CITY OF LOS ALTOS
CITY COUNCIL MEETING
June 9, 2015

DISCUSSION ITEM

Agenda Item # 8

SUBJECT: Receive an update on State Route 85 Express Lanes Project and multi-agency mass transit coalition efforts, and direct staff accordingly

---

BACKGROUND

The Silicon Valley Express Lane Program is part of the Bay Area regional network of express lanes. Major authorization and approvals related to this Program include:

- 2004 – AB 2032 allows Santa Clara Valley Transportation Authority (VTA) to conduct, administer and operate value pricing programs
- 2007 – AB 574 allows VTA to operate express lands on a permanent basis and issue bonds backed by future express lanes revenues to finance express lanes
- 2008 – VTA Board of Directors approves Program for implementation
- 2013 – VTA Board of Directors approves additional funding for continued development of the Program

Caltrans is the lead agency for the environmental document of the Program under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). As the Lead Agency, Caltrans is responsible for preparing and approving the environmental document for this Program. VTA is the implementing agency of the program as established by AB 2032. Policy decisions on how and when to implement express lanes in Santa Clara County are the responsibility of the VTA Board of Directors.

State Route 85 (SR 85) is located in the northwestern part of Santa Clara County. It provides access to the Santa Clara County highway network and San Francisco Bay Area regional highway system. Express lanes on SR 85 are part of the Silicon Valley Express Lane Program.

An environmental document for express lanes on SR 85 was prepared and circulated for public comments from December 30, 2013 to February 28, 2014. The document is an Initial Study with Negative Declaration/Environmental Assessment with Finding of No Significant Impact. Over 800 comments were received and the top six frequently raised topics from public comments were:

1. Existing congestion issues
2. Noise
3. Effect of federal funding on truck ban
4. Appropriate type of environmental document (Environmental Impact Report vs. Initial Study)
5. Air quality
6. Performance agreements to reserve the freeway median for light rail transit between the Santa Clara County Traffic Authority, VTA's predecessor, and several cities along the corridor (City of Cupertino, City of Saratoga and the Town of Los Gatos)

The City of Los Altos did not formally comment on the environmental document. The environmental document for express lanes on SR 85 was approved by Caltrans on April 20, 2014.

An action item seeking VTA Board support on an implementation plan for express lanes on SR 85 was presented at the November 6, 2014 Board meeting. The Board deferred action on the item and asked VTA staff to return with information comparing the single-lane versus double-lane express lanes between SR 87 and Interstate 280 (I-280).

EXISTING POLICY

City of Los Altos General Plan Circulation Element

- Goal 1: Support development of an efficient regional transportation system
- Goal 3: Promote local and regional transit as a viable alternative to automobile travel for all residents and especially for transit-dependent individuals

PREVIOUS COUNCIL CONSIDERATION

None

DISCUSSION

On May 14, 2015, VTA staff requested support from the Technical Advisory Committee (TAC) and the Policy Advisory Committee (PAC) to recommend that the VTA Board of Directors approve the implementation plan of express lanes on SR 85. The report to the TAC is included as Attachment 1. The report provided details on responses to comments on the environmental document. The report also outlined the implementation strategies of the Silicon Valley Express Lanes Program and more specifically the implementation plan for the SR 85 Express Lanes Project as part of the program. Both committees voted to defer the recommendation to allow sufficient time for cities to review this item with their full Councils.

The City of Cupertino, City of Saratoga and the Town of Los Gatos have recently filed separate lawsuits against Caltrans and the VTA for failing to prepare an adequate Environmental Impact Report for the proposed express lane project on SR 85. While the City of Los Altos did not comment~~ed~~ on the original environmental document, we are interested in collaborating with other cities along SR 85 to develop comprehensive transportation solutions for Santa Clara County.

On May 20, 2015, Cupertino Mayor Rod Sinks invited local Mayors and City Managers to join in a conference call regarding developing a coalition to look at mass transit in and around the SR 85 corridor. Mayor Pepper, along with City staff, participated in the call. The outcome was a shared interest in the effort as this is an issue that affects this region. A press release (Attachment 2) was developed after the conference call with input from all cities participating in the call. The press release, provided to the news media on May 22, 2015, stated the intent of this multi-agency collaborative effort to work together for transportation alternatives for the County.

PUBLIC CONTACT

Posting of the meeting agenda serves as notice to the general public.

FISCAL/RESOURCE IMPACT
This is no direct fiscal impact as a result of this action.

ENVIRONMENTAL REVIEW
Not applicable

RECOMMENDATION
Receive an update on SR 85 Express Lanes Project and multi-agency mass transit coalition efforts and direct staff accordingly

ALTERNATIVES
Provide additional direction regarding the SR 85 Express Lanes Project or multi-agency mass transit coalition efforts.

Prepared by: Susanna Chan, Public Works Director

ATTACHMENTS:
1. May 14, 2015 TAC Staff Report
2. Multi-Agency Mass Transit Coalition Press Release

SANTA CLARA
Valley Transportation Authority

Date: May 4, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Follow up Report on SR 85 Express Lanes Implementation

---

Policy-Related Action: No **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Recommend the VTA Board of Directors approve the implementation plan of express lanes on SR 85.

BACKGROUND:

The Silicon Valley Express Lane Program is part of the Bay Area regional network of express lanes as shown in Attachment A. The Program was approved by the VTA Board of Directors in December 2008. Work is underway by Santa Clara Valley Transportation Authority (VTA) and the California Department of Transportation (Caltrans) to environmentally clear the implementation of express lanes in Santa Clara County. The highway routes for this work are shown in Attachment B. This environmental clearance sets the footprint for where future implementation (design and construction) of express lanes can take place.

An action item seeking Board support on an implementation plan for express lanes on State Route 85 (SR 85) was presented at the November 6, 2014 VTA Board of Directors meeting. The Board decided to defer action on the item and asked staff to return with information comparing the single-lane versus double-lane express lanes between SR 87 and I-280.

SR 85 Express Lanes Environmental Document

The environmental document for express lanes on SR 85 is an Initial Study with Negative Declaration/Environmental Assessment with Finding of No Significant Impact. The environmental document includes conversion of the existing HOV lanes in the 24-mile corridor to express lanes, addition of a second express lane between I-280 and SR 87, addition of an

ATTACHMENT 1

auxiliary lane on northbound SR 85 between South De Anza Boulevard and I-280 and conversion of the US 101/SR 85 direct HOV lane-to-HOV lane connectors in south San Jose.

The responses to all formal comments received during the 60-day public comment period from December 30, 2013 to February 28, 2014 are included in the final environmental document. There were over 300 commenters and over 800 individual comments received. Master Responses were developed for the frequently raised topics. The top six frequently raised topics include:

(1) Existing congestion issues;
(2) Noise;
(3) Effect of federal funding on truck ban;
(4) Appropriate type of environmental document (Environmental Impact Report vs. Initial Study);
(5) Air quality;
(6) Performance agreements to reserve the freeway median for light rail transit between the Santa Clara County Traffic Authority, VTA's predecessor, and several cities along the corridor.

For a summary on responses to these topics, please refer to Attachment C. Attachment C1 provides additional information on the project traffic benefits. This attachment shows the projected travel time benefits when comparing the general purpose lanes with the express lanes, the travel time benefits when comparing the general purpose lanes with and without express lanes, and the average speeds for these comparisons. No new environmental issues were raised during the public circulation period and the environmental conclusions remained the same as was presented in the draft environmental document.

