**From:** VTA Board Secretary
**Sent:** Tuesday, October 13, 2026 8:54 AM
**To:** VTA Board of Directors ; VTA Advisory Committee Members
**Subject:** From VTA: Community Open House - Santa Clara Station Area Specific Plan

Board of Directors and Advisory Committee Members:

Please find information below and attached from Anthony Lopez, Public Communications Specialist, regarding the Santa Clara BART Station Area Specific Plan.

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**

Santa Clara Valley Transportation Authority

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**Community Open House - Santa Clara Station Area Specific Plan**

Join us to review the Draft Plan and share your feedback to help shape a thriving, transit-oriented future for the area.

**Event Details:**

Thursday, October 29, 2026

6 – 7:30 p.m. *(drop in any time)*

**Location:** Santa Clara University Benson Memorial Center

820 Alviso St, Santa Clara, CA 95050

**Parking:** SCU Benton Lot, 760 Market Street

**Transit:** Bus Route 22 or 522 Rapid

Registration is encouraged but not required: Santa-Clara-Open-House-Oct29.eventbrite.com.

Spanish and Chinese interpretation will be provided. For other language services or accommodations, contact VTA Community Outreach at (408) 321-7575/TTY (408) 321-2330 or email community.outreach@vta.org by October 21, 2026.

For more information, please visit the project webpage.

Kindly,

**Anthony Lopez**
Public Communications Specialist
Santa Clara Valley Transportation Authority

# Santa Clara Station Area Specific Plan

# COMMUNITY OPEN HOUSE

## JORNADA COMUNITARIA DE PUERTAS ABIERTAS | 社區開放日




**Register for the event**

*Regístrese para el evento*

為本活動進行註冊

# Santa Clara Station Area Specific Plan

# COMMUNITY OPEN HOUSE

Join us to review the Draft Plan and share your feedback to help shape a thriving, transit-oriented future for the area.

**Thursday, October 29**
**6 – 7:30 p.m.** *(drop in any time)*
**SCU Benson Memorial Center**
*820 Alviso St, Santa Clara, CA 95050*
*Parking: SCU Benton Lot, 760 Market St*
*Transit: Take Bus Route 22 or 522 (Rapid)*

*Spanish and Chinese interpretation will be provided. For other language services or accommodations, please contact VTA Community Outreach at (408) 321-7575/TTY (408) 321-2330 or email community.outreach@vta.org by Oct 21, 2026.*

SANTA CLARA STATION
WHERE COMMUNITY CONNECTS

# JORNADA COMUNITARIA DE PUERTAS ABIERTAS

Acompáñenos para revisar el borrador del plan y compartir sus comentarios para ayudar a forjar un futuro próspero y orientado al tránsito para el área.

**Jueves, 29 de octubre**
**6:00 – 7:30 p.m.** *(asista en cualquier momento)*
**SCU Benson Memorial Center**
*820 Alviso St, Santa Clara, CA 95050*
*Estacionamiento: Lote Benton de la SCU, 760 Market St*
*Tránsito: Tome el autobús 22 o 522 (Rapid)*
*Se proporcionarán servicios de interpretación al español.*

# 社區開放日

歡迎您加入我們一同審查規劃草案，並分享您的回饋意見，幫助塑造本社區以交通為導向的繁榮未來。

**10月29日 星期四**
**下午6 – 7:30** (隨時光臨)
**SCU Benson Memorial Center**
*820 Alviso St, Santa Clara, CA 95050*
停車處: *SCU Benton Lot, 760 Market St*
公交選項: 22號公車或522 (捷運)
將會提供中文口譯服務。

*Led by:* City of Santa Clara — The Center of What's Possible

*In partnership with:* Santa Clara Valley Transportation Authority

**From:** VTA Board Secretary
**Sent:** Thursday, October 15, 2026 1:09 PM
**To:** VTA Board of Directors
**Cc:** Gonot, Carolyn ; Greene, Beverly <; Haywood, Scott ; Richardson, Greg >
**Subject:** From VTA: FY 2026 Silicon Valley Express Lanes Operations Report.

VTA Board of Directors,

At its meeting today, the Mobility Management & Capital Programs (MMCP) Committee requested that the FY 2026 Silicon Valley Express Lanes Operations Report be forwarded to the full Board.

This is being shared for the Board's information and as background for the Express Lanes Strategic Plan, which will be discussed at tomorrow's Board Workshop.

The attached PDF contains the following:

- Staff report
- FY 2026 Operations Report (covering the period July 2025 through June 2026) and
- Presentation presented at the October 15, 2026, MMCP Committee meeting

For questions, please reply to this email.

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**

Santa Clara Valley Transportation Authority

Date: October 9, 2026
Current Meeting: October 15, 2026
Board Meeting: November 5, 2026

**BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority
Mobility Management & Capital Programs

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief Engineering & Prog Delivery Officer, Casey Emoto

**SUBJECT:** FY 2026 Silicon Valley Express Lanes Operations Report

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**FOR INFORMATION ONLY**

## EXECUTIVE SUMMARY:

- The Fiscal Year 2026 (FY 26) Silicon Valley Express Lanes Operations Report covers the period of July 2025 through June 2026, and highlights performance metrics with a focus on express lanes toll operations.
- For FY 26, the express lanes corridors served a total of 19 million customers, including 6 million customers on the SR 237/I-880 corridor and 13 million customers on the US 101/SR 85 corridor.
- For FY 26, the express lanes corridors provided travel time savings of up to 17 minutes during the peak periods.
- For FY 26, all express lane corridors operated at or above 45 mph.

## STRATEGIC PLAN/GOALS:

The Silicon Valley Express Lanes Program (Program) aligns with VTA's Business Line 3 - Transportation Systems Management, by providing a system for transportation management that has elements of operational management and revenue generation based on system integration and the application of tolling innovations.

This Program covers the Santa Clara County express lanes network that has been built to date and is owned and operated by the Santa Clara Valley Transportation Authority (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.
- Sustainability - source of revenue stream to sustainably maintain system infrastructure.

## BACKGROUND:

The VTA Board of Directors approved the Program at its December 2008 meeting, aiming to provide congestion relief by converting existing carpool lanes into express lanes. To mitigate unused capacity in express lanes, solo commuters can use the lanes for a fee, which changes dynamically in response to existing congestion levels.

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.

**DISCUSSION:**

The Program consists of two corridors to date: SR 237/I-880 and US 101/SR 85, both resulting from legislation allowing them to be implemented in phases.

Phase 1 of the Program began operation in March 2012 and converted the SR 237/I-880 direct carpool connector lanes to express lanes, as well as sections of existing carpool lanes on SR 237 and I-880 on both sides of the SR 237/I-880 interchange. Phase 2 of the Program began operation in November 2019 and extended the SR 237/I-880 Express Lanes from North First Street in San Jose to Mathilda Avenue in Sunnyvale by converting the remaining carpool lanes on SR 237.

Phase 3 of the Program began operation in February 2022, and converted US 101 carpool lanes to express lanes between the Santa Clara/San Mateo County line in Palo Alto to 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, including a short segment on SR 85 from US 101 to SR 237 in Mountain View. Phase 3 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 the use of FasTrak® transponder, video enforcement, and hours of operation from 5 am to 8 pm from Monday to Friday.

Attached is the FY 2026 Silicon Valley Express Lanes Operations report that highlights operational performance metrics.

**Traffic Volumes**

SR 237/I-880 Express Lanes

The FY 26 traffic volumes in the SR 237/I-880 corridor have reached the pre-pandemic (February 2020) levels. The Annual Average Daily Traffic (AADT) on SR 237 in FY 26 increased by approximately 4% compared to FY25, continuing the upward trend observed over the past several years. The FY26 express lanes' traffic volumes increased by about 7% in comparison to FY 25. About 10% of the total SR 237 traffic volume consisted of express lanes trips.

During FY26, a total of about 6.5 million customers used the SR 237/I-880 Express Lanes

including 3.3 million (about 51%) who were toll paying customers. The tolled vehicle breakdown consists of 20% single occupant vehicle (SOV), 7% were HOV 2 and 1% were Calean Air Vehicle (CAV). The remaining 23% consisted of vehicles with FasTrak account holders without a transponder (20%) but tolled using the Automated License Plate Recognition (ALPR) system while the remaining 3% were violations.

US 101/SR 85 Express Lanes
The US 101/SR 85 Express Lanes traffic volumes in FY 26 increased by about 7% compared to FY 25. The AADT on US 101 in FY 26 increased by approximately 3% compared to FY 25, and about 23% of the total US 101 corridor traffic consisted of express lanes trips.

During FY 26, a total of about 12.7 million customers used the US 101/SR 85 Express Lanes, including 6.7 million tolled customers (about 53% of the total) and 6 million non-tolled / HOV 3+ customers (about 47% of the total). Among the tolled customers, 20% were SOVs, 8% were HOV 2, 1% were CAV, and the remaining 24% were tolled using the license plates. Of the 24% tolled customers using license plates, 20% were FasTrak account holders without a transponder in the vehicle, while the remaining 4% were violations.

## Travel Time Savings on Express Lanes

SR 237/I-880 Express Lanes
The SR 237/I-880 Express Lanes had travel time savings of up to 15 minutes in the westbound direction during the morning commute peak, and up to 17 minutes in the eastbound direction during the evening commute peak.

US 101/SR 85 Express Lanes
The US 101/SR 85 Express Lanes had travel time savings in the length of the EL of up to 8 minutes in the northbound direction during the morning commute peak between SR 237 and Oregon Expressway, and up to 11 minutes in the southbound direction during the evening commute peak for the same segment.

## Travel Speeds

The average travel speeds on the express lanes were calculated using weekday hourly traffic data collected between July 1, 2025, and June 30, 2026. The lowest speeds travel speeds in both corridors occurred during peak commute periods, consistent with expected traffic demand and congestion patterns.

SR 237/I-880 Express Lanes
The lowest average travel speeds on the SR 237/I-880 Express Lanes in the westbound direction occurred between 8 am and 9 am and were above 56 mph, while the lowest average speed in the eastbound direction occurred between 5 pm and 6 pm and were above 44 mph.

US 101/SR 85 Express Lanes
The lowest average travel speeds on the US 101/SR 85 Express Lanes for both the northbound and southbound directions occurred during the peak hour between 8am to 9am and 5pm to 6pm where the speeds were above 52 mph and 54 mph respectively.

## Toll Rates

SR 237/I-880 Express Lanes
The average toll rate for the SR 237/I-880 Express Lanes in FY 26 was $2.40. The maximum toll rate observed during the peak period was $12 for the eastbound direction (from Mathilda Avenue to I-880), and about $10 for the westbound direction (from southbound I-880 to US 101/Mathilda Avenue). Approximately 75% of SR 237/I-880 toll-paying customers paid less than $3, while only about 7% paid more than $6.

US 101/SR 85 Express Lanes
The average toll rate for the US 101/SR 85 Express Lanes in FY26 was $2.40. The maximum toll rate for both the southbound (from Oregon Expressway to SR 85/SR 237) and northbound (from SR 237 to Oregon Expressway) was $10. Approximately 75% of US 101/SR 85 toll-paying customers paid less than $3, while less than 3% paid more than $6. The lower toll rates are primarily attributed to the dual-lane configuration along US 101/SR 85

## Enforcement

During FY 26, the California Highway Patrol (CHP) spent about 1,700 hours enforcing express lanes across the SR 237/I-880 and US 101/SR 85 corridors. Officers issued a total of 690 citations on the SR 237/I-880 Express Lanes and about 1,250 citations on the US 101/SR 85 Express Lanes for carpool violations, improper lane usage, and other infractions. This enforcement promotes compliance, supports efficient traffic operations, and ensures express lanes remain reliable for eligible users, while enhancing overall corridor safety.

## Toll Revenues

The reported toll revenues are unaudited financial numbers for the period through June 30, 2026. 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 26 was about $9.6 million compared to $9 million in FY 25. The total expenses, including operational costs and loan repayment, were about $4.1 million ($3.7 million in FY 25) resulting in a positive net revenue of about $5.5 million ($5.3 million in FY 25).

US 101/SR 85 Express Lanes
The total toll revenues for the US 101/SR 85 Express Lanes in FY 26 were about $20.7 million, compared to $20 million in FY 25. The total expenses were about $5.8 million ($5.2 million in FY 25), resulting in a positive net revenue of about $14.9 million ($14.8 million in FY 25).

Staff will bring an updated Expenditure Plan to the Board early next year to get direction on the use of Express Lanes net toll revenues. This will be the next iteration of the current Expenditure Plan approved by the Board in April 2025.

## CAV Discounts

The Clean Air Vehicle (CAV) program expired on September 30, 2025. As a result, solo vehicles of qualifying CAVs are no longer eligible for the 50% toll discount previously provided through this program. In FY26, from July 1 to September 30, 2025, about 110,000 tolled trips (1% of annual tolled trips) used a CAV transponder to receive a discount.

**Occupancy Verification System (OVS) Pilot**

Staff have initiated an effort to deter cheaters who consist of FasTrak account holders who falsely declare as HOV 3+ to obtain toll free travel while they do not meet the minimum occupancy requirement. The tolling industry finally has technology solution that can verify the occupancy in the vehicle and against what is being declared by the customer via the transponder. To better understand the level of cheating through false declaration and evaluate the feasibility of using an automated technology, VTA conducted a pilot using the Express Lanes Occupancy Verification System (OVS) on the existing SR 237 Express Lanes in the eastbound direction. This pilot was conducted over a period of one month between November and December 2025.

Vehicle occupancy images captured through the OVS were used to compare the declared occupancy on the FasTrak transponder with the actual number of occupants. To validate the OVS's results, approximately 40,000 images were manually reviewed for a week. The results showed that approximately 50% of express lanes users declare HOV 3+ daily. Based on the OVS results and manual verification, approximately 12% were verified as legitimate HOV 3+ vehicles and 14% could not be conclusively verified. The remaining 74% were identified as violators falsely declaring occupancy using FasTrak transponder. Additionally, there was also a small number of HOV 2 with incorrect declarations. These preliminary results indicate that a significant number of vehicles receiving toll-free or discounted travel do not meet the required occupancy requirements. Staff will be undertaking steps to implement the OVS to deter this type of cheating. More information about this will be forthcoming.

**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 (TAC) received this information item as part of its Regular Agenda on October 7, 2026. During the discussion, staff noted that items will address automated vehicle occupancy verification systems (for enforcement) and the SVEL Program Expenditure Plan, which outlines the use of express lanes toll revenue will be brought to the committee soon.

The Citizens Advisory Committee (CAC) received this information item as part of its Regular Agenda on October 7, 2026. Committee members discussed topics including use of toll revenues, origin destination patterns and the implementation of automated vehicle occupancy verification systems. Staff noted that both the verification systems and the SVEL Program Expenditure Plan will be brought to the committee as future agenda items.

The Policy Advisory Committee (PAC) received this information item as part of its Regular

Agenda on October 8, 2026. Committee members expressed interest in the implementation of the automated vehicle occupancy verification systems to help deter cheating and the need to consider data retention policies. The committee also discussed whether express lanes improvements have measurable impacts on congestion in general purpose lanes. Staff clarified that express lanes are a supply-based demand management tool meant to manage congestion. Staff will undertake to add more analysis related to general purpose lanes in future operations report.

