



Date: November 26, 2008
 Current Meeting: December 11, 2008
 Board Meeting: December 11, 2008

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Bay Area Regional HOT Lanes Network Implementation Principles

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Adopt a Board of Directors policy position regarding the Regional HOT Lane Network based on MTC's adopted regional principles and current legislation.

BACKGROUND:

On July 23, 2008, the Metropolitan Transportation Commission adopted the High Occupancy Toll (HOT) Network Implementation Principles which establish a policy direction for development of a regional system of HOT Lanes utilizing the freeway system within the San Francisco Bay Area. The Principles establish guidance for development of the system and present a structure for collaboration and cooperation among many stakeholder agencies. The Principles, (Attachment A), outline seven core principles including a corridor-based development focus, reinvestment of toll revenues and development of corridor investment plans.

VTA has legislative authority to implement two HOT Lane Corridors in Santa Clara County through Assembly Bill 2032. VTA has begun the development of HOT Lane Corridors, now referred to as a Silicon Valley Express Lane System in Santa Clara County. A separate memorandum on the December 11, 2008 agenda is seeking Board of Directors approval for deployment of the Express Lane System in Santa Clara County.

DISCUSSION:

VTA staff is recommending that the VTA Board of Directors reaffirm support for development of regional HOT Lanes Network for the Bay Area following the Principles adopted by MTC. Further, that the Principles must also be consistent with current State Statute, AB 2032, in that all

rights and authorities granted to VTA under that legislation are maintained in any subsequent legislation or regional policy.

VTA staff recommendation is establish a VTA policy position on key principles dealing with governance and decision making structure, and revenue re-investment.

- 1.) Support for the HOT Lane Network Implementation Principles as adopted by MTC and establish the position that the regional governance or decision making structure must be representative of the counties and agencies actually involved in the development and deployment of the HOT Lane Corridors, and;
- 2.) Utilize a commute-shed based geographic structure as the most effective and user responsive model to define HOT Lane corridors, and;
- 3.) Revenue collected from toll operations in the corridor must be reinvested in that corridor, and;
- 4.) Re-investment decisions of toll revenue collected in the corridors is to be directed by corridor investment plans developed by the stakeholder agencies within the corridors.

Staff will utilize this recommended position statement in discussions with MTC and other stakeholders regarding definition of corridors and development of organizational decision making structure of the HOT Lane Network Enterprise.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program & Planning (CMPP) Committee considered this item on November 20, 2008 and unanimously recommended the Board's approval.

FISCAL IMPACT:

There is no direct fiscal impact to this recommendation.

Prepared by: John Ristow

ATTACHMENT A

Date: July 23, 2008
W.I.: 1121
Referred by: Planning Committee

Attachment B
Resolution No. 3868

High-Occupancy Toll (HOT) Network Implementation Principles

OBJECTIVES

Development and implementation of a Bay Area Express/High-Occupancy Toll (HOT) Network has five primary objectives:

- More effectively manage the region's freeways in order to provide higher vehicle and passenger throughput and reduce delays for those traveling within each travel corridor;
- Provide an efficient, effective, consistent, and seamless system for users of the network;
- Provide benefits to travelers within each corridor commensurate with the revenues collected in that corridor, including expanded travel options and funding to support non-highway options that enhance effectiveness and throughput;
- Implement the Express/HOT Lane Network in the Bay Area, as shown in Exhibit 1 and as amended from time to time, using a rapid delivery approach that takes advantage of the existing highway right of way to deliver the network in an expedited time frame; and
- Toll revenue collected from the HOT network will be used to operate the HOT network; to maintain HOT system equipment and software; to provide transit services and improvements in the corridors; to finance and construct the HOT network; and to provide other corridor improvements.

IMPLEMENTATION

1. Collaboration and Cooperation. To accomplish the objectives requires collaboration and cooperation by numerous agencies at several levels of government, including the Congestion Management Agencies (CMA), Caltrans, California Highway Patrol (CHP) and the Bay Area Toll Authority (BATA). This collaborative process shall establish policies for implementation of the HOT network including, but not limited to, (a) phasing of HOV conversion and HOT construction, (b) phasing of corridor investment plan elements, and (c) occupancy and pricing policies for HOT network operations.

2. Corridor-Based Focus & Implementation. Utilize a corridor-based structure that recognizes commute-sheds and geographic communities of interest as the most effective and user-responsive models for Bay Area Express/HOT Lane facilities implementation.
3. Reinvestment within the Corridor. Recognize that popular, political and legislative support will rest on demonstrating that the revenues collected in a corridor benefit travelers – including the toll payers – in the corridor through a variety of mechanisms, including additional capital improvements on the freeway and parallel arterials, providing support for transit capital and operations that increase throughput capacity in the corridor, and providing funds for enhanced operations and management of the corridor.
4. Corridor Investment Plans. Corridor Investment Plans, developed by stakeholder agencies within the corridor, will direct reinvestment of revenues to capital and operating programs serving the corridor, commensurate with the revenue generated by each corridor.
5. Simple System. Users deserve a simple, consistent and efficient system that is easy to use and includes the following elements: (a) consistent geometric design; (b) consistent signage; (c) safe and simple operations; (d) common technology; and(e) common marketing, logo and terminology.
6. Toll Collection. BATA shall be responsible for toll collection.
7. Financing. A collaborative process will determine the best financing mechanism, which could include using the state owned toll bridge enterprise as a financing pledge to construct the network.