In addition to the planned express lanes implementation to help provide a more reliable commute along SR 85, many other improvements have been implemented and planned for the highway. Attachment C2 shows the improvements that have been implemented along SR 85 over the past 15 years. The Valley Transportation Plan 2040 (VTP 2040) includes additional improvements that are intended to address other concerns that were raised through the environmental documentation process for express lanes on SR 85, such as connections to SR 237 and I-280. Attachment C3 identifies improvements clustered around these areas. The issue to date has been securing funding to pay for the implementation of these improvements.

Attachment C3 lists the project's potential impacts for the No Build and Build Alternatives to 24 identified resources. Attachments C4 and C5 provide additional background information on the noise data that was collected along SR 85.

US 101 Express Lanes Environmental Document

In a parallel path, Caltrans is reviewing the final environmental document for the build-out of express lanes on US 101. The target approval of the final environmental document is Summer 2015. The environmental document is an Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact. The scope of work includes 34 miles of converting existing HOV lanes to express lanes operations with the addition of a

second express lane for the majority of the route from Dunne Avenue in Morgan Hill to Oregon Expressway in Palo Alto.

The responses to all formal comments received during the 45-day public comment period from January 12, 2015 to February 26, 2015 are included in the environmental document. There were 30 commenters and less than 50 comments. The frequently raised topics included safety and accidents, construction noise and delays, access to express lanes, congestion and bottlenecks, noise impacts and need for sound walls, oppose project - waste of taxpayers' dollars, and air quality and dust.

No new environmental issues not already addressed in the draft environmental document were raised during the public circulation period and the environmental conclusions remained the same.

DISCUSSION:

Staff recommends that the Board approve a path forward to implement express lanes on SR 85. The path forward considers input received from stakeholders during the environmental and preliminary engineering phases of work.

Staff recommends following an incremental approach to implement (i.e., to design and construct) express lanes based on currently available and projected funding. The implementation is divided into four phases, as set forth in Attachment D. The phases are:

Phase 1: Implementation of express lanes along SR 237 from North First Street to the SR 237/I-880 interchange direct connectors;
Phase 2: Extension of the SR 237 Phase 1 Express Lanes from North First Street to Mathilda Avenue;
Phase 3: Implementation of express lanes on US 101 from the San Mateo County line to on SR 85 from SR 85/101 interchange to approximately I-280;
Phase 4: Implementation of express lanes along SR 85 from approximately SR 87 to US 101 and at the SR 85/US 101 direct HOV lane to HOV lane connector.

Phase 1 of the express lanes program is already operational at the SR 237/I-880 interchange and funding for Phases 2, 3 and 4 has been allocated through the design phase by the VTA Board in a prior action.

Attachment D shows this incremental approach to implementing the express lanes, including those segments along the US 101 and SR 85 routes that remain to be implemented (designed and constructed) beyond Phase 4. The segments were developed to be standalone projects, if needed, and were determined by looking at operationally significant break points in the corridor such as the interchange of freeways.

The following is a brief description of each segment beyond Phase 4:

- **SR 85 from I-280 in Cupertino to SR 17 in Campbell (85B):** Convert existing HOV lanes to express lanes and add new express lanes on SR 85 from the Stevens Creek

Boulevard interchange in Cupertino to the SR 85/SR 17 interchange in Campbell.

- **SR 85 from SR 17 in Campbell to SR 87 in San Jose (85C)**: Convert existing HOV lanes to express lanes and add new express lanes on SR 85 from the SR 17 interchange in Campbell to the SR 87 interchange in San Jose.
- **US 101 from Fair Oaks Avenue in Sunnyvale to I-880 in San Jose (101B)**: Convert existing HOV lanes to express lanes and add new express lanes on US 101 approximately from Fair Oaks Avenue to the I-880 interchanges in San Jose.
- **US 101 from I-880 to SR 85 South in San Jose (101C)**: Convert existing HOV lanes to express lanes and add new express lanes on US 101 from the I-880 interchange to the US 101/SR 85 South interchange in San Jose. The double express lanes would terminate just north of the Blossom Hill Road interchange in San Jose, with single express lane planned between Blossom Hill Road and SR 85 South interchange.
- **US 101 from SR 85 South in San Jose to East Dunne Avenue in Morgan Hill (101D)**: Convert existing HOV lanes to express lanes and add new express lanes on US 101 from the SR 85 South interchange in San Jose to the East Dunne Avenue interchange in Morgan Hill, including the extension of the express lanes beyond the current existing HOV lane system, from Cochrane Road to East Dunne Ave in Morgan Hill.

Implementing Express Lanes on SR 85

A phasing strategy was prepared to determine the order of implementation of segments. The initial implementation of the single-lane conversion on SR 85 between SR 87 and I-280 would provide operational benefits and new mobility options, and generate positive revenue. However, these benefits are of limited duration. The analysis predicts that by about 2023, due to anticipated growth in jobs, housing, and population, the single-lane express lane mixed with carpool traffic and toll paying solo commuters would essential revert back to being a full-time carpool lane operating at capacity. In this scenario, a second lane would need to be added or changes would need to be made regarding eligible vehicles for the lane.

Phase 3 and 4, under development as conversion only projects, are predicted to be in operation by around 2018. If the segment of SR 85 between I-280 and SR 87 is selected to be the next phase implemented, a possible implementation time frame could be around 2020. This means that the single-lane segment would be in operation for possibly a little over three years and would require another investment to upgrade.

Attachment E shows a comparison of two approaches to implementing express lanes on SR 85 between I-280 and SR 87: an initial conversion followed by the second lane versus implementing the double express lanes at one time. Staff recommends proceeding with the implementation of express lanes on SR 85 as a double-lane express lane for the following reasons:

- A single-lane express lane would only be effective for a short period of time.
- Constructing the double-lane express lanes in phases, initially as a single-lane followed by addition of a second lane in the future, would impact the travelling public with two construction periods and would cost more due to an additional construction contract and inflation added to that construction contract.
- Constructing the double-lane express lanes in one construction contract would provide

immediate and long term benefits, and minimize construction impacts to the travelling public.

- Constructing the double-lane express lanes would provide a greater likelihood of generating the needed funding for other improvements in the corridor such as the planned noise abatement treatments, improvements to address freeway-to-freeway congestion that exists at locations such as I-280 and SR 85 and for transit improvements such as additional express bus service along SR 85.