Prepared By: Arshad Syed, Senior Transportation Engineer
Memo No. 10281

# SILICON VALLEY EXPRESS LANES

## FY 2026 Operations Report

### (July 2025 – June 2026)




Valley Transportation Authority

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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/I-880 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/I-880 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 are issued a toll violation using the automated Violation Enforcement System (VES) that captures the license plate. HOV 2 vehicles with transponder switch set to position 2 receive a 50% discount. Vehicles with three or more people 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/I-880 Express Lanes Map

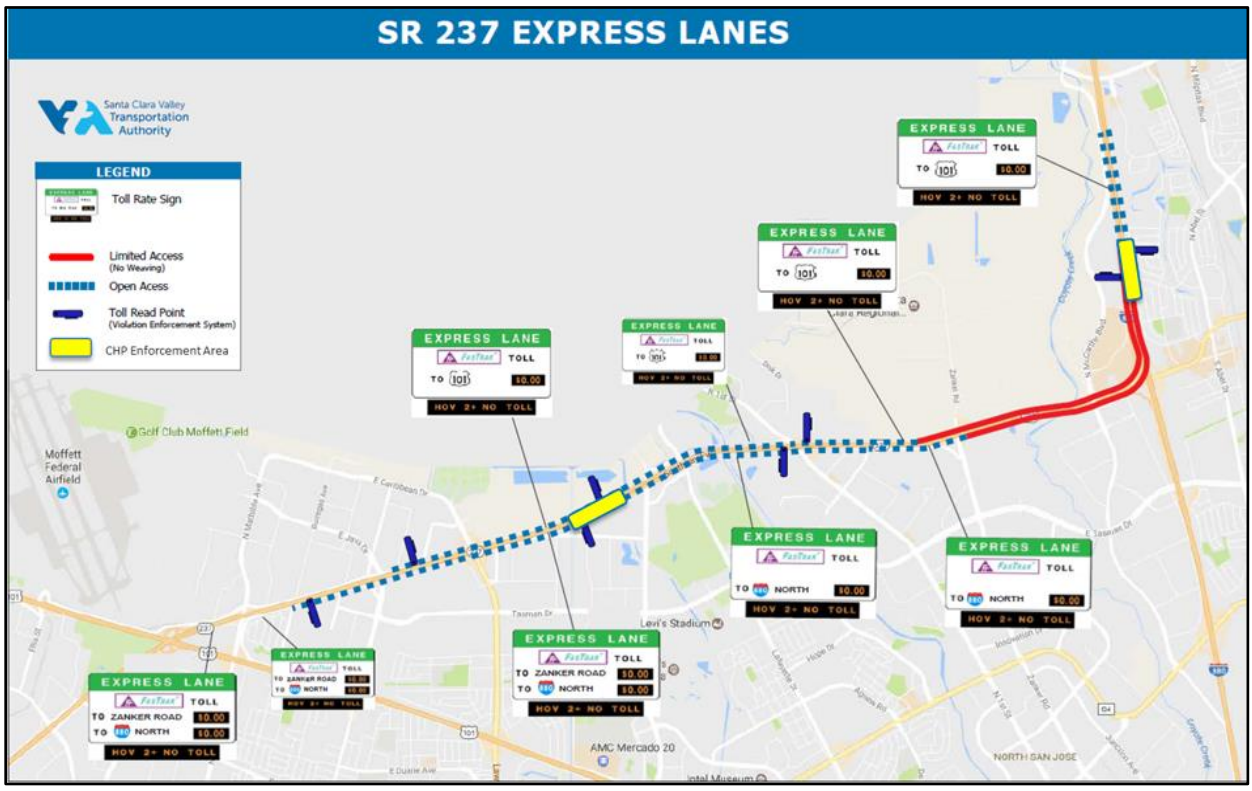
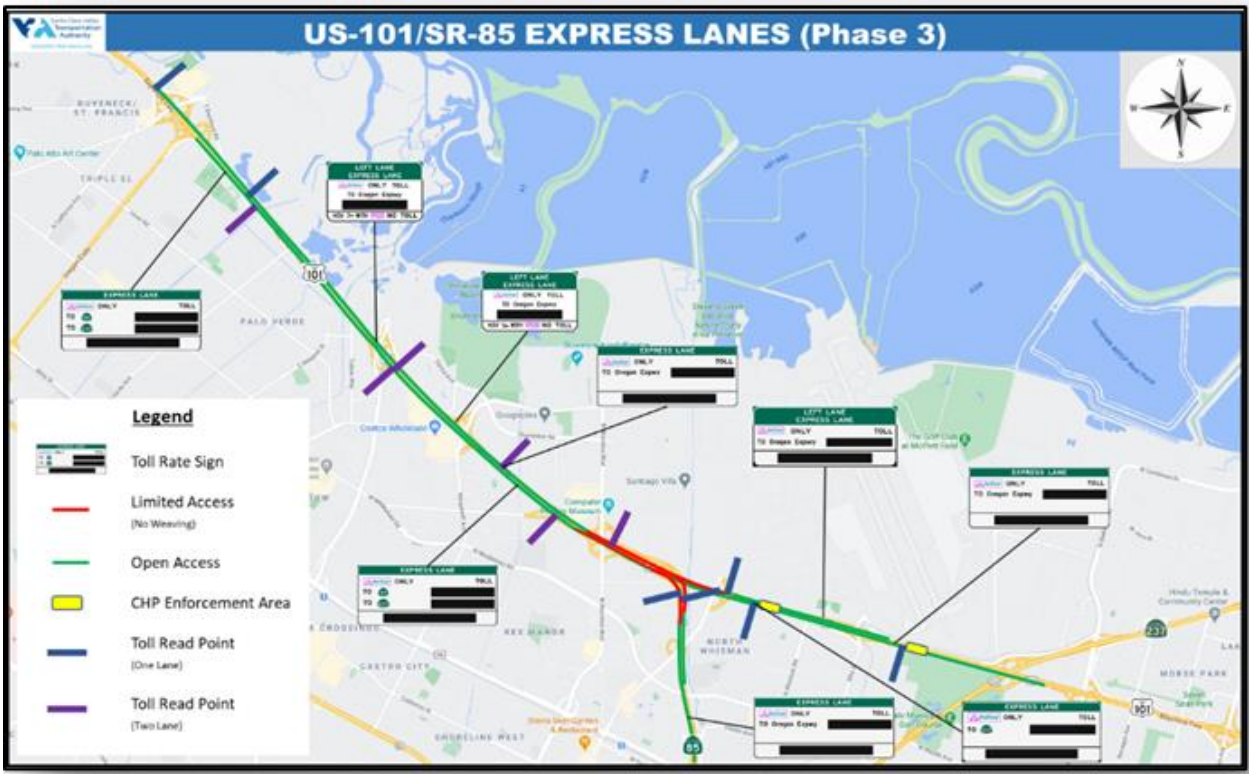



**Figure 2:** US 101/SR 85 Express Lanes Map



## Traffic Operations Summary

SR 237/I-880 Express Lanes (SR 237/I-880)

During Fiscal Year (FY) 2026, between July 2025 and June 2026, the SR 237/I-880 Express Lanes served approximately 6.5 million vehicles, including 3.3 million (51%) tolled vehicles and 3.2 million (49%) non-tolled / HOV 3+ vehicles. Among the tolled vehicles, 20% were single occupant vehicles (SOVs), 7% were HOV 2, one percent were CAV, and the remaining 23% were tolled using the Automatic License Plate Recognition (ALPR) cameras. Furthermore, 20% of the 23% vehicles tolled using the license plates were FasTrak account holders without a transponder in the vehicle, while the remaining 3% were violations. About 55% of the EL trips in the westbound direction utilized the length of the EL to US 101/Mathilda Avenue, and about 63% of the EL trips in the eastbound direction utilized the whole corridor to I-880 North.

US 101/SR 85 Express Lanes (US 101/SR 85)

During FY 2026, between July 2025 and June 2026, the US 101/SR 85 Express Lanes served a total of approximately 12.7 million vehicles, including 6.7 million (53%) tolled vehicles and 6 million (47%) non-tolled / HOV 3+ vehicles. Among the tolled vehicles, 20% were SOVs, 8% were HOV 2, one percent were CAV, and the remaining 24% were tolled using ALPR cameras. Furthermore, 20% of the 24% vehicles tolled using the license plates were FasTrak account holders without a transponder in the vehicle, while the remaining 4% were violations. About 53% of the EL trips in the northbound direction utilized the length of the EL to Oregon Expressway/Embarcadero Road. About 27% of the EL trips in the southbound direction utilized the length of the EL to SR 237/Mathilda Avenue, and about 50% of the EL trips in the southbound direction utilized the length of the EL to the SR 85 corridor.

## Clean Air Vehicles

The Clean Air Vehicle (CAV) program expired on September 30, 2025. As a result, solo vehicles of qualifying CAVs are no longer eligible for the 50% toll discount previously provided through this program. The CAV program was for qualifying vehicles that met emissions standards specified by the Department of Motor Vehicles (DMV), in partnership with the California Air Resources Board (CARB). Qualifying CAVs were eligible to receive a FasTrak CAV transponder, and solo users in qualifying CAVs using a properly mounted CAV transponder receive a 50% toll discount.

From July through September 2025, approximately 39,000 CAVs trips (about 1% of the annual total trips) received the toll discount on SR 237/I-880 Express Lanes, and approximately 71,000 CAV trips (about 1% of the annual total trips) received the toll discount on US 101/SR 85 Express Lanes.

## Occupancy Verification System (OVS) Pilot

The Occupancy Verification System (OVS) pilot was conducted to evaluate the feasibility of using automated technology to verify vehicle occupancy in the express lanes and identify potential occupancy misdeclarations. The pilot was deployed on the existing SR 237 Express Lanes in the eastbound direction and operated under actual express lane conditions.

During the pilot, one month of vehicle data was collected from November 17 through December 17, 2025. The OVS captured and analyzed vehicle images to compare observed occupancy with transponder declarations and identify potential misdeclarations. During the first week, more than 40,000 images were manually reviewed to validate the system's results. Approximately 50% of daily users declared HOV 3+. Of these, the OVS identified approximately 74% as potential full or partial toll violators, while 12% were verified as legitimate HOV 3+ vehicles and 14% could not be conclusively verified. Additional reviews of vehicles declaring HOV 2, which represented approximately 7% of daily users, also identified potential incorrect declarations. These preliminary results indicate that a significant number of vehicles receiving toll-free or discounted travel may not have met the required occupancy requirements.

Overall, the pilot demonstrated that automated OVS technology could support compliance with express lane occupancy requirements and potentially facilitate the recovery of toll revenue by identifying vehicles that may not meet the applicable occupancy thresholds. The pilot also provided valuable information on the level of manual review required to validate system results and highlighted operational considerations, including data retention, that should be evaluated as part of any future implementation.

## Incidents/Traffic Collision

Incidents and traffic collisions that have a direct impact on the operations are monitored and logged during EL hours of operation (Monday – Friday; 5 a.m. to 8 p.m.). On SR 237/I-880 Express Lanes, a total of 175 minor traffic incidents were observed, of which 23 required a toll adjustment. On US 101/SR 85 Express Lanes, a total of 389 minor traffic incidents were observed, of which 31 incidents required a toll adjustment.

## Express Lanes Travel Time

SR 237/I-880

The SR 237 Express Lanes had travel time savings in the length of the EL of up to 15 minutes in the westbound direction during the morning commute peak, and up to 17 minutes in the eastbound direction during the evening commute peak.

US 101/SR 85

The US 101 Express Lanes had travel time savings in the length of the EL of up to 8 minutes in the northbound direction during the morning commute peak between SR 237 and Oregon Expressway, and up to 11 minutes in the southbound direction during the evening commute peak for the same segment.

**Travel Speeds**

The average speeds on Express Lanes were calculated based on weekday average hourly data collected between July 1, 2025, and June 30, 2026. The lowest travel speeds for both corridors occurred during the peak commute periods.

SR 237/I-880

The lowest average travel speeds for an hour on SR 237/I-880 Express Lanes in the westbound direction occurred between 8 a.m. and 9 a.m. and were above 56 mph, while the lowest average speeds in the eastbound direction occurred between 5 p.m. and 6 p.m. and were above 44 mph.

US 101/SR 85

The lowest average travel speeds for an hour on US 101/SR 85 Express Lanes in the northbound direction were above 52 mph, while the average travel speeds in the southbound direction were above 54 mph.

**Toll Rates**

SR 237/I-880

The SR 237/I-880 EL average toll rate for FY 2026 was $2.40. The highest toll rate observed during the peak period was $12 for the eastbound direction (from Mathilda Avenue to I-880), and $10 for the westbound direction (from southbound I-880 to US 101/Mathilda Avenue). Approximately 75% of SR 237/I-880 toll-paying customers paid a less than $3, while about 7% paid more than $6.

US 101/SR 85

The US 101/SR 85 Express Lanes average toll rate for FY 2026 was $2.40. The highest toll rate observed during the peak period was $10 in both directions: southbound (from Oregon Expressway to SR 85/SR 237) and northbound (from SR 237 to Oregon Expressway). Approximately 75% of US 101/SR 85 toll-paying customers paid less than $3, while less than 3% paid more than $6. The lower toll rates are primarily attributed to the dual-lane configuration along US 101/SR 85.

## Express Lanes Maintenances

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 LED pixel test on the variable toll message signs, and replace failed pixels
- Verify roadside toll equipment and run diagnostic tests
- Check cooling fans and replace cabinet filters
- Clean CCTV Camera domes and verify pan tilt zoom functions
- Adjust and tune RF antennas

SR 237/I-880

The SR 237/I-880 Express Lanes annual and semi-annual maintenance work was performed on September 9-13, 2025, and March 2-4, 2026, respectively.

US 101/SR 85

The US 101/SR 85 Express Lanes semi-annual and annual maintenance work was performed on October 20-23, 2025, and March 31 - April 13, 2026, respectively.

## Vandalism and Equipment Damage

In addition to the preventative maintenance activities noted above, several corrective maintenance activities were completed to address damage to express lanes infrastructure.

- **Vandalism:** A communication pull box near the Oregon Expressway interchange on southbound US 101 was vandalized, requiring replacement of the communication cables serving express lane equipment.
- **Infrastructure Damage:** Conduit near the San Antonio Road interchange on northbound US 101 was damaged by a Caltrans contractor, requiring replacement of the conduit and communication cables serving express lane equipment.
- **Traffic Collision:** A power subpanel cabinet near the N. First Street interchange on westbound SR 237 was damaged in a vehicle collision and was subsequently replaced.

## Caltrans Maintenance

Caltrans also performed multiple routine roadway maintenance along both the SR 237/I-880 Express Lanes and US 101/SR 85 Express Lanes, including sweeping, litter pick up, pothole and guardrail repair, and vegetation control.

Additional maintenance activities were performed in advance of Super Bowl LX and FIFA games. These maintenance activities did not result in any extended disruption to express lanes operations.

**Enforcement (California Highway Patrol)**

SR 237/I-880

During FY 2026, on SR 237/I-880, California Highway Patrol (CHP) enforcement totaled 565 hours. CHP issued a total of 690 citations.

US 101/SR 85

During FY 2026, on US 101/SR 85, CHP enforcement totaled 1,135 hours. CHP issued a total of 1,251 citations.

