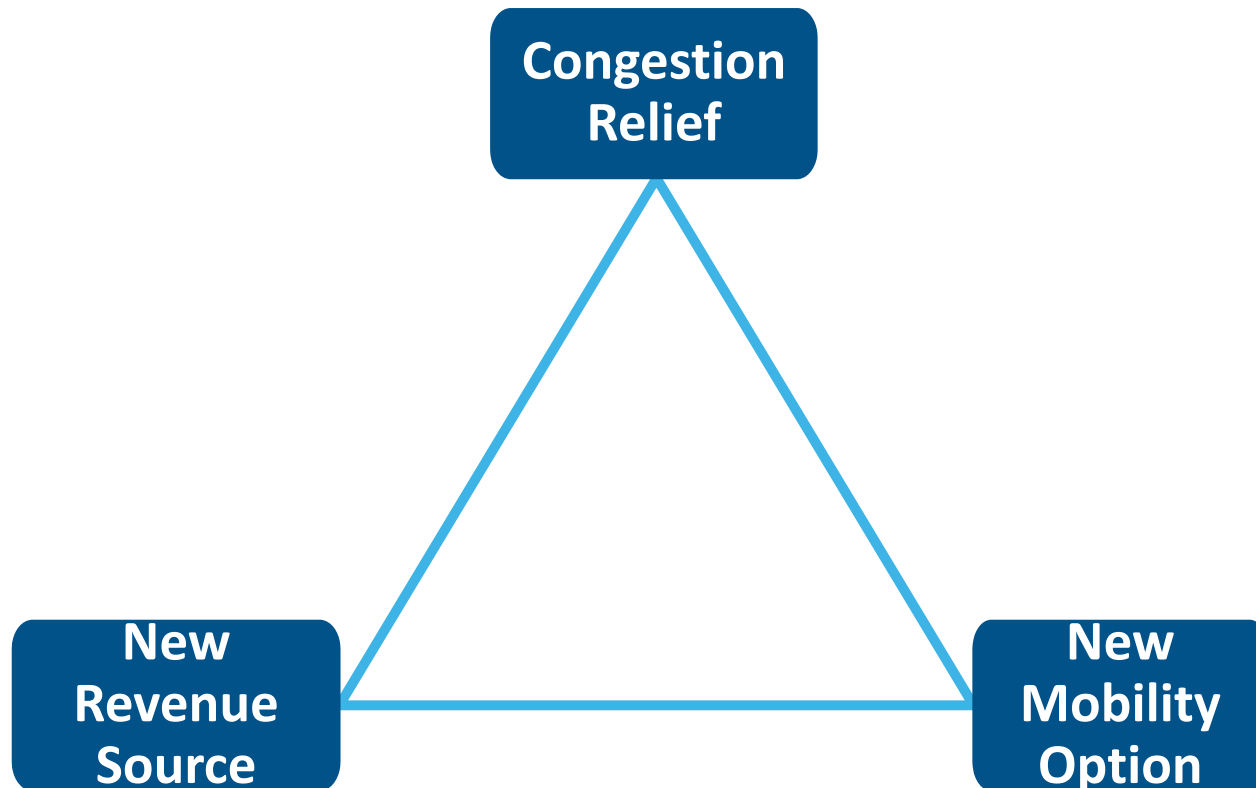
VTA's Express Lanes Vision

- Increase “value” of Santa Clara County’s investment in a well-connected carpool lane network with express lanes.
- Ensure sustainability of long-term mobility benefits, and a reliable commute for all modes.
- Be a leader in express lanes implementation (build two-lane express lanes where possible, private loan financing, clean-air vehicle tolling, etc.).



- SR 237 Express Lanes provide among the highest travel time savings for Bay Area express lanes (up to 11 minutes).

VTA Board Adopted Express Lanes Objectives



Existing VTA Express Lanes Operations

- *SR 237 Express Lanes operating in black (172% cost recovery) since opening in March 2012*
 - *Total project cost of about \$11 million funded through federal grants and local funding (no repayment required)*
 - *7 miles SB/WB and 4 miles EB/NB*
 - *5:00am to 10:00am and 3:00pm to 7:00pm (will change with Phase 2)*
 - *HOV-2, transit and CAVs free*



- *Manual enforcement by CHP*
- *Toll rates as high as \$8.00*
- *Working collaboratively with other operators to ensure seamless operations*

VTA Express Lanes Operations and Funding

- *Consistent and Seamless Operations (working with other operators)*
 - *Adoption of toll ordinance (12/6/18)*
 - *Tolling clean air vehicles*
 - *Video technology to assist with enforcement*
 - *5am to 8pm hours of operation*
 - *Segment-based tolling*
 - *Consideration of HOV-3*