FISCAL IMPACT:

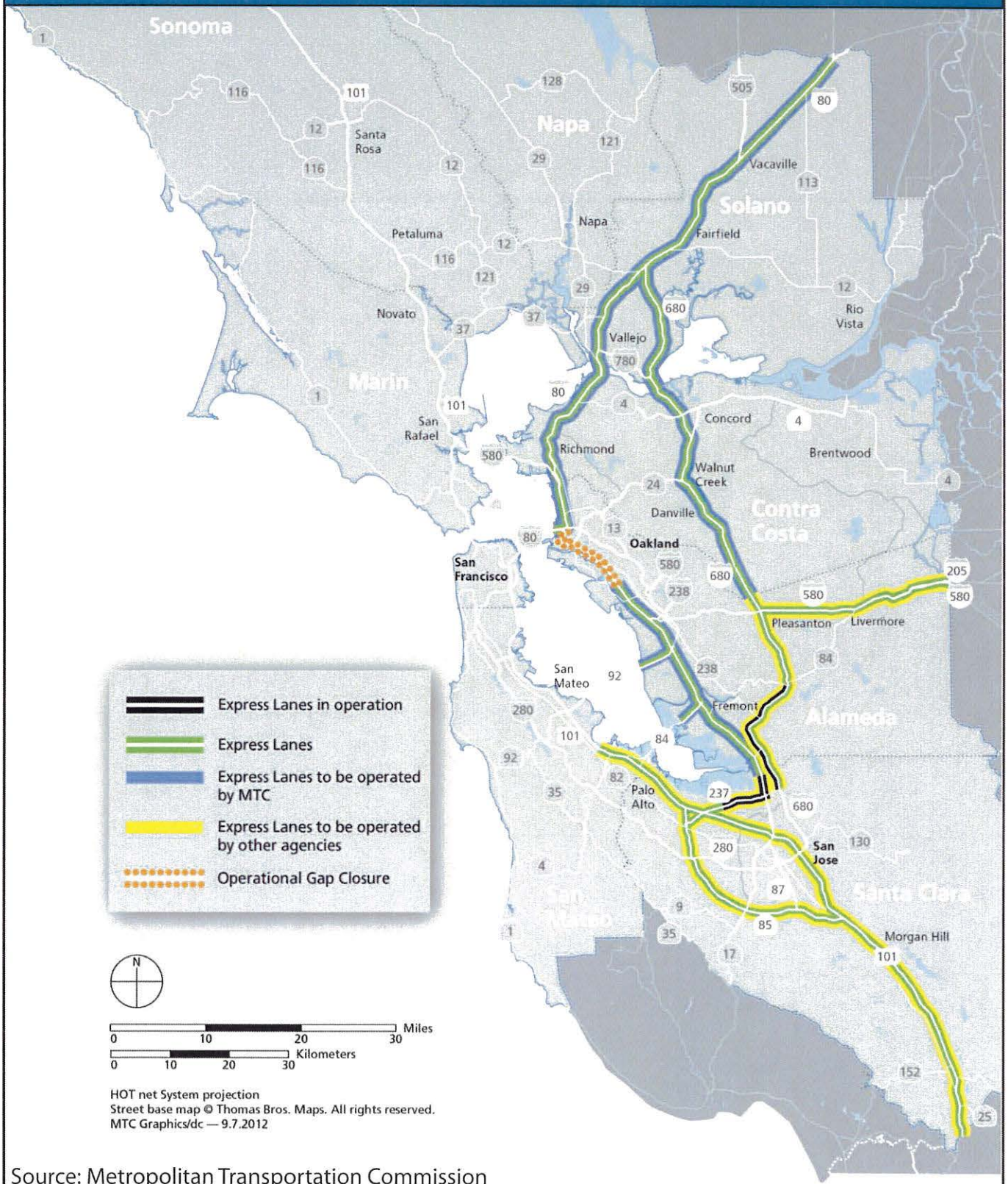
There is no direct fiscal impact as a result of this action.

Prepared by: Gene Gonzalo
Memo No. 4793

ATTACHMENTS:

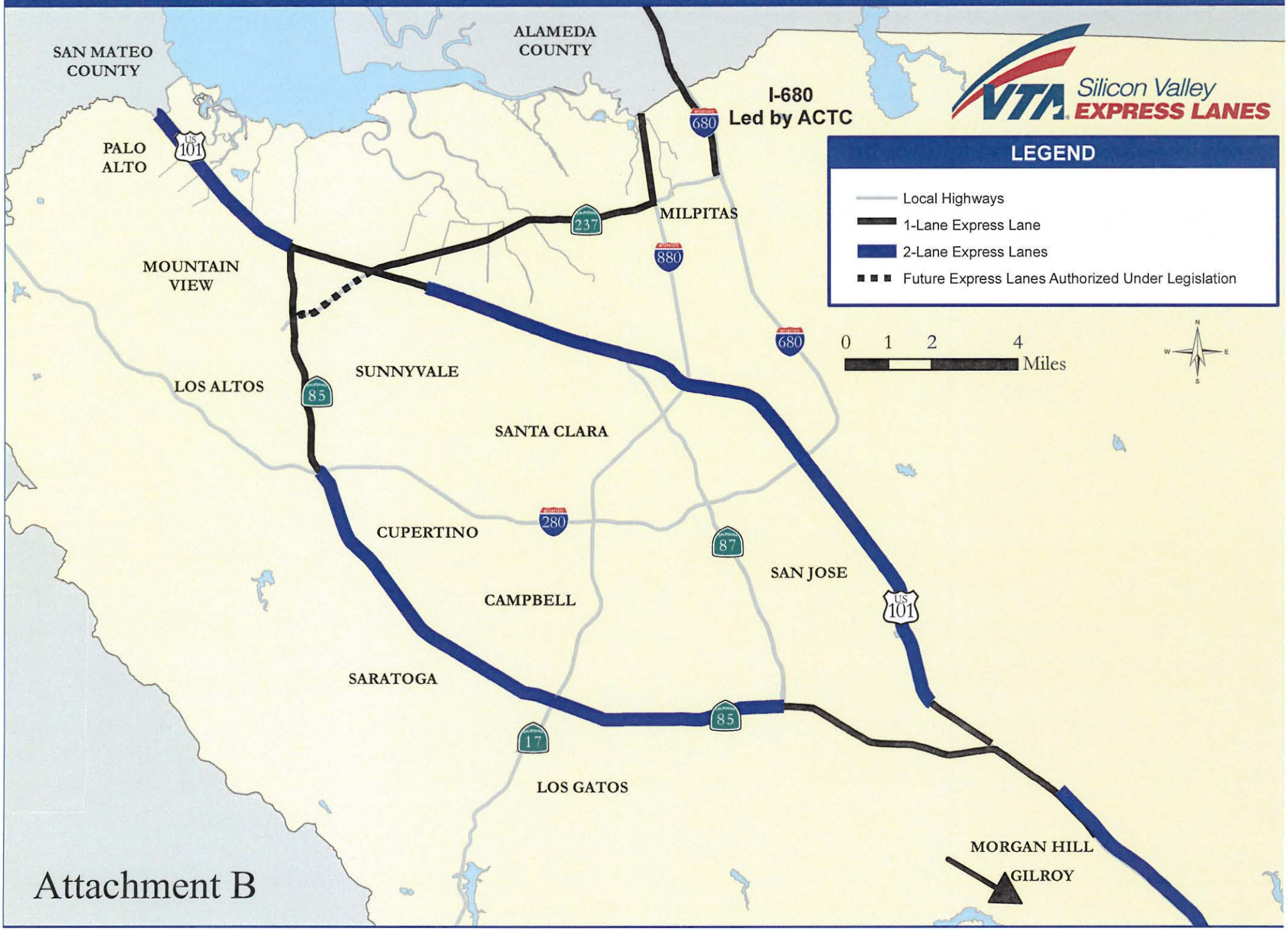
- Attach A_Regional_EL_Network_by_Agency2015-04-24 (PDF)
- Attach B_SVEL (PDF)
- Attach C_2015-06-04 Envr Summary (PDF)
- Attach C1_Project Traffic Benefits (PDF)
- Attach C2_SR85ProjectsMapCompleted 2015-04-23 (PDF)
- Attach C3_SR85ProjectsMapPlanned 2015-04-23 (PDF)
- Attach C4_Previous Noise vs Project Noise-Revised (PDF)
- Attach C5_Saratoga Noise Element Comparison (PDF)
- Attach D_SVEL Phases1-4_2015-04-24 (PDF)
- Attachment E - SingleLanevsDoubleLane (PDF)