# Operational Data

**Table 1**: FY 2026 SVEL Traffic Volumes

| Reporting Period | Corridor | Express Lanes Traffic Volumes | | | |
|---|---|---|---|---|---|
| | | Total Vehicles | Non-Tolled Vehicles (HOV 3+) | Tolled Vehicles | Percent Tolled Vehicles |
| FY 2026 | SR 237/I-880 | 6,488,000 | 3,172,000 | 3,316,000 | 51% |
| | US 101/SR 85 | 12,696,000 | 5,984,000 | 6,712,000 | 53% |
| **TOTAL** | | **19,184,000** | **9,156,000** | **10,028,000** | **52%** |

**Table 2**: FY 2026 SVEL Traffic Volumes by Quarter

| Quarter | Express Lanes Traffic Volumes | | | |
|---|---|---|---|---|
| | Total Vehicles | Non-Tolled Vehicles (HOV 3+) | Tolled Vehicles | Percent Tolled Vehicles |
| Q 1 | 1,642,000 | 803,000 | 839,000 | 51% |
| Q 2 | 1,538,000 | 749,000 | 789,000 | 51% |
| Q 3 | 1,600,000 | 784,000 | 816,000 | 51% |
| Q 4 | 1,708,000 | 836,000 | 872,000 | 51% |
| **SR 237/I-880 Sub-Total** | **6,488,000** | **3,172,000** | **3,316,000** | **51%** |
| Q 1 | 3,235,000 | 1,499,000 | 1,736,000 | 54% |
| Q 2 | 3,058,000 | 1,442,000 | 1,616,000 | 53% |
| Q 3 | 3,107,000 | 1,474,000 | 1,633,000 | 53% |
| Q 4 | 3,296,000 | 1,569,000 | 1,727,000 | 52% |
| **US 101/SR 85 Sub-Total** | **12,696,000** | **5,984,000** | **6,712,000** | **53%** |
| **TOTAL** | **19,184,000** | **9,156,000** | **10,028,000** | **52%** |

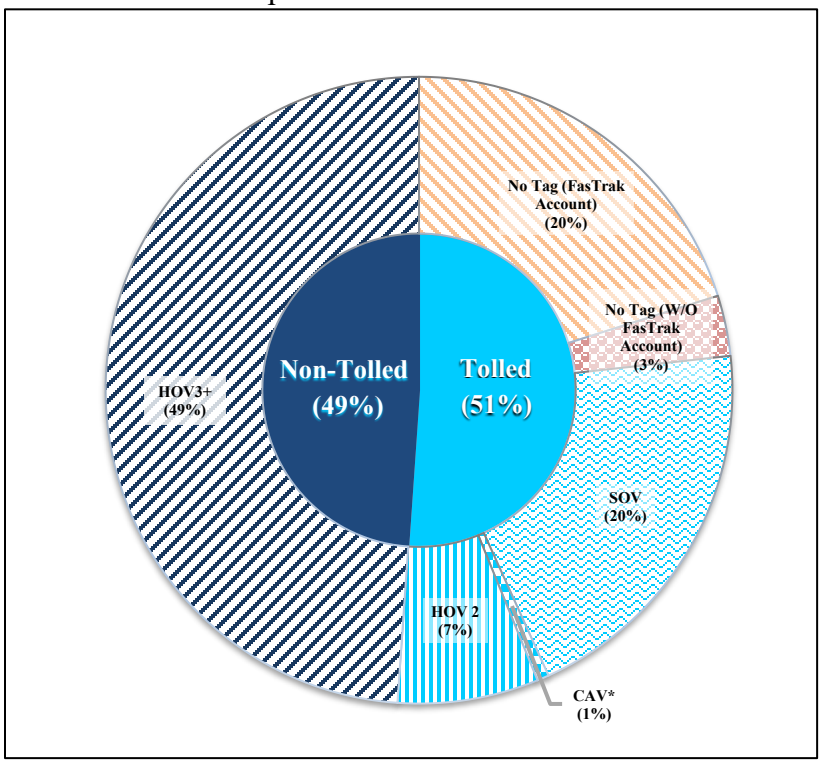
**Table 3**: FY 2026 SVEL Traffic Volumes by Month

| Month | Express Lanes Traffic Volumes | | | |
|---|---|---|---|---|
| | Total Vehicles | Non-Tolled Vehicles (HOV 3+) | Tolled Vehicles | Percent Tolled Vehicles |
| July | 552,000 | 272,000 | 280,000 | 51% |
| August | 541,000 | 265,000 | 276,000 | 51% |
| September | 549,000 | 266,000 | 283,000 | 51% |
| October | 598,000 | 288,000 | 310,000 | 52% |
| November | 450,000 | 220,000 | 230,000 | 51% |
| December | 490,000 | 241,000 | 249,000 | 51% |
| January | 519,000 | 254,000 | 265,000 | 51% |
| February | 504,000 | 247,000 | 257,000 | 51% |
| March | 577,000 | 283,000 | 294,000 | 51% |
| April | 563,000 | 277,000 | 286,000 | 51% |
| May | 542,000 | 263,000 | 279,000 | 51% |
| June | 603,000 | 296,000 | 307,000 | 51% |
| **SR 237/I-880 Sub-Total** | **6,488,000** | **3,172,000** | **3,316,000** | **51%** |
| July | 1,090,000 | 505,000 | 585,000 | 54% |
| August | 1,068,000 | 494,000 | 574,000 | 54% |
| September | 1,077,000 | 500,000 | 577,000 | 54% |
| October | 1,170,000 | 544,000 | 626,000 | 54% |
| November | 897,000 | 425,000 | 472,000 | 53% |
| December | 991,000 | 473,000 | 518,000 | 52% |
| January | 1,002,000 | 474,000 | 528,000 | 53% |
| February | 969,000 | 463,000 | 506,000 | 52% |
| March | 1,136,000 | 537,000 | 599,000 | 53% |
| April | 1,093,000 | 519,000 | 574,000 | 52% |
| May | 1,048,000 | 498,000 | 550,000 | 52% |
| June | 1,155,000 | 552,000 | 603,000 | 52% |
| **US 101/SR 85 Sub-Total** | **12,696,000** | **5,984,000** | **6,712,000** | **53%** |
| **TOTAL** | **19,184,000** | **9,156,000** | **10,028,000** | **52%** |

**Table 4:** FY 2026 SVEL Tolled Customers by Month

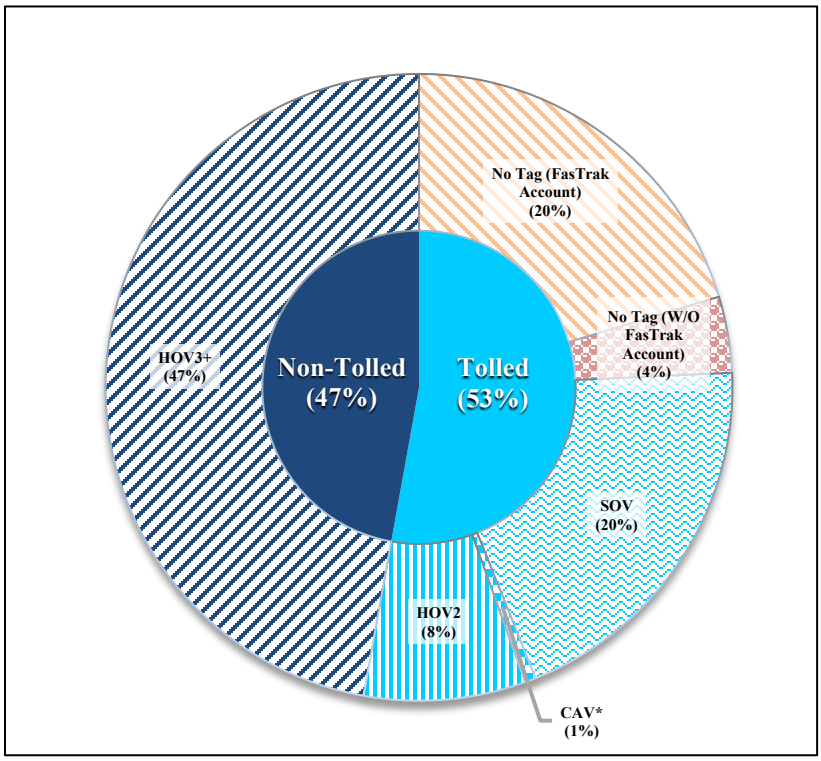
| Month | Express Lanes Tolled Customers | | | | Total |
|---|---|---|---|---|---|
| | SOV | CAV | HOV 2 | License Plate | |
| July | 101,000 | 13,000 | 37,000 | 129,000 | 280,000 |
| August | 100,000 | 13,000 | 38,000 | 125,000 | 276,000 |
| September | 104,000 | 13,000 | 39,000 | 127,000 | 283,000 |
| October | 124,000 | CAV Discount Program End | 46,000 | 140,000 | 310,000 |
| November | 90,000 | | 33,000 | 107,000 | 230,000 |
| December | 94,000 | | 35,000 | 120,000 | 249,000 |
| January | 107,000 | | 38,000 | 120,000 | 265,000 |
| February | 105,000 | | 36,000 | 116,000 | 257,000 |
| March | 121,000 | | 42,000 | 131,000 | 294,000 |
| April | 118,000 | | 41,000 | 127,000 | 286,000 |
| May | 113,000 | | 41,000 | 125,000 | 279,000 |
| June | 119,000 | | 45,000 | 143,000 | 307,000 |
| **SR 237/I-880 Sub-Total** | **1,296,000** | **39,000** | **471,000** | **1,510,000** | **3,316,000** |
| July | 203,000 | 24,000 | 85,000 | 273,000 | 585,000 |
| August | 202,000 | 23,000 | 84,000 | 265,000 | 574,000 |
| September | 206,000 | 24,000 | 86,000 | 261,000 | 577,000 |
| October | 242,000 | CAV Discount Program End | 100,000 | 284,000 | 626,000 |
| November | 179,000 | | 76,000 | 217,000 | 472,000 |
| December | 188,000 | | 81,000 | 249,000 | 518,000 |
| January | 202,000 | | 85,000 | 241,000 | 528,000 |
| February | 193,000 | | 81,000 | 232,000 | 506,000 |
| March | 230,000 | | 98,000 | 271,000 | 599,000 |
| April | 221,000 | | 94,000 | 259,000 | 574,000 |
| May | 211,000 | | 91,000 | 248,000 | 550,000 |
| June | 223,000 | | 98,000 | 282,000 | 603,000 |
| **US 101/SR 85 Sub-Total** | **2,500,000** | **71,000** | **1,059,000** | **3,082,000** | **6,712,000** |
| **TOTAL** | **3,796,000** | **110,000** | **1,530,000** | **4,592,000** | **10,028,000** |

**Figure 3:** FY 2026 SR 237/I-880 Express Lanes Tolled versus Non-Tolled Customers




* July 1st through Sept 30th

**Figure 4:** FY 2026 US 101 Express Lanes Tolled versus Non-Tolled Customers




* July 1st through Sept 30th

**Figure 5:** FY 2026 SR 237/I-880 Express Lanes OVS Pilot Results

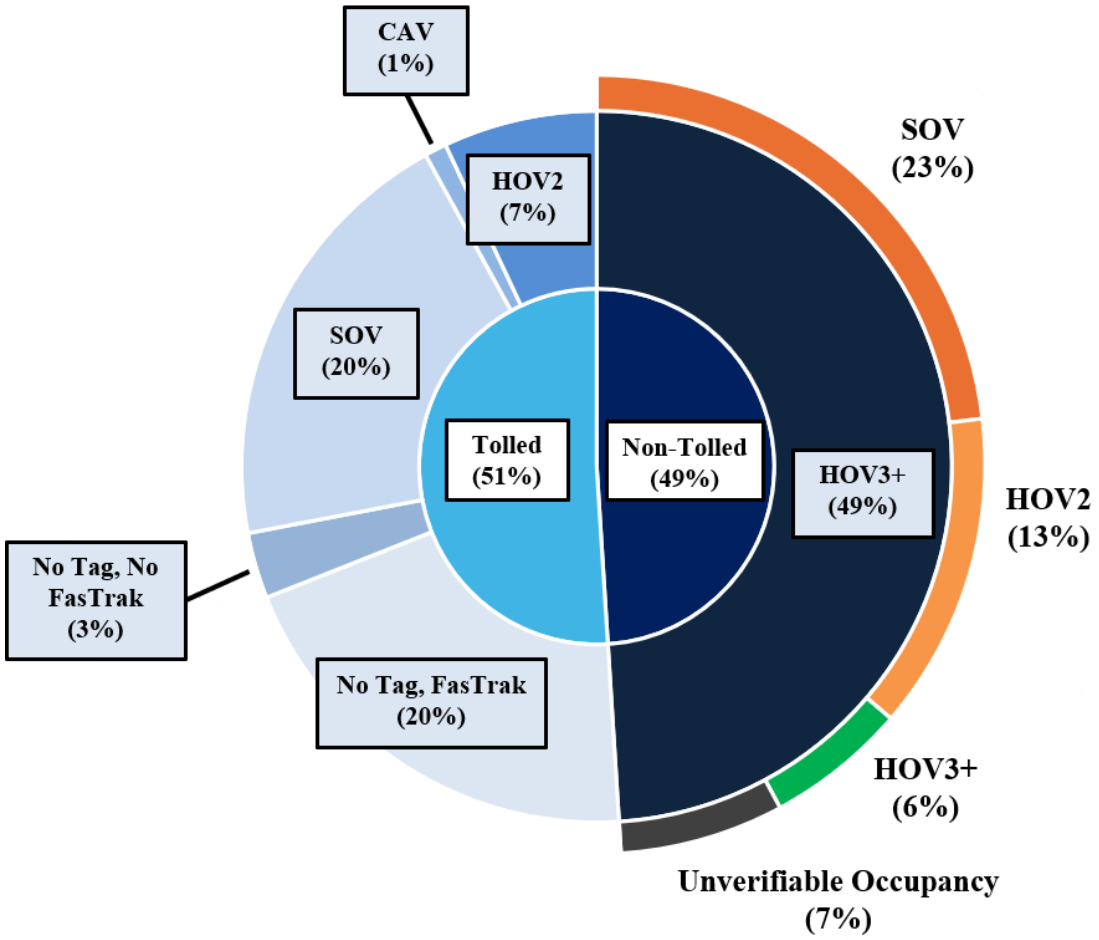
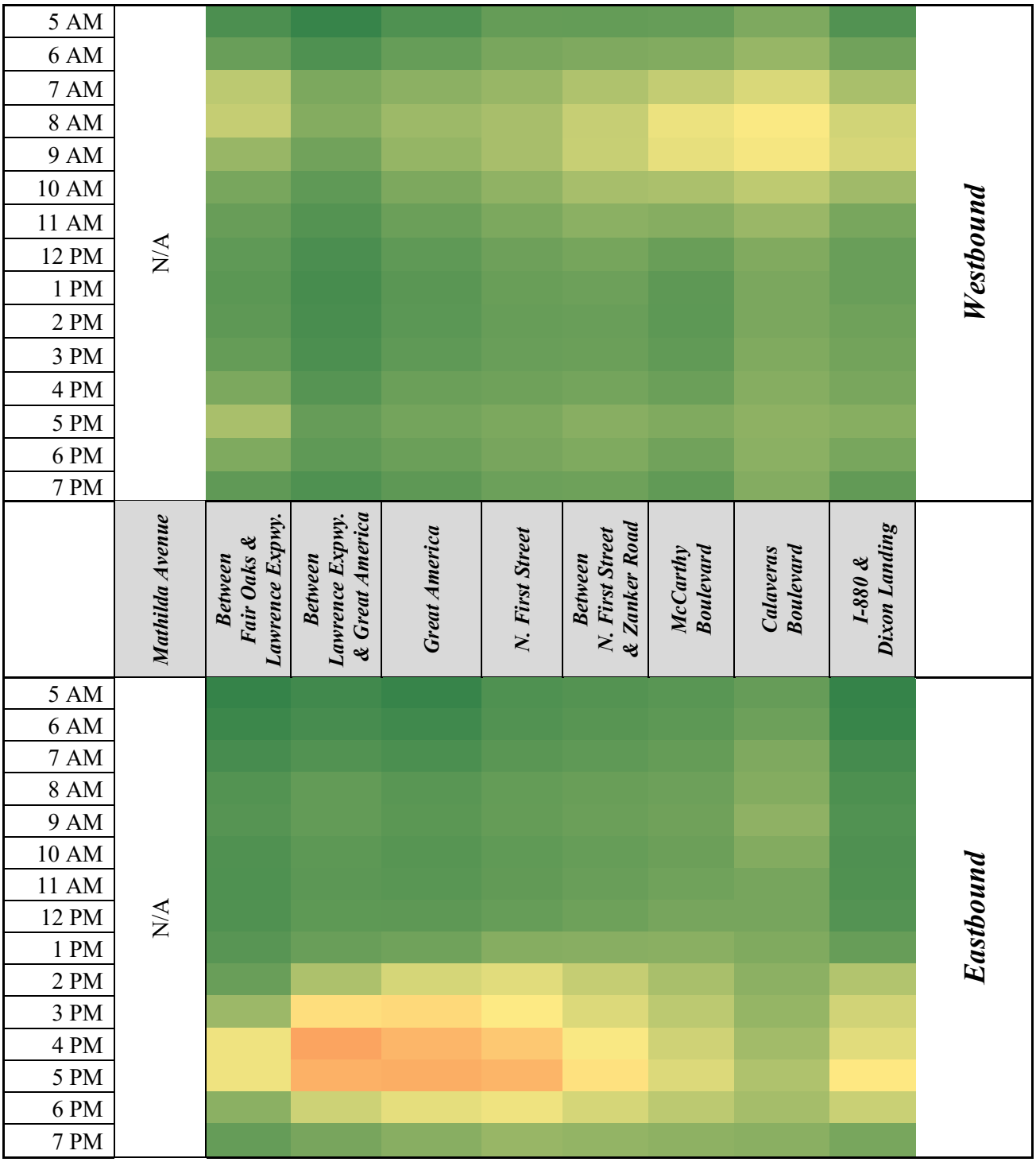