- *Designated Funding Reserves*
 - *Express Lanes Operations*
 - *Debt Service*
 - *Equity Programs*
 - *Transit Operations*
 - *Capital Improvements*

VTA Express Lanes Projects

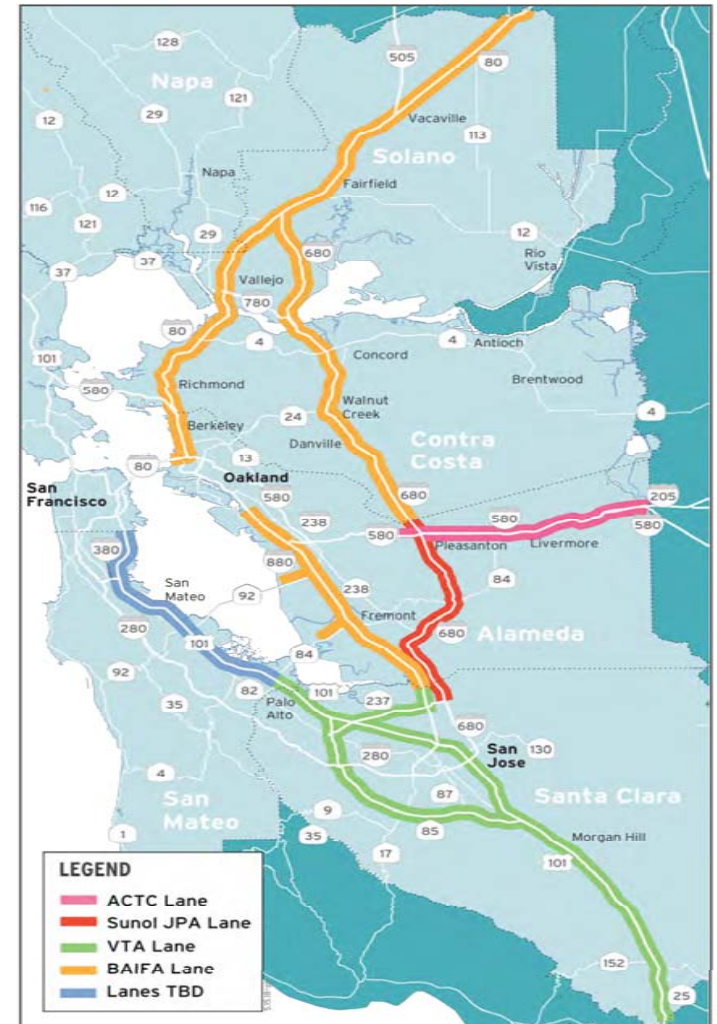
- **SR 237 Phase 2** (converts remaining carpool lanes to express lanes)
 - Under construction with \$24M bank loan secured against future toll revenues
 - Tolling clean air vehicles
 - HOV-3 designation with I-880 express lanes
 - Open in summer 2019
- **US 101 Phase 3** (San Mateo Countyline to about SR 237)
 - Construction contract award on 12/6/18
 - Received about \$33M from SB 1 and \$14M from STIP for construction
 - Start of project construction in early 2019
 - Open in summer 2021
- **US 101 Phase 4** (SR 87 on SR 85 to Blossom Hill Rd on US 101)
 - In final design (\$11.5M STIP funds)
 - Need \$27M to take through construction
 - Plan to pursue SB 1 and RM3 funds for construction
 - Open in summer 2022
- **US 101 Phase 5** (SR 237 to I-880)
 - Extends two-lane express lanes on US 101
 - \$21M in STIP funds for Design phase
 - Need \$106M for construction
 - Plan to pursue SB 1 and RM3 funds for construction
 - Open in summer 2025
- Other phases for US 101
- SR 85 on hold pending completion of Transit Guideway Study



All
Environmentally
Cleared

Why VTA is Not Part of BAIFA?

- *Full control of ownership, policy decisions and express lanes revenues*
 - *Joining BAIFA only affords VTA a single vote on a multi-member Board*
 - *Size of VTA Express Lanes Program is about the same size that of BAIFA*
- *More direct control over operational matters relative to CMP, transit, etc.*
 - *Includes local operational efforts related to transit and with local agencies*



Source: MTC Express Lanes Program Quarterly Report, 2nd Quarter 2018¹⁰
https://mtc.ca.gov/sites/default/files/Q2_2018_Express_Lanes_Qtrly_Report.pdf



Santa Clara Valley
Transportation
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Thank you