Attachment A



Source: Metropolitan Transportation Commission

SILICON VALLEY EXPRESS LANES



SR 85 Express Lanes Project from US 101 in San Jose to US 101 in Mountain View
June 4, 2015 VTA Board of Directors

Attachment C: Environmental Summary

1. Authorization and Approvals

The following is a timeline of the major authorization and approvals related to the Silicon Valley Express Lane Program:

- 2004 - AB 2032 allows VTA to conduct, administer and operate value pricing programs.
- 2007 - AB 574 allows VTA to operate express lanes on a permanent basis and issue bonds backed by future express lanes revenues to finance express lanes.
- 2008 - VTA Board of Directors approves Program for implementation.
- 2013 - VTA Board of Directors approves additional funding for continued development of the Program.

2. Process

Caltrans is the lead agency for the California Environmental Quality Act (CEQA) (California) and National Environmental Policy Act (NEPA) (federal) environmental document. As Lead Agency, Caltrans has the discretion and authority to prepare an Initial Study (IS) and Environmental Assessment (EA) to determine if there is a significant adverse environmental impact.

VTA is the implementing agency for the project, established by AB 2032. Policy decisions on how and when to implement express lanes in Santa Clara County is the responsibility of the VTA Board of Directors.

3. Environmental Document Impacts Summary

The environmental document is an Initial Study with Negative Declaration/Environmental Assessment with Finding of No Significant Impact.

There are no significant adverse environmental impacts identified.

Below is a list of the project's potential impacts for the No Build and Build Alternatives to 24 identified resources.

Positive Impacts for Build Alternative vs. No Build Alternative:

- Traffic – improved travel times for 2015 and 2035 with Build Alternative. Other positive impacts include increase in average speed, along with reductions in total delay and average delay. Attachment C1 includes the project traffic benefits.
- Climate Change – lower carbon dioxide emissions in 2035

No Impacts (or Negligible Impacts) for both Build and No Build Alternatives with Inclusion of Standard Construction Measures:

- Land Use, Growth, Farmlands/Timberlands, Community Impacts, Environmental Justice, Utilities/Emergency Services, Hydrology and Floodplain, Water Quality and Storm Water Runoff, Geology/Soils/Seismicity/Topography, Paleontology, Air Quality, Noise, Wetlands and Other Waters, Cumulative Impacts, and Visual/Aesthetics

No Impacts for No Build Alternative; and Negligible Impacts for Build Alternative with Inclusion of ESA Measures, Testing, Surveys, and/or Payment of HCP Fees:

- Cultural Resources, Hazardous Waste / Materials, Natural Communities, Plant Species, Animal Species, Threatened and Endangered Species, and Invasive Species

4. Draft Environmental Document, Comments and Master Responses to Frequently Raised Topics

Comment period on draft environmental document was from December 30, 2013 to February 28, 2014.

Two public meetings held in January 2013: one at Calabazas Branch Library and one at Cambrian Branch Library.

Over 300 agencies, organizations, or individuals provided comments on draft environmental document, including comments from cities of Cupertino, Los Gatos, Mountain View, and Saratoga.

The top six frequently raised topics include: (1) (2) (3), (4), (5), and (6). (1) existing congestion issues, (2) noise, (3) effect of federal funding on truck ban, (4) appropriate type of environmental document (Environmental Impact Report vs. Initial Study), (5) air quality, and (6) previous plans to reserve freeway median for LRT through Performance Agreements between Santa Clara Traffic Authority, VTA's predecessor, with several cities within the corridor.

Below is a summary of the Master Responses developed for the frequently raised topics. The background and response to comments relating to the Traffic Authority Performance Agreement with Cupertino, Saratoga and Los Gatos is addressed in Item 5, Response to Performance Agreements Comments

- Existing congestion issues
  - ➢ While the proposed project does not modify the interchanges at the SR 85/I-280 interchange or at US 101, SR 237, and SR 17/I-880 to address the existing congestion at these locations, the conversion of the current HOV lane into a HOV/express lane will help to alleviate congestion by shifting some of the current single occupancy vehicles into the express lane thus better utilizing the available roadway capacity. This, in turn, reduces the traffic volume in the general purpose lanes and can increase the maximum volume able to pass through a bottleneck location thereby reducing the level of congestion.
  - ➢ VTA has completed several projects along SR 85. Some projects were implemented through the 1996 Measure B Transportation Improvement Program

such as the SR 85/US 101 North and South Interchanges which reduced traffic congestion and improved interchange access and safety. The latest project, implementation of ramp metering on SR 85 between I-280 and US 101 North in January 2015, through MTC's Freeway Performance Initiative, is expected to reduce congestion on SR 85 by regulating the flow of traffic entering the freeway during peak traffic hours. With this project, ramp metering is operational along the entire length of SR 85. [Get more info from David/Shanthi]

- VTA is planning to prepare the I-280 Corridor Study from US 101 to the San Mateo County line. This study is expected to provide potential improvements at SR 85/I-280 Interchange. The study is expected to start this Fall.
- VTA has other improvements that have been identified in the long-range transportation plan for Santa Clara County. The latest plan, VTP 2040, does not include reconstruction of the SR 85 interchanges at I-280, US 101, SR 237, and SR 17/I-880; however, it includes 6 express lanes and 10 highway projects which could improve the traffic operations and provide incremental improvements to bottlenecks at major system interchanges along the SR 85 corridor once funding is available.
- Attachment C2 and C3 includes maps of the VTA Completed Projects along SR 85 and VTA Planned Projects along SR 85.

Noise – Background:
Due to community concerns regarding freeway noise after SR 85 opened in 1994, the following studies and projects were undertaken by Caltrans and VTA:

- 1998: Caltrans completed a study of potential alternatives that could be expected to reduce freeway noise by 3 dBA.
- 2001: VTA completed a study recommending a test project to micro-grind (texture-grind) a portion of the freeway and conducted noise analysis to determine if an improvement is achieved.
- 2003: VTA completed a test project with results that indicated while overall freeway noise levels were not significantly reduced, the frequency characteristics of the noise was modified where it could be harder for humans to hear.
- 2006: VTA completed a noise mitigation project which included textured grinding of about 11 miles of PCC pavement from east of Almaden Expressway to north of Stevens Creek Boulevard.

- Noise will increase with project
  - The project will increase existing noise levels by 0 to 3 dBA depending on the location. Noise increases in the range of 0 to 3 dBA will not be a substantial noise impact under the CEQA or NEPA.