**Figure 6:** FY 2026 SR 237/I-880 Express Lanes Average Speed by Location

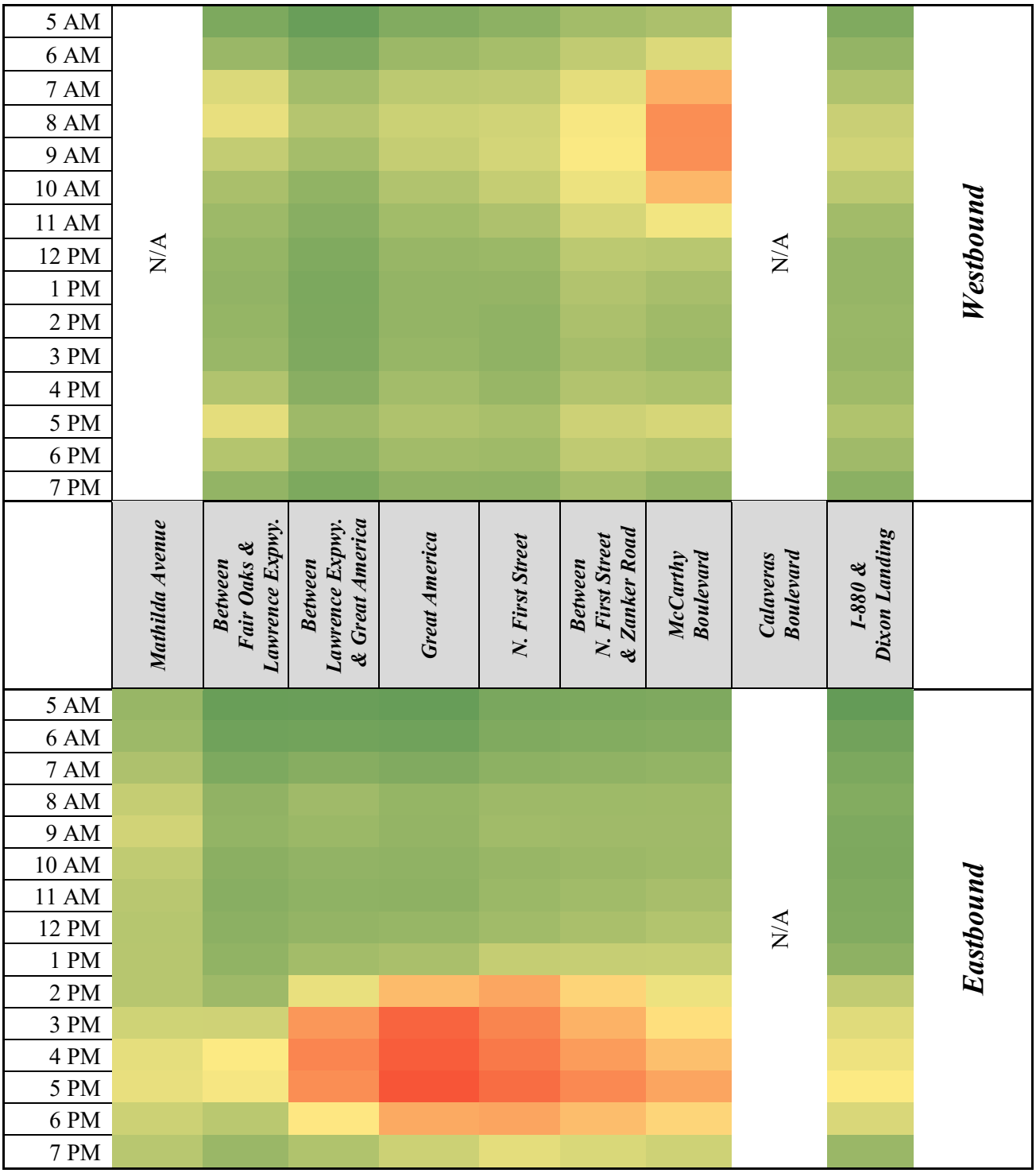



*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2025 – 6/30/2026)

Speed Scale in miles per hour

| 10 | 20 | 30 | 40 | 50 | 60 | 70 |
|---|---|---|---|---|---|---|

**Figure 7:** FY 2026 SR 237/I-880 GP Lanes Average Speed by Location

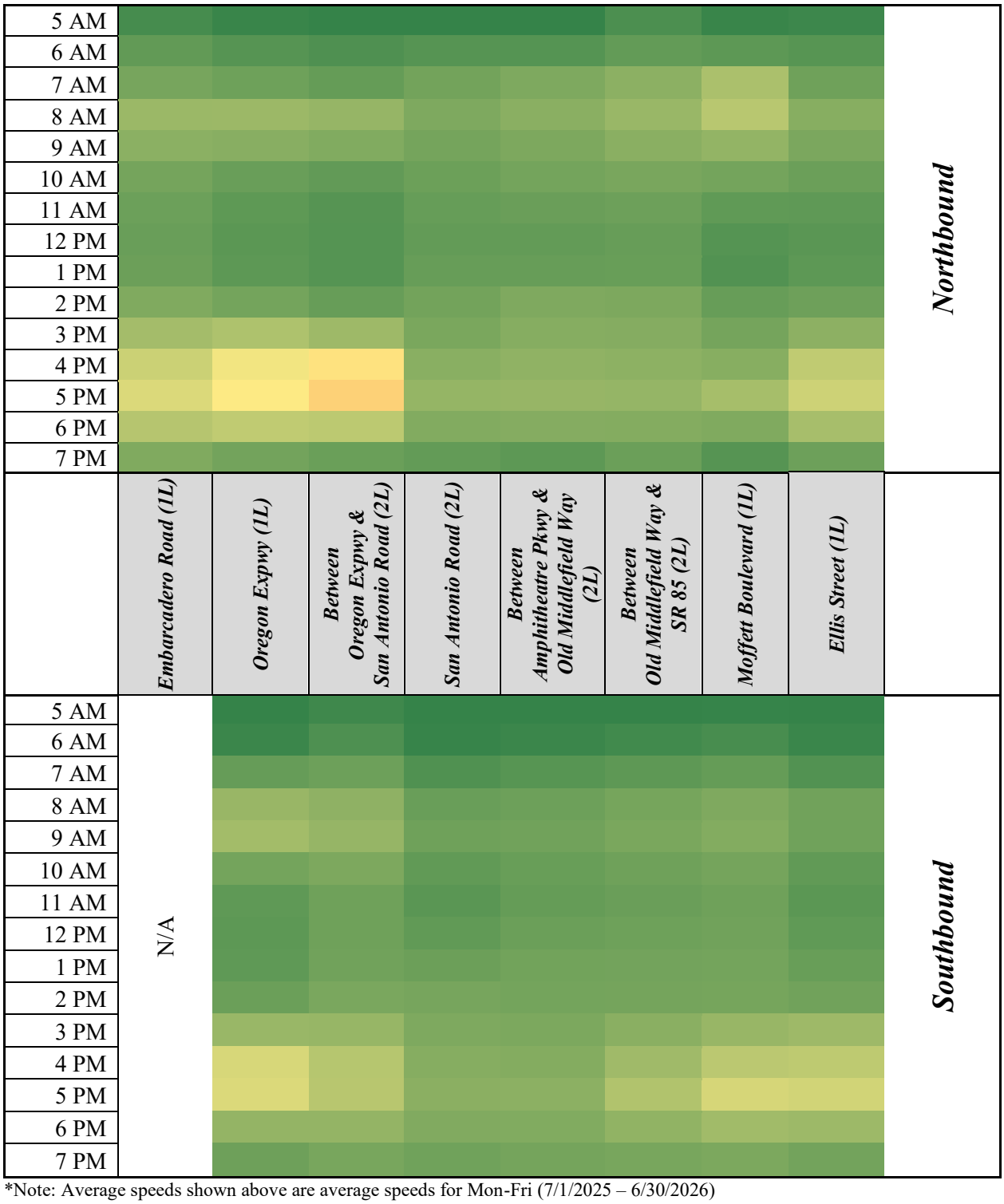



*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2025 – 6/30/2026)

Speed Scale in miles per hour



**Figure 8:** FY 2026 US 101/SR 85 Express Lanes Average Speed by Location

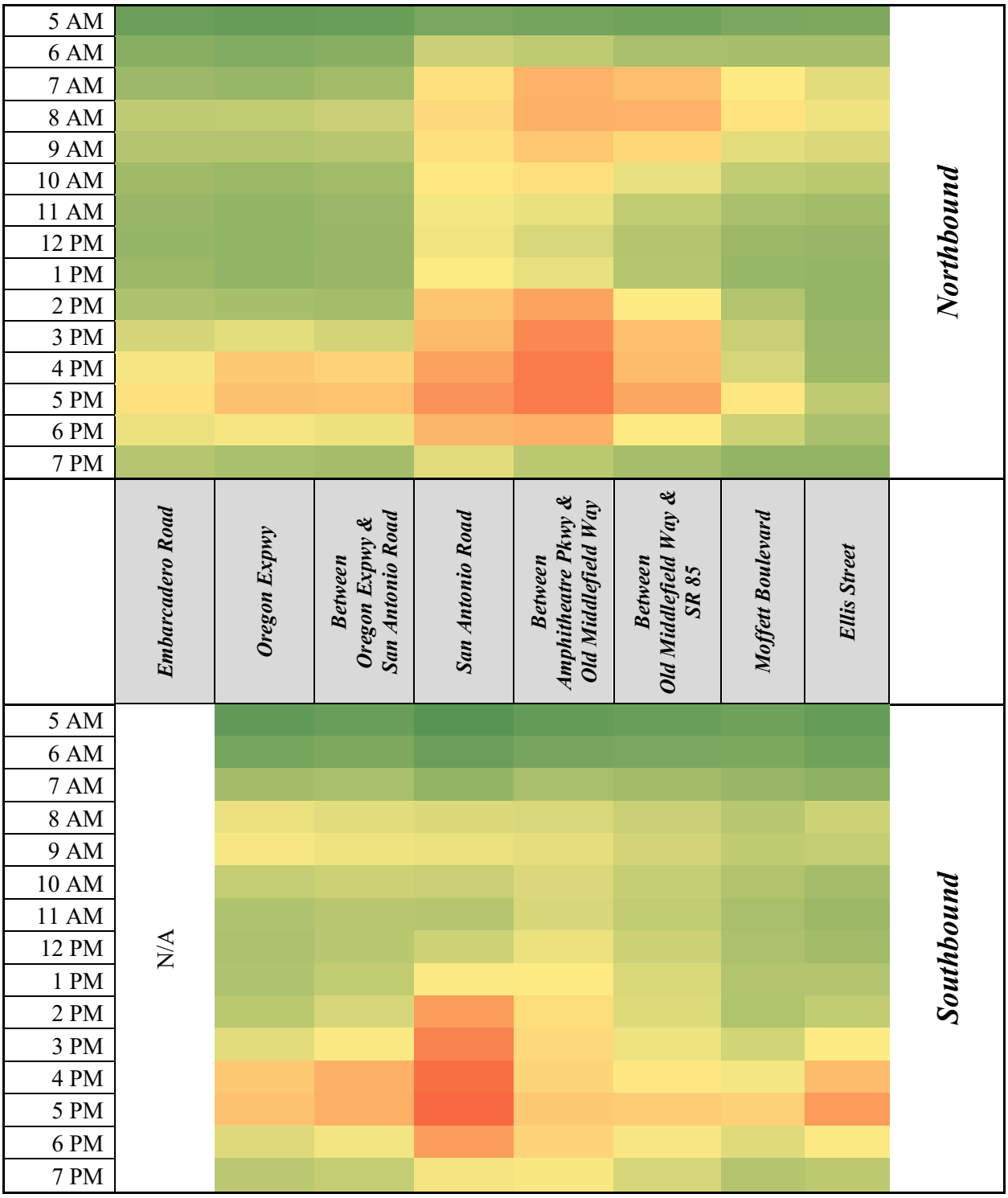



*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2025 – 6/30/2026)
**Note: 1L = 1 Express Lane; 2L = 2 Express Lanes

Speed Scale in miles per hour

| 10 | 20 | 30 | 40 | 50 | 60 | 70 |
|---|---|---|---|---|---|---|

**Figure 9:** FY 2026 US 101/SR 85 GP Lanes Average Speed by Location




*Note: Average speeds shown above are average speeds for Mon-Fri (7/1/2025 – 6/30/2026)

Speed Scale in miles per hour



**Table 5:** FY 2026 SR 237/I-880 Express Lane Average Hourly Toll Rate by Destination

| Operation Hours | Westbound | Eastbound | |
|---|---|---|---|
| | US 101 | I-880 | Zanker |
| 05:00 | $1.40 | $1.30 | $0.90 |
| 06:00 | $1.70 | $1.70 | $1.30 |
| 07:00 | $3.00 | $2.00 | $1.50 |
| 08:00 | $4.10 | $2.00 | $1.50 |
| 09:00 | $3.70 | $2.00 | $1.50 |
| 10:00 | $2.50 | $2.10 | $1.50 |
| 11:00 | $1.90 | $2.00 | $1.50 |
| 12:00 | $1.70 | $2.00 | $1.50 |
| 13:00 | $1.70 | $2.10 | $1.50 |
| 14:00 | $1.70 | $3.70 | $2.10 |
| 15:00 | $1.70 | $6.10 | $3.30 |
| 16:00 | $1.70 | $7.30 | $3.80 |
| 17:00 | $1.80 | $8.50 | $4.40 |
| 18:00 | $1.70 | $6.30 | $3.10 |
| 19:00 | $1.60 | $3.10 | $1.90 |

Average Toll Rate Scale

< $2 | $2 - $4 | $4 - $6 | $6 - $8 | $8 - $10 | >$10

**Figure 10:** FY 2026 SR 237/I-880 Express Lanes Average Hourly Toll Rate

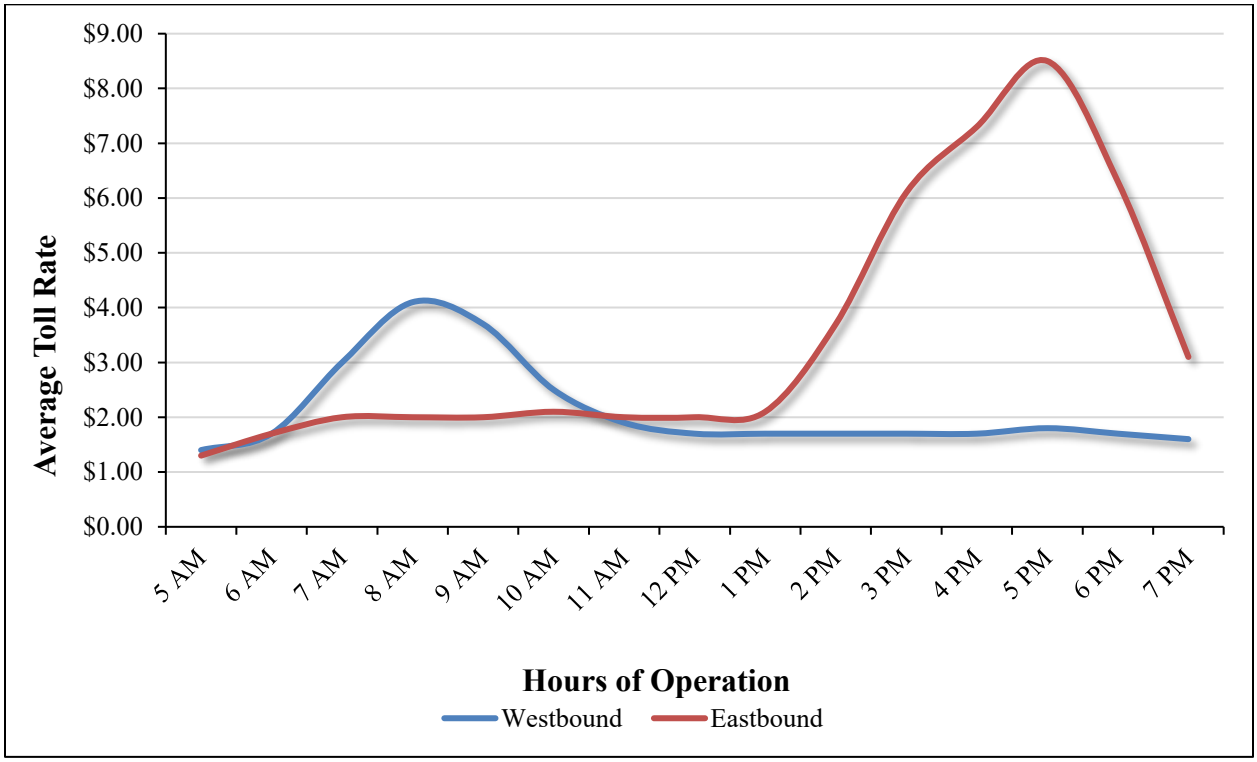


**Table 6:** FY 2026 US 101/SR 85 Express Lane Average Hourly Toll Rate by Destination

| Operation Hours | SR 85 | | US 101 | |
|---|---|---|---|---|
| | Northbound | Southbound | Northbound | Southbound |
| 05:00 | $1.20 | $1.50 | $1.00 | $1.20 |
| 06:00 | $2.00 | $2.30 | $1.30 | $1.50 |
| 07:00 | $2.50 | $3.40 | $1.90 | $2.20 |
| 08:00 | $2.80 | $4.20 | $2.00 | $2.30 |
| 09:00 | $2.80 | $3.80 | $2.00 | $2.30 |
| 10:00 | $2.10 | $2.70 | $1.40 | $1.60 |
| 11:00 | $1.60 | $2.00 | $1.40 | $1.60 |
| 12:00 | $1.60 | $2.00 | $1.40 | $1.60 |
| 13:00 | $1.60 | $1.90 | $1.80 | $2.30 |
| 14:00 | $1.60 | $2.00 | $2.50 | $2.80 |
| 15:00 | $2.10 | $2.40 | $3.30 | $3.70 |
| 16:00 | $3.30 | $3.50 | $4.20 | $4.80 |
| 17:00 | $3.90 | $4.50 | $4.70 | $5.50 |
| 18:00 | $3.10 | $3.70 | $3.40 | $4.10 |
| 19:00 | $1.80 | $2.00 | $2.00 | $2.50 |