Project Process:
The project evaluated noise impacts using Caltrans' required approach for state highway projects:

- CEQA significance is based on difference in noise between existing and future (design year 2035) with project conditions. No single numerical threshold is currently used on all projects. Project Development Team makes the determination of significance.
- NEPA significance is based on comparison of future conditions with and without the project. No specific thresholds; however, if project has federal funding, the threshold for a noise impact is when the future noise level with project substantially exceed the existing noise level (defined as a 12 dBA or more increase) or approach (defined as coming within 1 dBA of the Noise Abatement Criteria) or exceed the NAC.

  If the project will have noise impacts, noise abatement measures must be considered and have to meet Caltrans' feasibility and reasonableness criteria. The feasibility of a noise abatement is basically an engineering concern. A minimum of 7 dB reduction in the future noise level must be achieved to be considered feasible. The reasonableness determination is basically a cost-benefit analysis.

Noise Study Results:

- The project conducted noise measurements at 149 locations throughout the corridor, updated and validated noise measurements at 10 locations conducted for the US 101 Auxiliary Project and added 8 non-measurement locations to the model.
- CEQA significance:
  The predicted future with project noise increase over existing for all 167 noise receptors was 0 to 3 dBA. An increase of 3 dBA is considered barely detectable to the human ear. The Project Development Team determined that a 3 dBA increase is not substantial and will be less than significant under CEQA.

Breakdown by dBA	
Future with Project Noise Increase Over Existing	**No of Receptors**
0	59
1	98
2	9
3	1
Total	167

- NEPA significance:
  No future noise level with project substantially exceeded the existing noise level defined as a 12 dBA or more increase.

Of the 167 noise receptors, 41 locations approach (defined as coming within 1 dBA of the Noise Abatement Criteria) or exceed the NAC.

Impact	No of Receptors
A/E	**41**
None	124
--	2
Total	167

A total of 24 walls were evaluated for potential abatement measures. Of the 24 walls, 8 were new walls and 16 were existing walls to be raised up to 16 feet. Only 6 of the new walls had at least one wall height that would meet the noise reduction design goal of 7 dB noise reduction at a minimum of one receptor location. None of the existing walls met the minimum noise reduction design goal. None of the walls evaluated meet both the feasibility and reasonableness criteria. No noise barriers or other abatement measures are included in the project.

	Total Walls	New Walls	Modified Walls up to 16 feet	7dB Noise Reduction or greater	Reasonable and Feasible?
US 101	6	3	3	2 (New Wall)	**No**
SR 85	18	5	13	4 (New Wall)	**No**
Total	24	8	16	6 (New Wall)	-

- Consider noise abatement techniques such as "quieter pavement"

Project Process:

- Potential noise abatement measures were considered for locations where future noise levels with the project approach or exceed the NAC. None of the evaluated sound wall locations met the Caltrans "feasibility" and "reasonableness" criteria. That does not mean noise levels cannot be reduced or that no other noise abatement can be considered or included in the project; rather, the feasibility and reasonableness criteria are used to determine whether project-related noise abatement is eligible for federal funding. Potential noise abatement can be considered if non-federal funds are available.
- The use of "quieter pavement" for roadway noise abatement has received attention in recent years, and the effectiveness and application of quieter pavement has been studied by Caltrans and others. At this time, FHWA policy does not allow quieter pavement to be considered as a noise abatement measure. Quieter pavement is not currently listed in 23 CFR 772 as a noise abatement measure for which federal funding may be used.

VTA's Noise Reduction Program:

- During the environmental circulation period for the project, residents expressed their concerns toward the perceived noise from the SR 85 corridor and added noise from the proposed express lanes, in particular, the new double express lanes between SR 87 and I-280 within the cities of San Jose, Campbell, Los Gatos, Saratoga and Cupertino. To address noise concerns on SR 85, VTA will perform a noise reduction study and prepare a report to identify a range of noise reduction treatments and test location(s). The study will commence this Spring and will encompass the entire highway corridor from US 101 in San Jose to US 101 in Mountain View, within the cities of San Jose, Campbell, Los Gatos, Saratoga, Cupertino, Sunnyvale, Los Altos and Mountain View. This study is phase 1 of VTA's Noise Reduction Program. Phase 2 will implement noise reduction treatment as a pilot project at specified test location(s) identified in Phase 1. Based on results of the pilot project, Phase 3 will implement other noise reduction projects along SR 85 with revenue generated from the SR 85 express lanes.

Noise in Saratoga

- Noise levels are already too high in Saratoga

  In early 2014, VTA offered to meet with the cities within the project limits to discuss noise concerns related to the proposed project. SR 85 passes through the cities of Mountain View, Los Altos, Sunnyvale, Cupertino, Saratoga, Los Gatos, Campbell, and San Jose. The meeting was attended by the cities of Campbell, Los Gatos, Saratoga, Cupertino, and Mountain View. VTA provided a comparison between the noise analysis for the project and the 1987 EIS for the construction of SR 85 or appropriate other noise study to the meeting attendees. Noise in Other Areas is addressed in subsequent section below.

  - The 1987 EIS for the construction of SR 85 between US 101 in southern San Jose and I-280 in Cupertino, which includes SR 85 in Saratoga, stated that noise attenuation would be provided at schools and in residential areas whenever forecasted noise levels exceed 67 dBA. Sound walls have been constructed along SR 85 within the entire city limits of Saratoga (from Prospect Road to Quito Road). The Final EIS also notes that while it would be desirable to meet local noise goals, it is not always practical to do so.
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, two of which are in the City of Saratoga.

    The residences for the first receptor are shielded by a sound wall. The 2012 existing, future No Build, and future Build noise levels (with the existing sound wall in place) are 5 decibels below the 1987 future peak hour unmitigated level (without the sound wall). These levels are consistent with the expectation of an effective noise reduction of at least 5 dBA from a sound wall.

    The residences for the second receptor are shielded by a sound wall. The 2012 existing and future No Build noise levels are the same as the 1987 future peak hour mitigated level, and the 2012 future Build noise level is 1 decibel above the

1987 predicted level. These results indicate that the 1987 modeling is consistent with current measurements and predicted levels at this location.

- Attachment C4 includes the table and map showing the comparison results and location of receptors within Saratoga.

- Noise measurement from 2013 Saratoga Noise Element Update
  - For the City of Saratoga Draft Noise Element update, one noise measurement was collected along SR 85. The measurement used in the Noise Element update was in a different metric (measurement unit) than that used for the project. When converted to the same metric and adjusted to correlate with the measurement distance from SR 85 used in the Noise Element update, the project measurements are in the same range, or below the range, shown in the Noise Element update.
  - Attachment C5 includes the table showing the comparison results.

Noise in Other Areas
Background:
In early 2014, VTA offered to meet with the cities within the project limits to discuss noise concerns related to the proposed project. SR 85 passes through the cities of Mountain View, Los Altos, Sunnyvale, Cupertino, Saratoga, Los Gatos, Campbell, and San Jose. The meeting was attended by the cities of Campbell, Los Gatos, Saratoga, Cupertino, and Mountain View. VTA provided a comparison between the noise analysis for the project and the 1987 EIS for the construction of SR 85 or appropriate other noise study to the meeting attendees. Noise in Saratoga is addressed in preceding section above.

- Noise in Campbell
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, one of which was in the City of Campbell.

    The residences for this receptor currently receive acoustic shielding from 10- to 12-foot noise barriers. The 2012 existing and future No Build noise levels are 6 decibels below the 1987 future peak hour mitigated level and the future Build noise level is 5 decibels below the 1987 predicted level. These levels are consistent with the expectation of an effective noise reduction of at least 5 decibels from a sound wall.
  - Attachment C4 includes the table and map showing the comparison results and location of the receptor within Campbell.