Average Toll Rate Scale

< $2 | $2 - $4 | $4 - $6 | $6 - $8 | $8 - $10 | >$10

**Figure 11:** FY 2026 US 101/SR 85 Express Lanes Average Hourly Toll Rate (US 101)

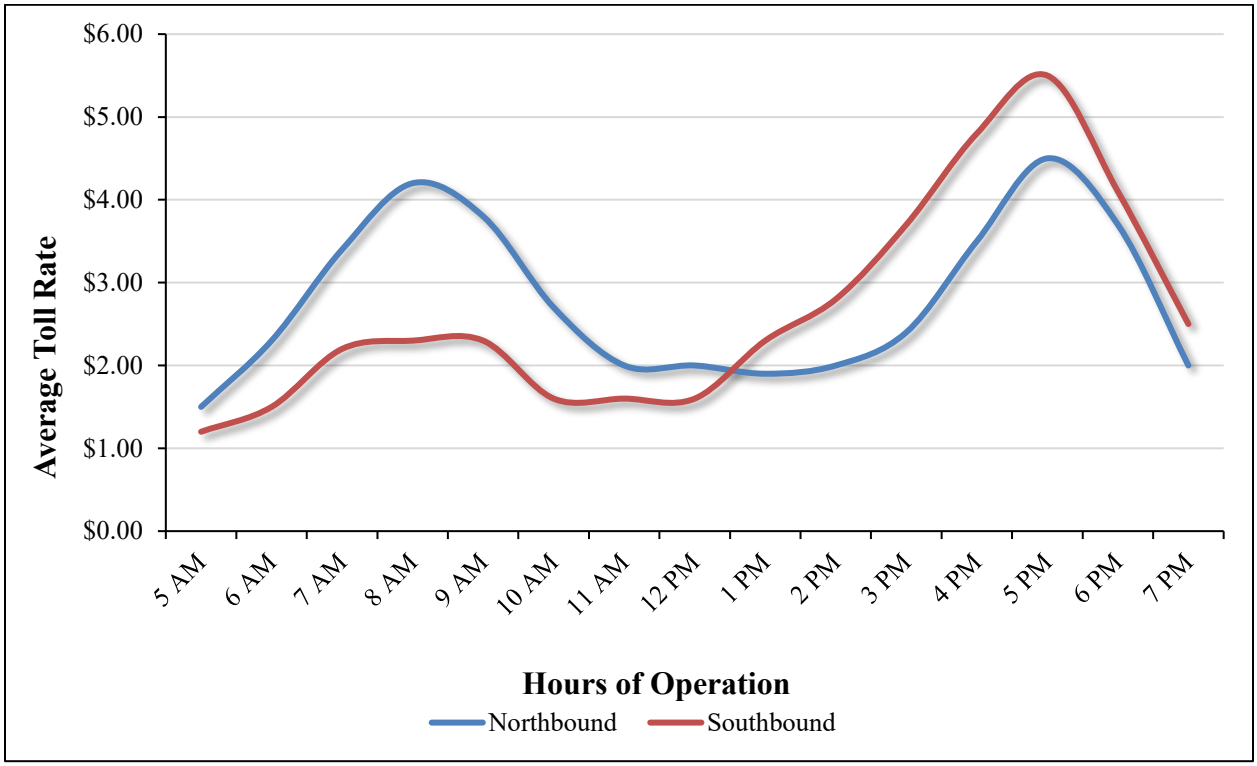



**Figure 12:** FY 2026 US 101/SR 85 Express Lanes Average Hourly Toll Rate (SR 85)

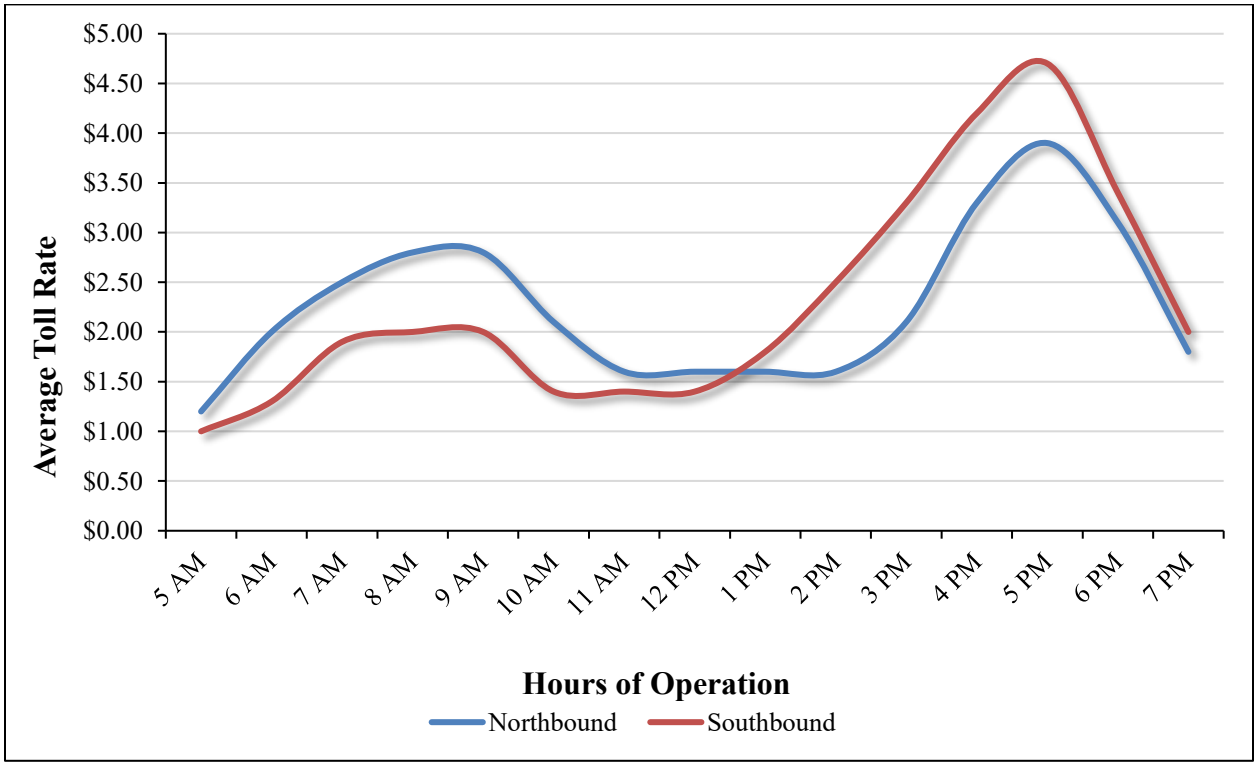


**Figure 13:** FY 2026 SR 237/I-880 Express Lanes Percentages of Trips by Toll

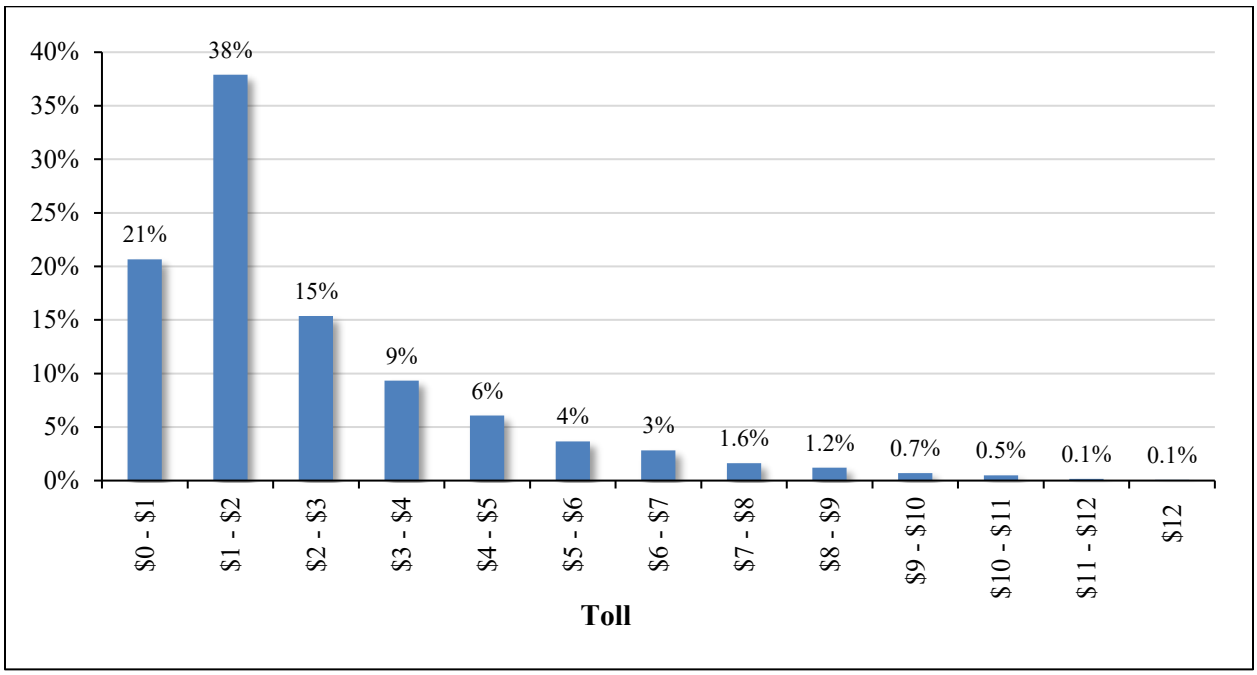



**Figure 14:** FY 2026 US 101/SR 85 Express Lanes Percentages of Trips by Toll

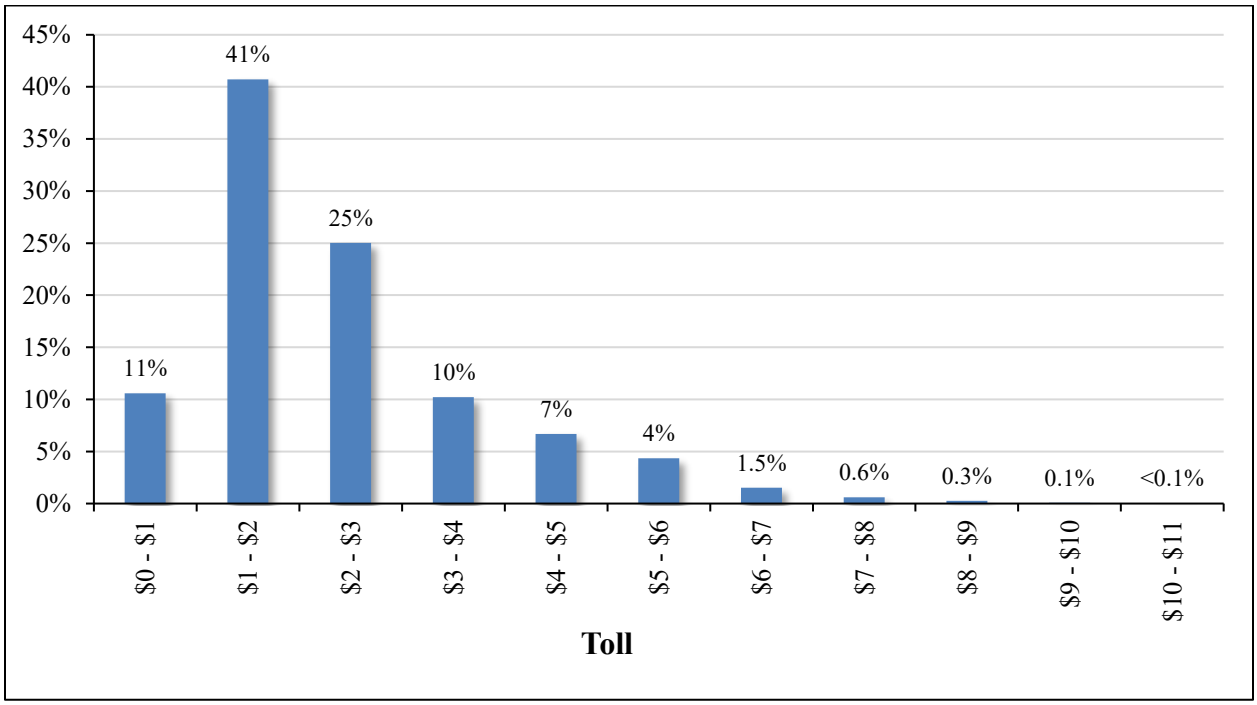


**Figure 15:** FY 2026 SR 237/I-880 Express Lane User Types by Percentages

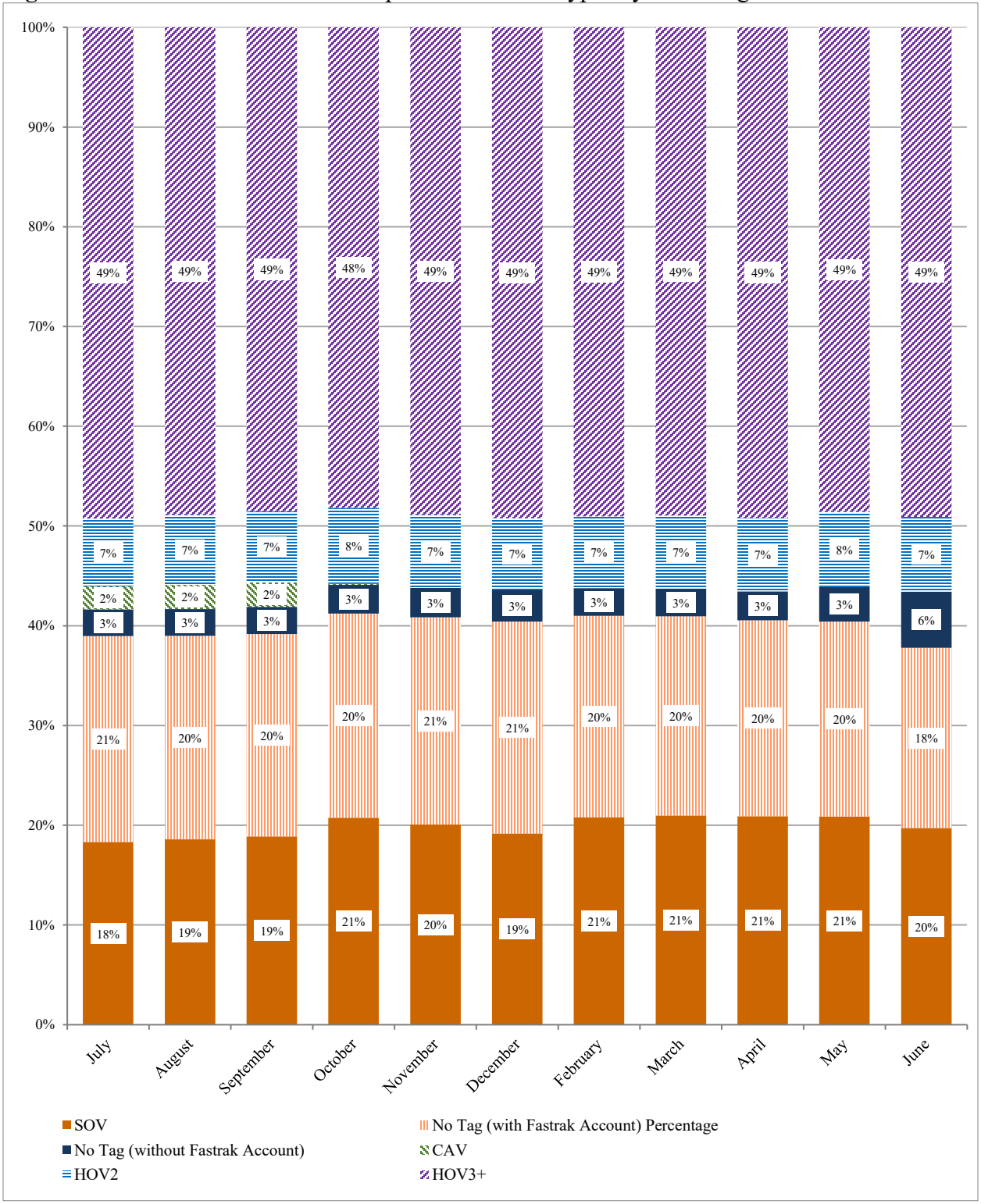


**Figure 16:** FY 2026 US 101/SR 85 Express Lane User Types by Percentages

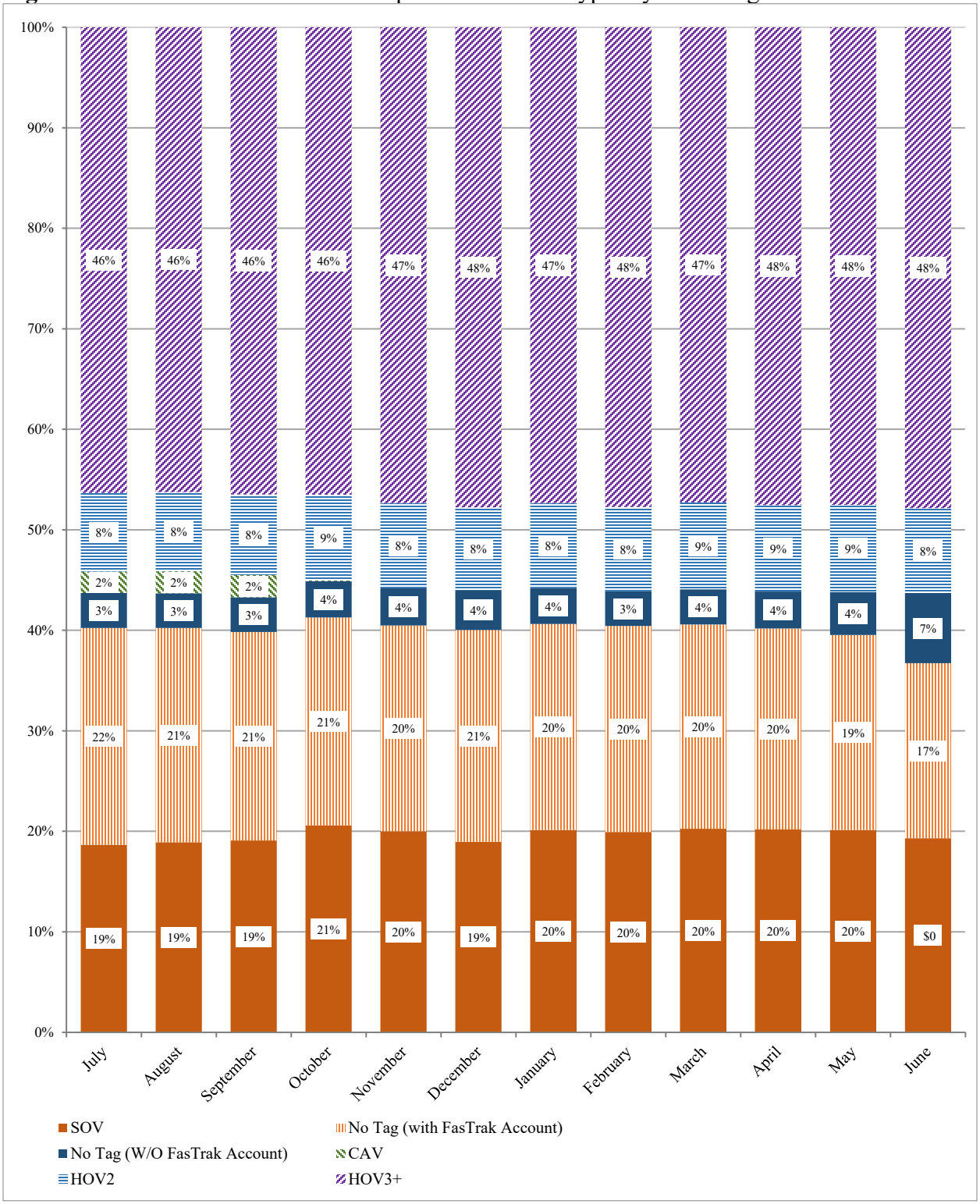


**Figure 17:** FY 2026 SR 237/I-880 Express Lanes Trip Origin and Destination (Westbound)

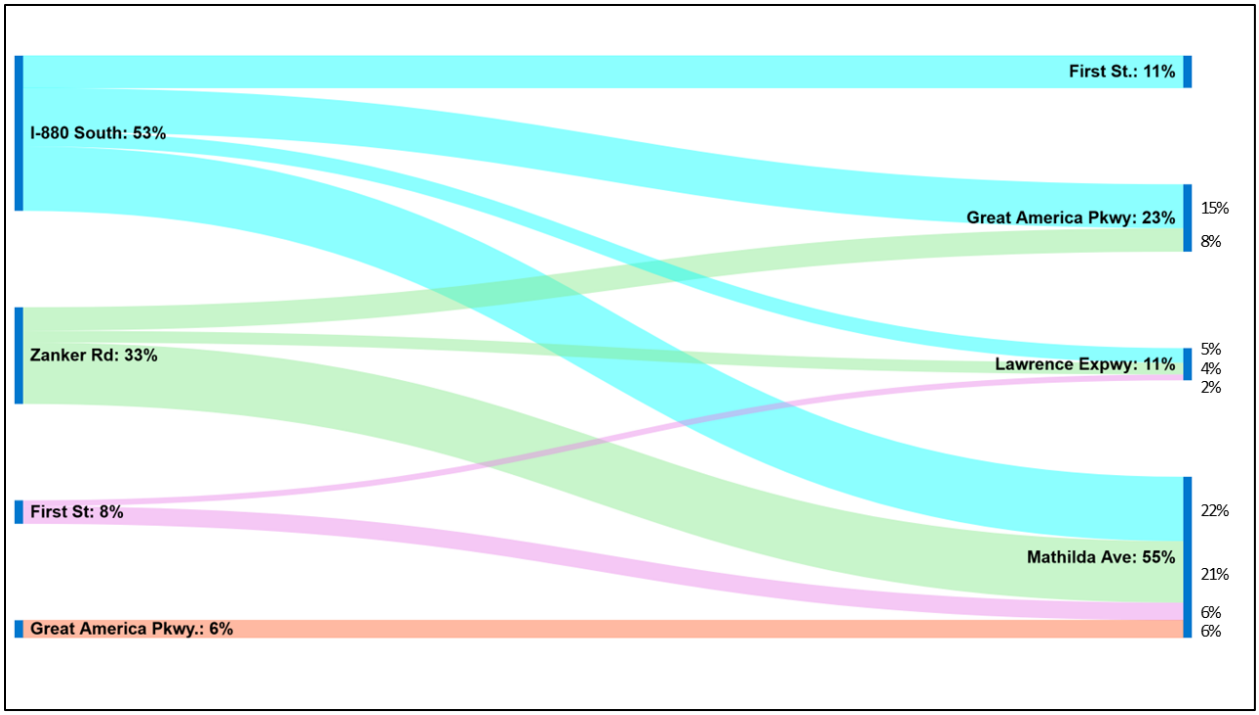



**Figure 18:** FY 2026 SR 237/I-880 Express Lanes Trip Origin and Destination (Eastbound)

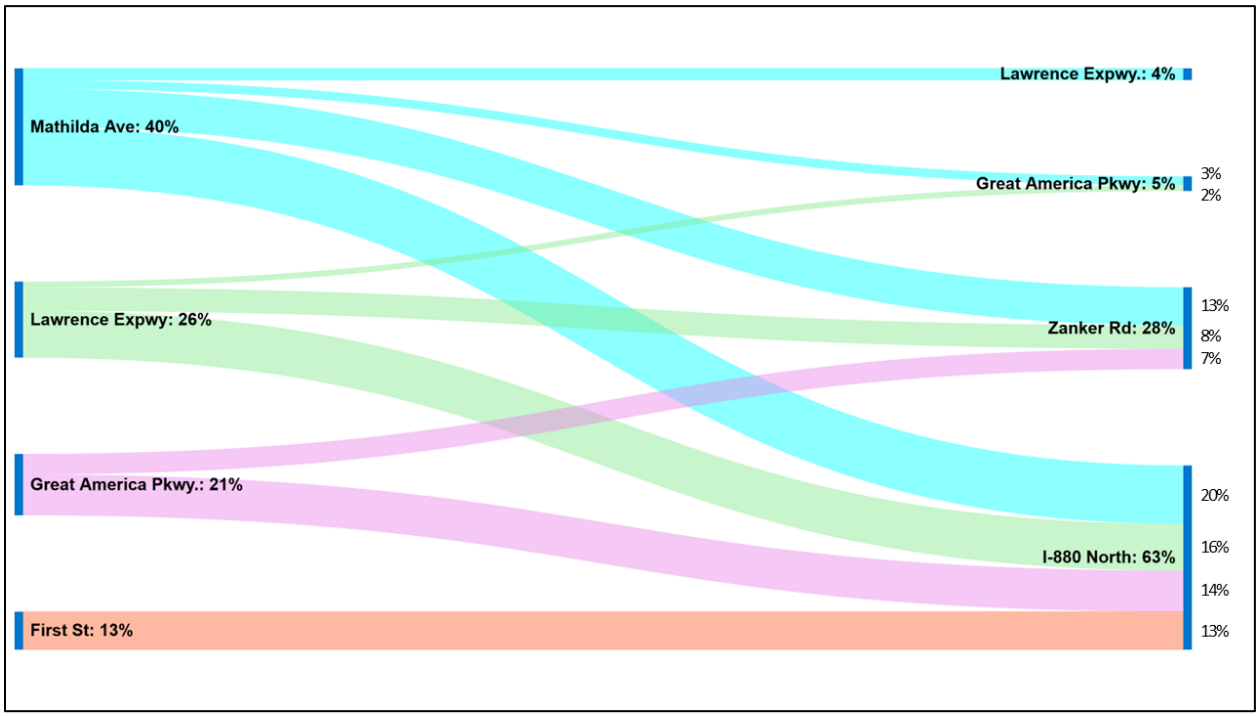