- Noise in Los Gatos
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, one of which is in the Town of Los Gatos.

    The residences for this receptor currently receive acoustic shielding from noise barriers. The 2012 existing and future No Build noise levels are 1 decibel below the 1987 future peak hour mitigated level and the future Build noise level is the same as the 1987 predicted level. This indicates that the 1987 modeling is consistent with current measurements and predicted levels at this location.

- Attachment C4 includes the table and map showing the comparison results and location of the receptor within Los Gatos.

- Noise in Cupertino
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, two of which are in the City of Cupertino.

    The residences for the first receptor are currently shielded by a 12-foot noise barrier. The 2012 existing and future No Build noise levels are 2 decibels above the 1987 future peak hour mitigated level and the future Build noise levels is 3 decibels above the 1987 predicted level. This indicates that the 1987 modeling, which assumed a future year of 2010, is generally consistent with current measurements and predicted levels at this location.

    The commercial land uses for the second receptor are not currently shielded by noise barriers. The 2012 existing and future No Build noise levels are 6 decibels above the 1987 future peak hour unmitigated level, and the future Build noise level is 8 decibels above the 1987 predicted level. This location was identified as a residential land use in the 1987 Final EIS. It is currently a commercial land use; thus, the setting has changed.

    Interior noise measurements were also collected for this commercial property for this project since there are no active outdoor use areas at this location. The measurements indicated that the worst-hour noise levels in the property are 40 dBA Leq[h] or less. This interior noise level does not approach or exceed the NAC of 52 dBA Leq[h]. No residences or other sensitive land uses were identified on Bubb Road.
  - Attachment C4 includes the table and map showing the comparison results and location of receptors within Cupertino.

- Noise in Mountain View
  - The Mountain View portion of SR 85 was constructed before 1987 and therefore was not addressed in the 1987 Final EIS for the construction of SR 85. The predicted future noise level data from the 1996 environmental document for the SR 85 HOV Lane Widening Project between Dana Street and north of Moffett Boulevard was used for comparison. Based on the mapping from the 1996 and this project's 2012 reports, it appears that the barriers identified for the 1996 evaluation have been built.

    The 2012 existing and future No Build and Build noise levels are within the predicted future with barrier range identified in the 1996 environmental document. For all 2012 measurements, the project will result in a 0 to 1 dBA increase over existing conditions. These results indicate that the 1996 modeling is consistent with current measurements and predicted levels at these locations.
  - Attachment C4 includes the table and map showing the comparison results and location of receptors within Mountain View.

- Effect of federal funding on truck ban
  - The current truck restriction on SR 85 between US 101 (PM 0.0) in San Jose and I-280 (PM 18.45) in Cupertino is included in California Vehicle Code Section 35722 and Santa Clara County Ordinance Section B17-5.3. The restriction applies to trucks with gross weight in excess of 9,000 pounds, exceptions apply to Police and Fire Department vehicles and other vehicles which need to enter the area for specific purposes.
  - The project will not change the existing truck restriction on SR 85 or the requirements to enforce the restriction.
  - The technical analyses for the project, including for noise, accounted for the existing truck restriction.
  - Neither Caltrans nor VTA are aware of any current provision that will require changes to the truck restriction as a result of the use of federal transportation funding for projects on SR 85.

- Appropriate type of environmental document (Environmental Impact Report vs. Initial Study)
  - CEQA requires a lead agency to prepare an Environmental Impact Report (EIR) if there is substantial evidence, in light of the whole record, that the project may have a significant effect on the environment. NEPA requires an EIS to be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." Under NEPA, significance is a function of both context and intensity.
  - The same technical studies must be prepared whether the ultimate environmental document is an IS/EA or an EIS/EIR. Thus, preparing an EIS/EIR would not change the content or nature of any of the technical studies, or the determination of the project's impacts on the environment.
  - The determination that the proposed project will not have significant environmental effects was based on a detailed and comprehensive review of each technical study area. The decision to complete an IS/EA was based on the technical studies' findings that no significant impacts would result, or that impacts would be avoided or minimized.

- Air quality will get worse
  - The air quality analyses accounted for existing background emissions as well as for changes in future traffic patterns with and without the project. The project will generally decrease delays and increase speeds during peak periods, as some drivers shift from the general purpose lanes to the express lanes. The reduction in delays will also reduce vehicle idling, which tends to be associated with high vehicle emissions.
  - The project will not increase emissions or concentrations of criteria pollutants that will result in air quality standard violations. The project will not violate standards for carbon monoxide or particulate matter less than 2.5 micrograms in diameter ($PM_{2.5}$) or interfere with regional planning to achieve compliance with federal and

state ozone standards. Mobile source air toxics (MSATs) in the project opening year (2015) and horizon year (2035) will be lower than in the existing condition.
  - Emissions of the primary pollutants related to project construction were modeled and compared with Bay Area Air Quality Management District criteria to determine when control measures should be implemented during construction. The worst-case construction emissions did not exceed any of these criteria.

- Concern that Express Lanes will take travel benefits from carpoolers/HOVs:
  - Carpoolers/HOVs will continue to use the express lanes for free and the proposed system will maintain travel time benefits for HOVs through installation of roadway equipment and real-time monitoring.
  - Similar systems on SR 237 and I-680 as well as in Southern California, Minneapolis and Denver have data that show express lanes do not discourage carpooling, transit ridership or other forms of HOV.

- Previous plans to reserve freeway median for LRT
  - Light rail in the median was previously evaluated in the 1987 Draft Environmental Impact Statement (EIS) for the construction of SR 85 between US 101 in San Jose and I-280 in Cupertino. The preferred alternative described in the Final EIS consisted of a total of six lanes (two general purpose lanes and one HOV lane in each direction), with the space in the median reserved for future mass transportation, but not light rail in particular. The purpose of the additional space in the median was for "future mass transportation options only when funding is available".
  - Light rail in the median of SR 85 is not a reasonable or feasible project alternative for the SR 85 Express Lanes Project. Light rail in the median of SR 85 will not achieve the project's purpose and need, will be prohibitively expensive, and will not reduce or avoid significant environmental impacts.

- Access point selection and convenience
  - Work on the development of the SR 85 express lanes has been ongoing since 2007 and project information, including the proposed express lane access points, was presented during public outreach efforts for the project.
  - The location of the access points met geometric, safety, environmental, operational and policy requirements.
  - Design modifications to revise the proposed express lane access to continuous or open access—like the existing SR 85 HOV lane, with no buffer separation—will be considered during detailed project design.

- Express lane tolls – double taxation
  - Use of the express lanes is optional, and no driver is forced to use the express lanes and pay the toll. Unlike taxes, which are paid by everyone, the tolls are user fees for solo drivers only. Tolling solo drivers for express lane use is a way to improve roadway congestion without imposing additional gas taxes, sales taxes, or motor vehicle registration fees. Such additional taxes and fees place the burden

of congestion relief on taxpayers who do not necessarily use the project corridor, or in the case of sales tax, do not necessarily drive.
- Toll revenues from the SR 85 express lanes will be reinvested for HOV, transportation, and transit service improvements within the SR 85 corridor.

- Public noticing for environmental document
  Public Outreach:
  - VTA began seeking public input on express lanes for SR 85 and US 101 in Santa Clara County in 2004.
  - City Staff from Campbell, Cupertino, Los Altos, Los Gatos, Mountain View, San Jose, Saratoga, Sunnyvale, and the County of Santa Clara were invited to monthly project meetings beginning in October 2012.
  - The project has been included in several public regional transportation planning documents, including the MTC's Transportation Improvement Programs (TIPs) since 2011. The TIP lists Bay Area transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant.
  - Caltrans and VTA circulated the IS/EA for public review and comment on December 30, 2013. A Notice of Completion was filed with the State Clearinghouse on December 30, 2013. Federal, state, regional and local agencies, libraries within the project limits, and federal, state and local elected officials received printed or electronic copies of the document or mailers. The public meetings were advertised through VTA press release and newspaper ads containing this information were run in local English-language newspapers and foreign-language newspapers that serve the project corridor.
  - On January 30, 2014, the end of the public comment period was extended from January 31, 2014 to February 28, 2014, in response to public requests for additional time to review and comment on the IS/EA. Additional newspaper advertisements were run to notify the public of the comment period extension in local English-language newspapers and foreign-language newspapers that serve the project corridor.

  Disclosure of Second Express Lane in the Median between SR 87 and I-280:
  - The IS/EA included and described the proposed addition of a second express lane. Additional newspaper advertisements were run to clarify that the project would include this second express lane in each direction of SR 85 between SR 87 and I-280 in local English-language newspapers and foreign-language newspapers.

- Mass Transit Alternatives
  - The SR 85 express lanes will not restrict consideration of other mass transportation and/or transit options. Express lanes will offer immediate congestion relief during a time when funding to advance major projects is limited.
  - The express lane project is intended to provide additional revenue for HOV, transportation, and transit service improvements within the SR 85 corridor.

- Consideration of other alternatives
  - The preliminary studies completed in 2005 and 2008 focused on the conversion of the existing HOV lanes to express lanes in each direction of SR 85.
  - By 2010, approximately 15 express lane configurations had been evaluated. The Project Study Report (PSR) recommended three feasible alternatives: the current proposed Build Alternative that was evaluated in detail in the IS/EA, and two single express lane alternatives—one with shared ingress/egress zones and one with separate ingress/egress zones. The other options that had been evaluated were variations on the three feasible alternatives that differed in their placement of access zones and access configuration.
  - The PSR reported that all three feasible alternatives will improve congestion compared to the No Build Alternative. However, the alternative with a second express lane in the median between SR 87 and I-280 will provide additional congestion relief to some of the existing HOV lane segments between SR 87 and I-280 that are currently operating at peak-hour demand volumes near the 1,650 vph threshold operation to provide reliable HOV travel time savings. Hence, the second express lane is needed to meet the future demands on the corridor between SR 87 and I-280.
  - The PSR indicated that the project team also evaluated a configuration that included two express lanes in each direction for the entire length of SR 85. The two-express-lane configuration was determined infeasible because it would require additional right-of-way; reconfiguration of interchanges, overcrossings, and other structures; major utility work; and substantially higher costs than the other alternatives. The extension of the second express lane north of I-280 was not determined feasible for the same reason.

- Project Funding, Cost and Revenue

  Funding and Cost
  - The project approval and environmental phase of the project is funded with federal Earmarks, American Recovery and Reinvestment Act, and VTA local funds.
  - Full funding for the design development and construction has yet to be determined but can be from a combination of toll bonds, third party loans, local contributions, or federal grants. AB 574 also allowed VTA to issue of bonds, backed by future SVEL Program revenues, to finance express lanes construction.
  - The total project cost, based on the preliminary engineering and environmental documentation process, is about $176 million. This includes about $145 million in capital construction cost.

  Revenue
  - The terms of toll collection and reinvestment are dictated by California Streets and Highways Code Section 149.6. The planning level estimate for gross toll revenue projections ranges from $2 million in the beginning year to $10 million in year five of express lane operation. The planning level estimate for annual toll system maintenance and operating cost is about $2 million a year. The planning level estimates show that tolls generated will be enough to cover the cost of

operating the express lanes within two years of operation. The planning level estimate for the range of net revenues varies between $1 million to $8 million in the first five years.

- An investment grade traffic and revenue analysis is necessary and will be performed before the project can be constructed. This study is not available at this planning level stage. The project will only be constructed if the revenue analysis indicates that the project can be successfully financed based on the traffic and revenue projections. The VTA-led SR 237 Express Lanes have been operating with net revenues since opening to tolling operations two years ago. The direction on how the net revenues will be spent will be based on a future expenditure plan that will have to be approved by the VTA Board of Directors.
- The purpose of the net toll revenue from the SR 85 express lanes, after payment of direct expenses (meaning operating and maintenance expenses for the express lanes), is to fund HOV, transportation, and transit service improvements within the SR 85 corridor.
- The Bay Area Toll Authority, which is the toll collection entity for all Bay Area bridges and express lanes, will collect the tolls.

- Income equity of express lanes tolls
  - The technical analysis for the project describes low-income populations in the project area and concluded that the project will not cause disproportionately high and adverse effects on any minority or low-income populations.
  - Data from existing express lanes in California and other parts of the U.S. show that low-income drivers are using express lanes, appreciate the opportunity to use express lanes when needed, and appear to place particular value on reliable travel times compared with middle-income or high-income drivers who may have more schedule flexibility. Although express lane tolls represent a different economic choice to low-income drivers versus middle- and high-income drivers, the choice does not represent a disproportionate burden because express lane use is voluntary.

- Express lanes will make traffic worse
  - The analysis showed that in 2015 and 2035 without the proposed project, the general purpose lanes in many segments of SR 85 will have high traffic density and congestion during the AM and PM peaks, and some HOV lane segments will also have impaired flow.
  - The proposed project will improve travel times and speeds compared to the No Build condition in 2015 and 2035. Most notably, in the AM northbound peak period, the project will increase average speed by 16 mph compared to No Build in 2015, and by 15 mph in 2035. Most express lane segments will operate at or close to free-flow conditions.
  - Attachment C1 includes the project traffic benefits.

- Traffic Outside of the Project Corridor
  - The project did not include an analysis of local arterials and roadways. The reason is that the project focuses on a corridor perspective and seeks to manage

traffic congestion in the HOV/express lanes to maintain operations at an acceptable condition as mandated state statutory requirements that govern the operations of HOV/express lanes.

- In response to comments from the Cities of Saratoga and Cupertino, a supplemental assessment of project-related traffic impacts on the local roadways was conducted for 19 intersections in the Cities of Saratoga and Cupertino, including the intersections of local roadways with SR 85 ramps. Saratoga and Cupertino staff reviewed and provided comments on the assessment materials, and their comments were incorporated into the final versions. The assessment showed that none of the studied intersections will be significantly impacted by the proposed project.

ENVIRONMENTAL CONCLUSION
No new environmental issues not already addressed in the draft environmental document were raised during the public circulation period and the environmental conclusions remained the same.