**Figure 19:** FY 2026 US 101/SR 85 Express Lanes Trip Origin and Destination (Northbound)

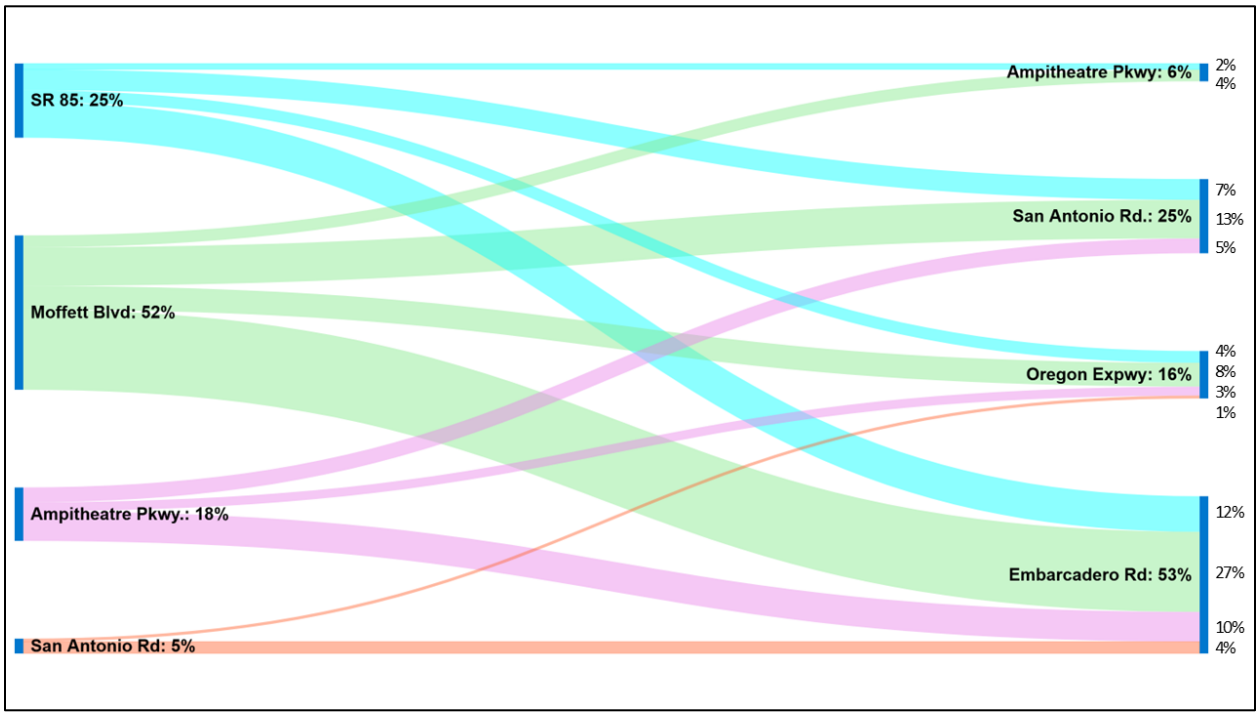



**Figure 20:** FY 2026 US 101/SR 85 Express Lanes Trip Origin and Destination (Southbound)

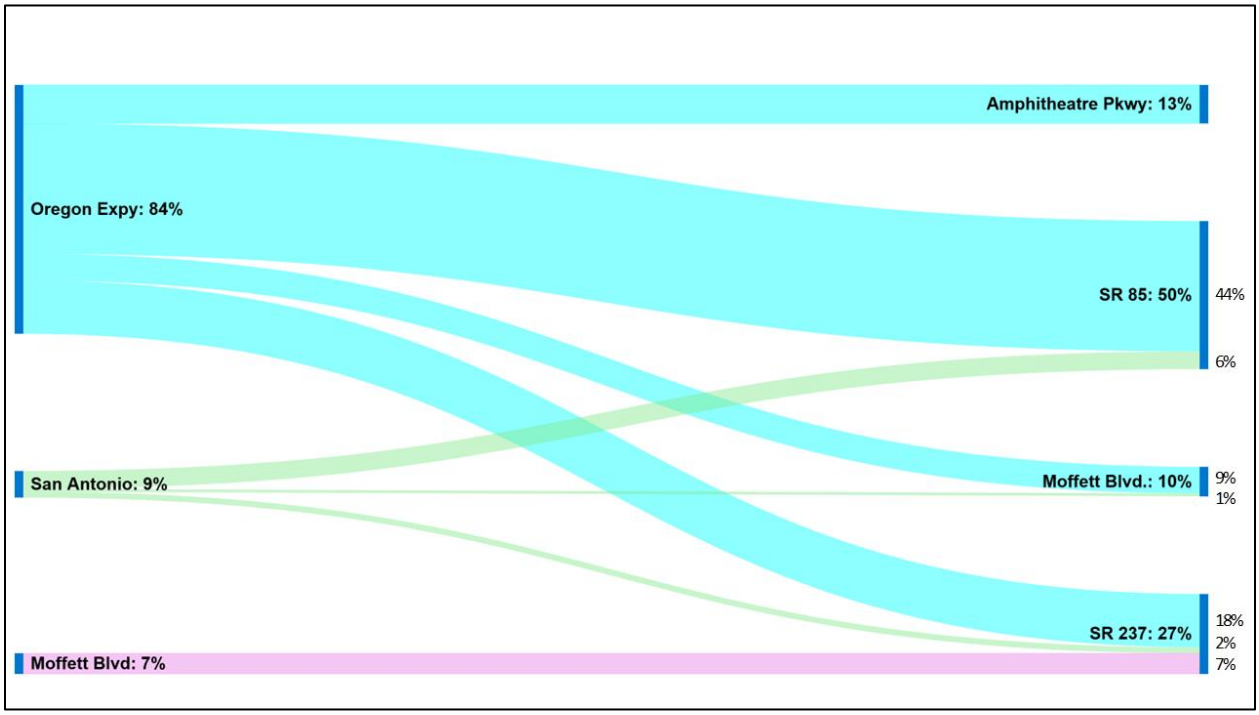


**Figure 21:** FY 2026 SR 237/I-880 Express Lanes Citations Issued by CHP

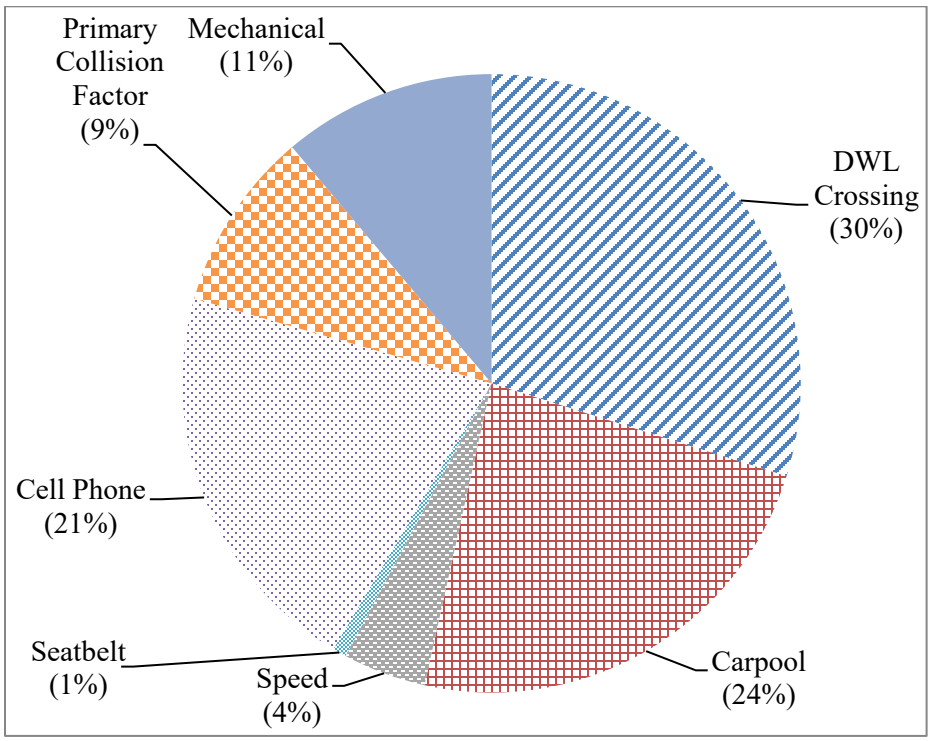



**Figure 22:** FY 2026 US 101/SR 85 Express Lanes Citations Issued by CHP

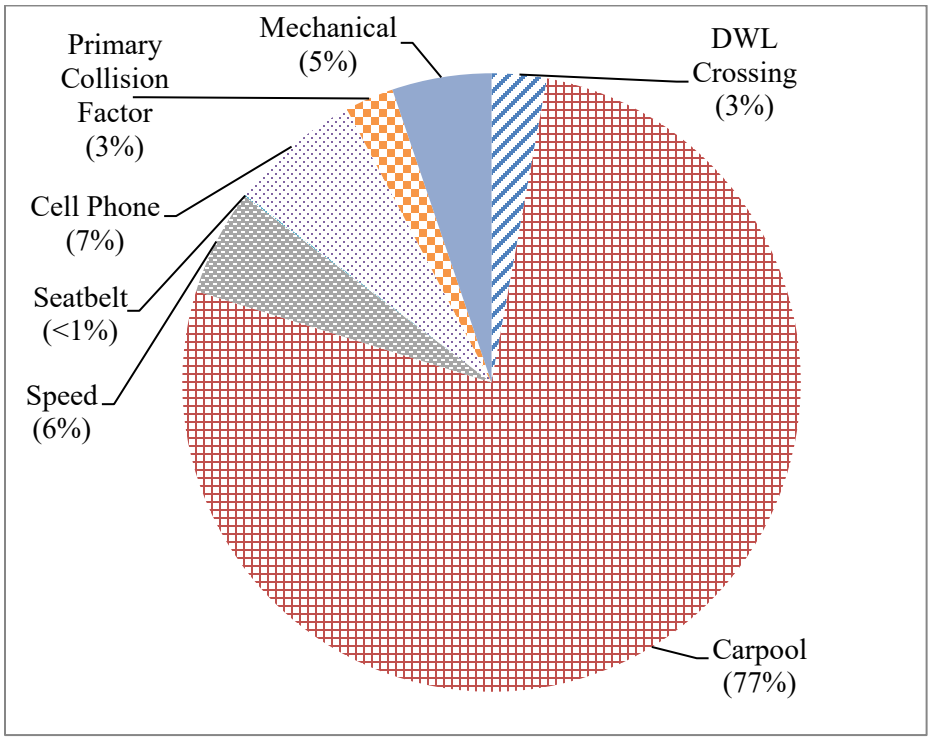


**Table 7:** FY 2026 Express Lanes CHP Issued Citations

| Month | Total Citations | Verbal Warnings* | DWL Crossing | Carpool | Speed | Seatbelt | Cell Phone | Primary Collision Factor | Mechanical | Hours |
|---|---|---|---|---|---|---|---|---|---|---|
| **SR 237/I-880** | 690 | 134 | 206 | 163 | 30 | 5 | 144 | 65 | 77 | 565 |
| **US 101/SR 85** | 1,251 | 138 | 36 | 962 | 69 | 1 | 86 | 32 | 65 | 1,135 |

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

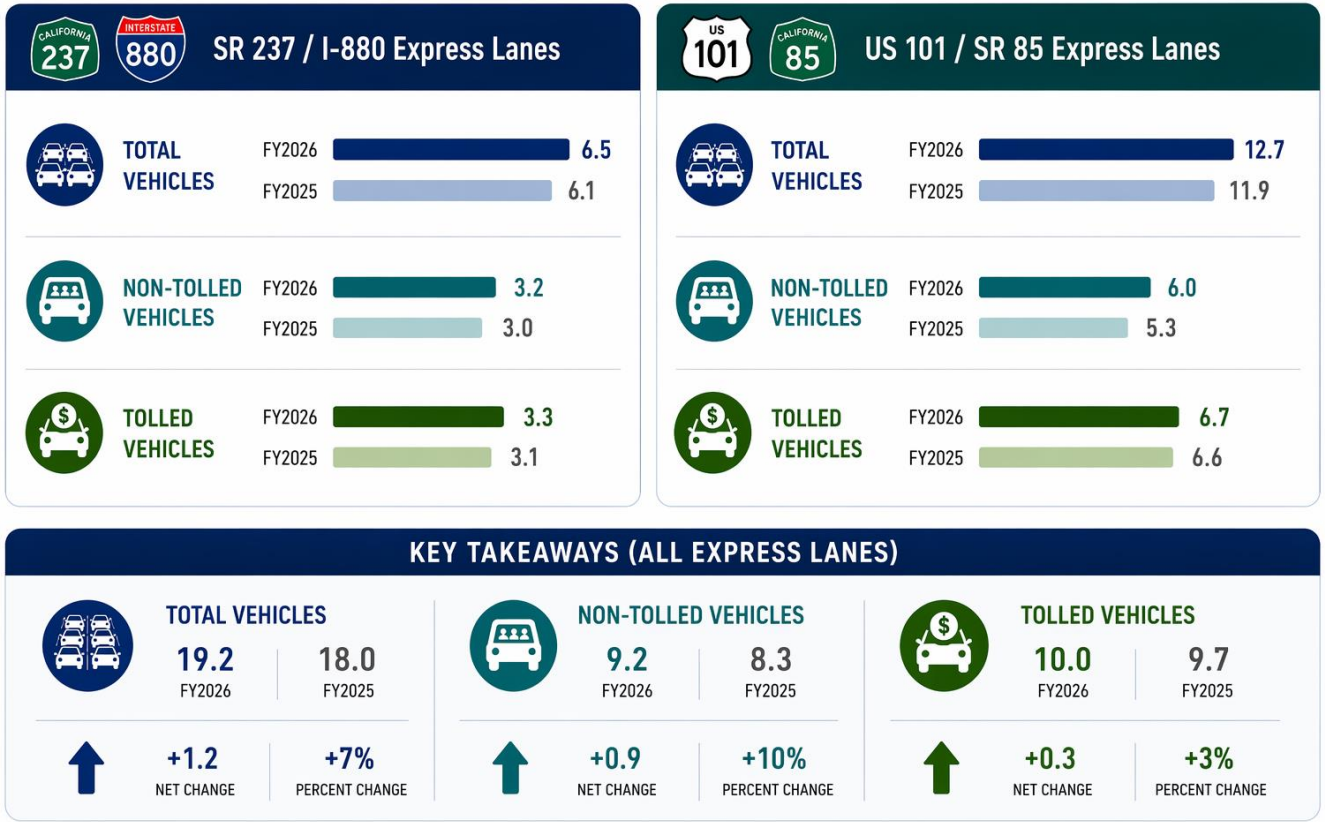
# FY 2026 Silicon Valley Express Lanes Operations Report

October 7, 2026

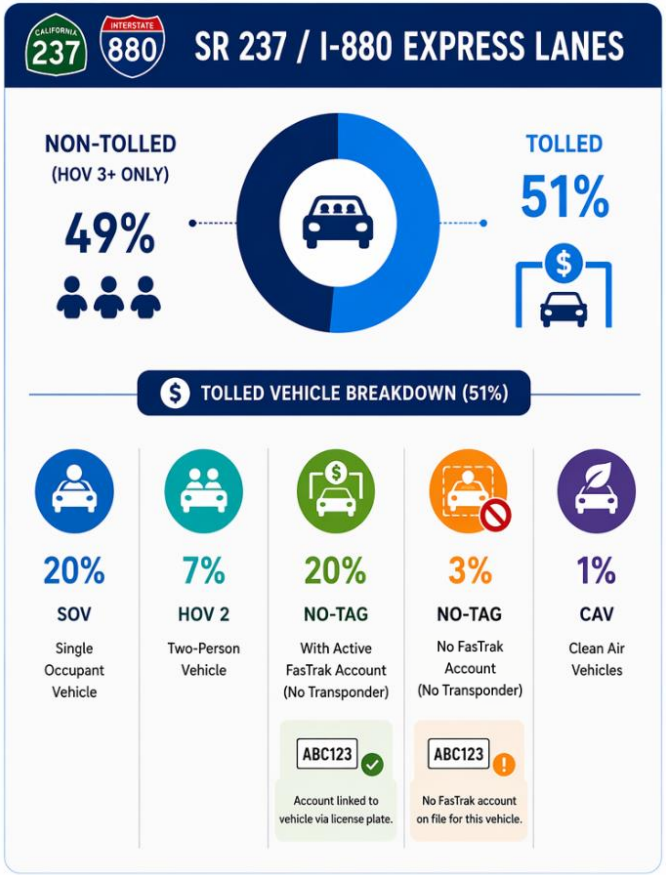


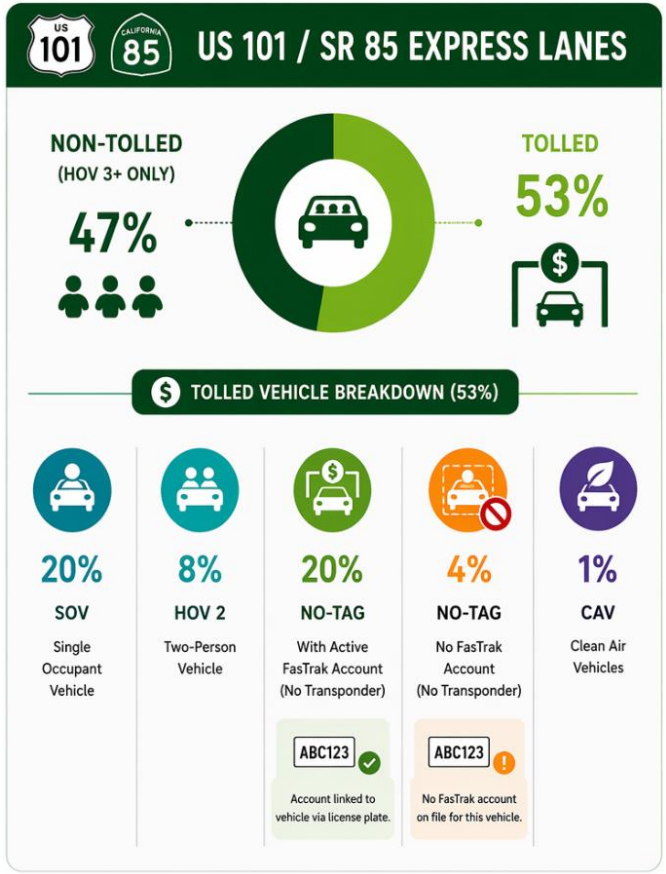

Valley Transportation Authority

# FY 2026 Traffic Volumes Summary



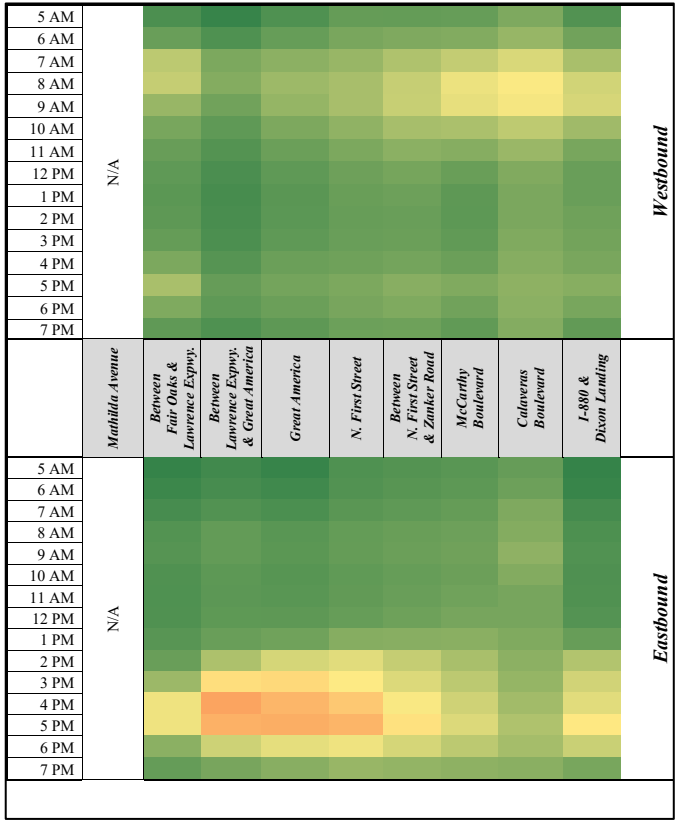
# FY 2026 Tolled vs. Non-Tolled Trips



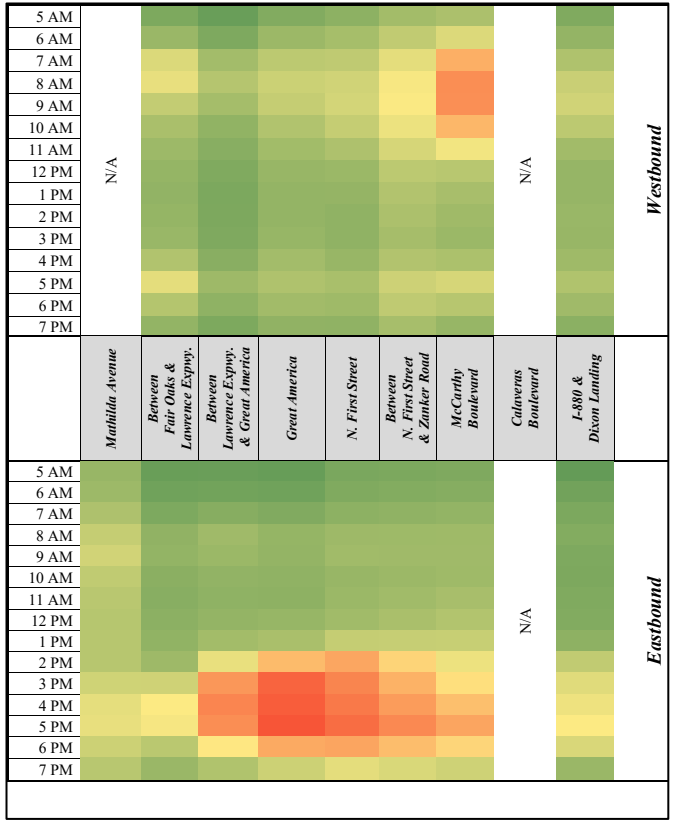



# FY 2026 Average Speed SR 237/I-880 (Express Lanes vs General Purpose Lanes)

EL




GP

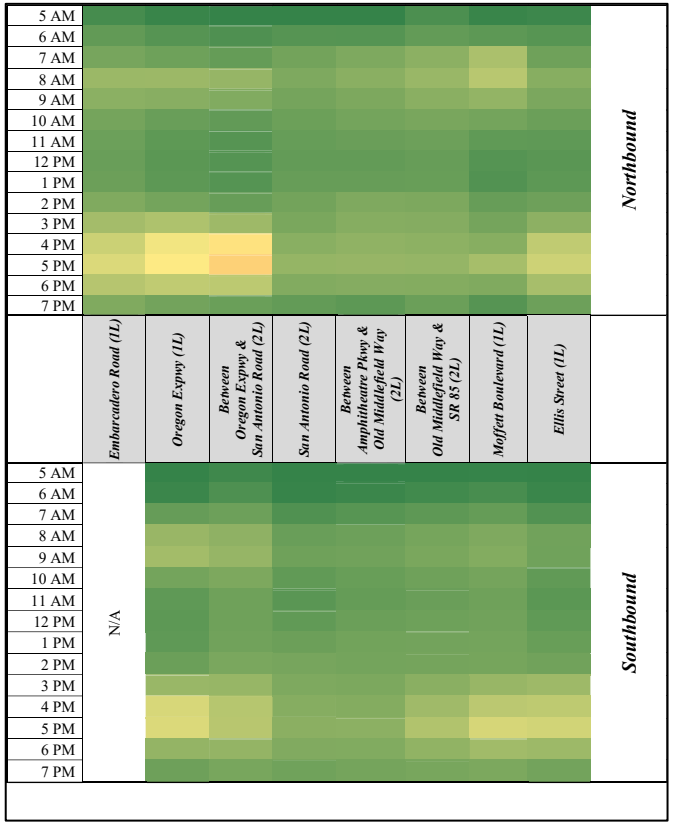



Speed Scale in miles per hour

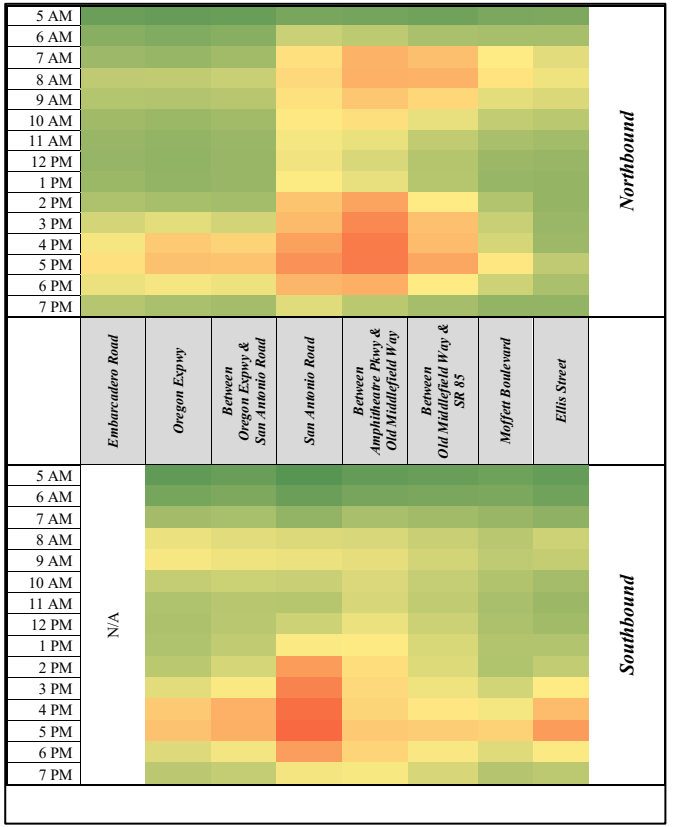


# FY 2026 Average Speed US 101/SR 85 (Express Lanes vs General Purpose Lanes)

EL




GP

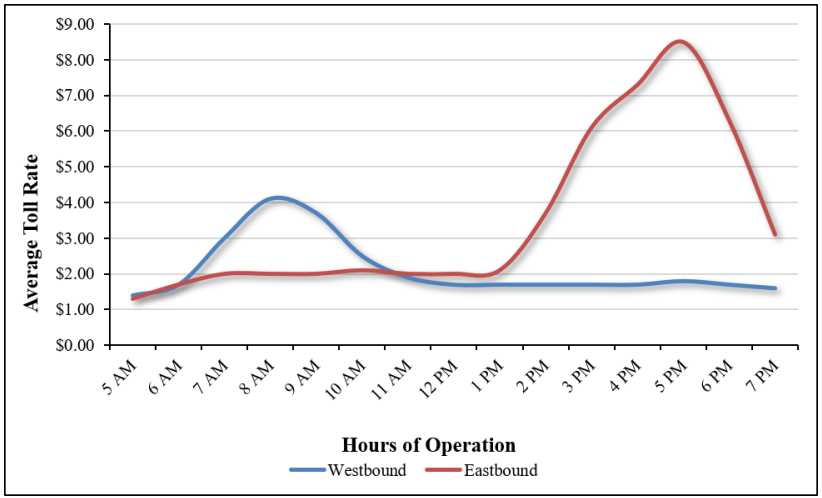



Speed Scale in miles per hour

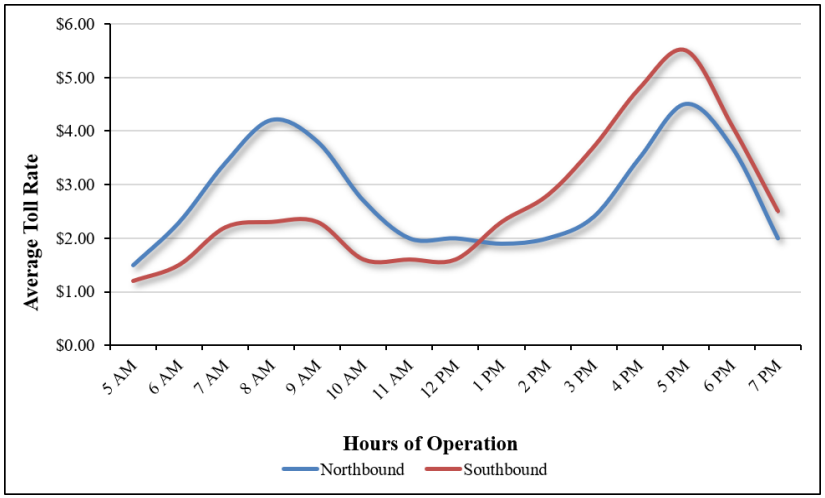


# FY 2026 Average Toll Rates

SR 237/I-880

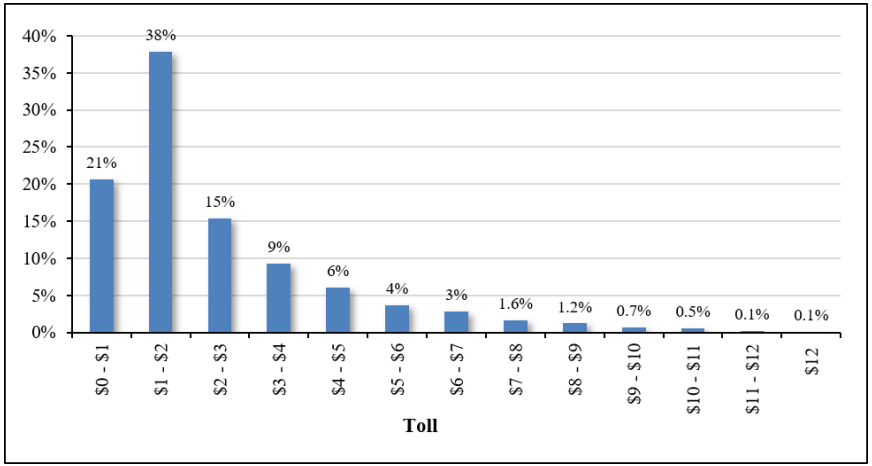



US 101/SR 85

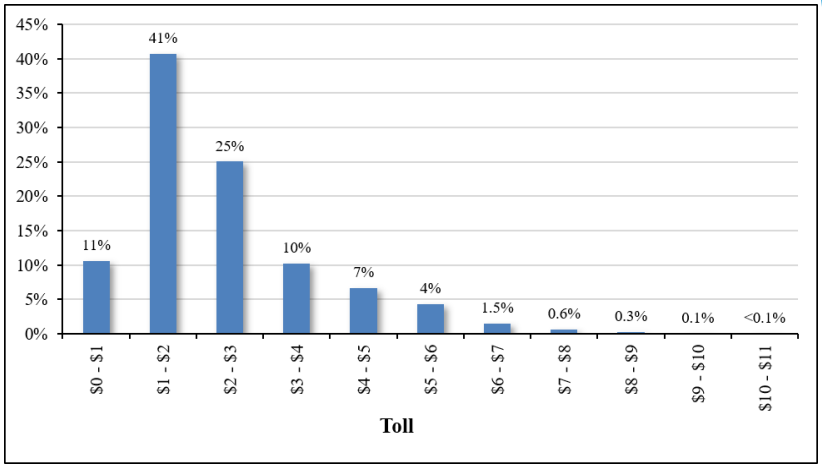


# FY 2026 Trips by Toll

SR 237/I-880




US 101/SR 85



# FY 2026 Toll Revenues Summary

| | SR 237 / I-880 | US 101 / SR 85 | Total |
|---|---|---|---|
| Toll Revenues (including investment earnings) | $9.6 mil | $21.0 mil | $30.6 mil |
| Operations Costs (including loan repayment, O&M, labor & professional services) | $4.1 mil | $5.8 mil | $9.9 mil |
| Net Revenues | $5.5 mil | $15.2 mil | $20.7 mil |

# Thank You




Valley Transportation Authority

**From:** VTA Board Secretary
**Sent:** Friday, October 16, 2026 3:55 PM
**To:** VTA Board of Directors
**Cc:** Gonot, Carolyn <; Greene, Beverly < >; Haywood, Scott < >; Richardson, Greg < >
**Subject:** From VTA: VTA Correspondence Weeks Ending October 16, 2026

Board of Directors,

Attached is correspondence for the weeks ending October 16, 2026 as described below:

- Capitol Corridor Service Disruption: Suspicious Baggage on Train 540, Resulting in Significant Commute Hour Delays from CCJPA

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**

Santa Clara Valley Transportation Authority

# MEMO

CAPITOL CORRIDOR JOINT POWERS AUTHORITY
2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

**To:** **CCJPA Board Directors**

**From:** **Robert Padgette, Managing Director**

**Date:** **October 15, 2026**

**Subject:** **Capitol Corridor Service Disruption: Suspicious Baggage on Train 540, Resulting in Significant Commute Hour Delays – October 14, 2026**

This memo is regarding an extended service disruption caused by several suspicious packages on Capitol Corridor Train 540 at Berkeley Station on October 14, 2026, which resulted in cascading delays during the peak afternoon commute.

**Incident Summary:**
At approximately 4:35 p.m., Train 540 arrived at Berkeley Station, where the conductor observed two individuals disembark without their luggage. When he alerted the passengers, they ran away. The conductor notified Amtrak Police, who made the determination to hold and evacuate the train.

Amtrak, Berkeley, and BART police responded while all rail traffic in the area was stopped. A BART Police K9 unit arrived at 5:40 p.m. and alerted two of the four bags, at which point the City of Berkeley bomb squad was deployed. The bomb squad arrived at approximately 7:30 p.m. and, after a thorough investigation that included X-raying all four bags, cleared them at approximately 9:45 p.m. Train 540, along with all other rail traffic, was released at approximately 10:00 p.m.

During the investigation, Amtrak Police used CCTV footage to identify the individuals associated with the suspicious baggage and, in cooperation with BART and Berkeley police, canvassed the area, located them nearby, and apprehended them. This event demonstrated an exceptional level of cooperation across multiple jurisdictions. With support from BART Police, the City of Berkeley, Union Pacific, and Amtrak, the suspects were apprehended, and rail operations were able to resume safely.

Service delays were extensive but mitigated through BART mutual aid between Richmond and Berryessa, as well as the deployment of the recently implemented Uber rideshare vouchers for affected passengers. Several passenger transfers were coordinated on either side of Berkeley through bus bridges and train-to-train transfers, while other trains were terminated and turned to maintain service where possible.

Despite the significant disruption, Amtrak crews and onsite management went above and beyond to assist passengers. Crews coordinated the return of bicycles that passengers had to leave behind during transfers, ensuring they would be reunited with their owners at their destinations. The Uber rideshare vouchers were deployed quickly and efficiently and were well received by passengers. According to onsite management, passengers were understanding of the circumstances and appreciative of the efforts to get them to their destinations, and no complaints were reported to onsite personnel during the incident. Detailed train delays are outlined below.

**Associated CCJPA Train Delays:**
540 – Terminated at Berkeley, passengers transferred to 548
545 – Terminated at Richmond
542 – 4 hours
544 – 3 hours
548 – originated from 545 at Richmond, 15m late
547 – 3 hours
549 – 2 hours 15 minutes
550 – 2 hours
551 – 1 hour 34 minutes

If you have any questions, please feel free to reach out to Charles Franz, Manager of Transportation at CharlesF@capitolcorridor.org.

Robert Padgette
Managing Director

Cc:

| | |
|---|---|
| Robert Powers | Alicia Trost |
| Michael Jones | Byron Toma |
| Jeana Zelan | Steven Shatz |
| Joe Beach | Kyle Gradinger, Caltrans Division of Rail and Mass Transit |
| Bob Franklin | Anthony Serna, Deputy Secretary for Rail and Transit |
| Sylvia Lamb | SCG Members |