5. Response to Performance Agreements Comments

Background:
VTA's predecessor, the Santa Clara County Traffic Authority (Traffic Authority), was the agency created to implement the construction of SR 85, funded from the 1984 countywide sales tax. The Traffic Authority entered into a Performance Agreement with several cities, including the Cities of Cupertino and Saratoga and the Town of Los Gatos. Each agreement states that SR 85 will be maintained as a freeway and the median will be reserved for mass transportation. Mass transportation is comprised of all forms of bus (rapid, express and local service) and rail (commuter, heavy and light.) VTA is committed to improving mobility in the SR 85 corridor through the highest performing, most cost-effective transportation infrastructure available today.

Cupertino 1989 Performance Agreement

- The Traffic Authority entered into a 1989 Performance Agreement with the City of Cupertino to ensure that no improvements would be undertaken to SR 85 that would preclude future mass transit development within the highway's median.
  - The 1989 Performance Agreement did not commit to the construction of light rail in the median. As shown in agreement exhibit, the freeway was described as "a 6 through-lane facility with a median width of 46'." The exhibit does not identify a specific use for the median. The exhibit also states: "Bridges will be designed and constructed in a manner not to preclude future mass transit development in the freeway median." The reference to future mass transit development is not specific to light rail and does not distinguish between bus and rail service. SR 85 in the City of Cupertino was constructed as described in the Performance Agreement.

Saratoga 1989 Performance Agreement

- How does VTA plan to move forward with the Project consistent with its 1989 commitment to (i) limit SR 85 to 6 lanes and (ii) reserve the 46 foot median for mass transportation?
  - The 1989 Performance Agreement stated that SR 85 would be "a 6-lane facility with a median width of 46' reserved for mass transportation". The Performance Agreement does not specify that the median must be reserved for light rail or define mass transportation as rail instead of transit buses. SR 85 in the City of Saratoga was constructed as described in the Performance Agreement.
  - It should be noted that the City of Saratoga General Plan Circulation Element states that VTA does not have plans to extend light rail in the SR 85 corridor through Saratoga in the foreseeable future, and the City "will continue to implement policies and actions that support local and regional transit access".
  - VTA General Counsel is of the opinion that the provisions cited in the comment are unenforceable to the extent that they restrict VTA's ability to independently exercise its legislative authority.

Los Gatos 1990 Performance Agreement

- Under the 1990 Performance Agreement, it was agreed that "Route 85 through the Town will be a 6-lane facility with a median width of 46 feet from Winchester Boulevard to Pollard Road and 48 feet from Bascom Avenue to Winchester Boulevard and a vertical profile as shown in agreement attachment. This agreement would need to be resolved. Also, under the same agreement, the Traffic Authority agreed that no new freeway lanes shall be constructed in the Route 85 median or in the shoulders of Route 85 within the limits of Los Gatos without prior written approval by the Town Council.
  - The description of SR 85 in the 1990 Performance Agreement is noted. SR 85 in the Town of Los Gatos was constructed as described in the Performance Agreement.
  - VTA will continue to coordinate with the Town of Los Gatos regarding the prior agreement that no new freeway lanes shall be constructed in the median or shoulder of SR 85 within the town limits without prior written approval by the Town Council.

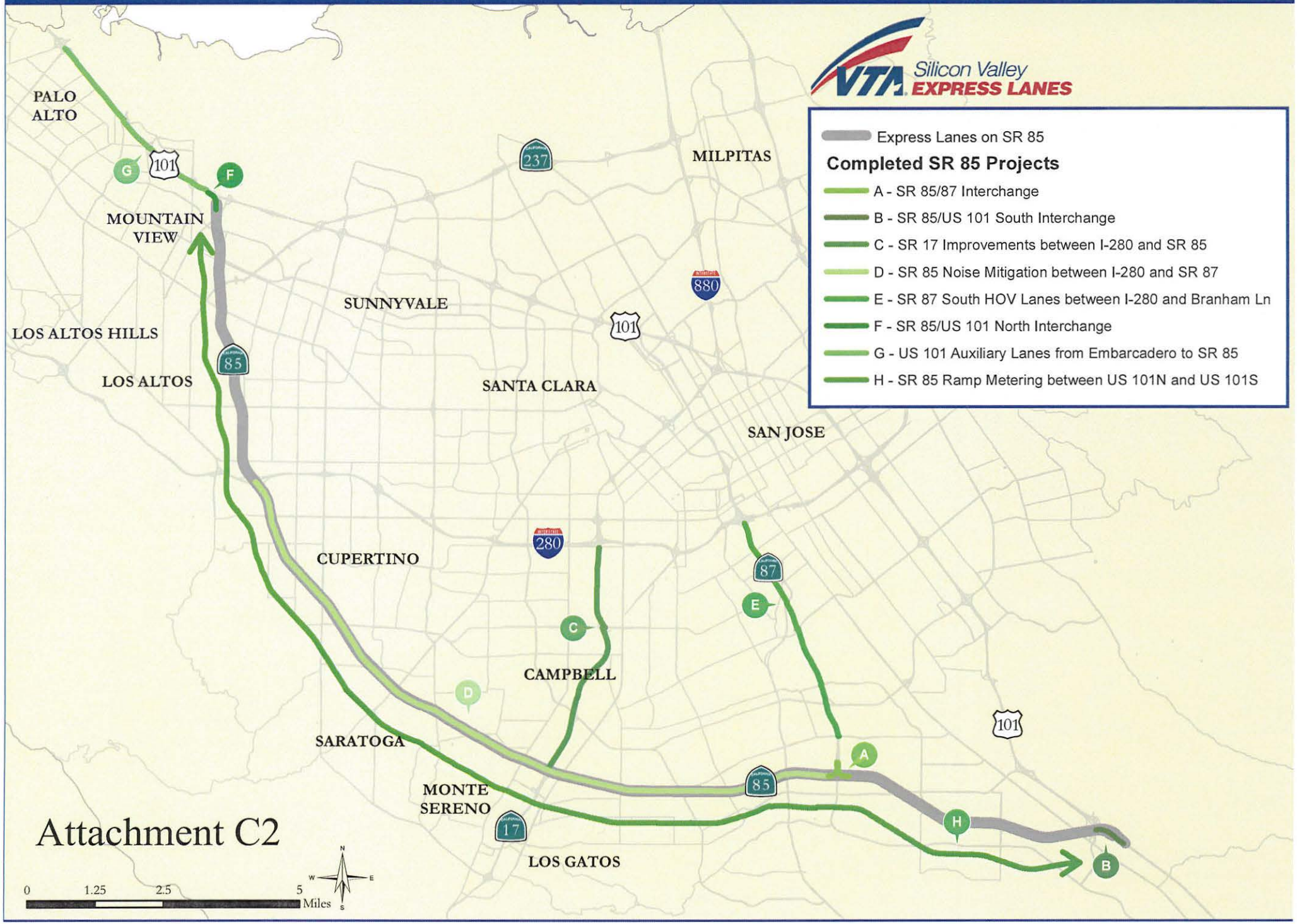
6. Attachments:

C1: Project Traffic Benefits
C2: VTA Completed Projects along SR 85
C3: VTA Planned Projects along SR 85
C4: Saratoga, Campbell, Los Gatos, Cupertino and Mountain View Noise Comparison between previous Predicted Noise Levels versus Project Noise Study
C5: Saratoga Noise Measurement Comparison between 2013 Saratoga Noise Element Update versus Project Noise Study

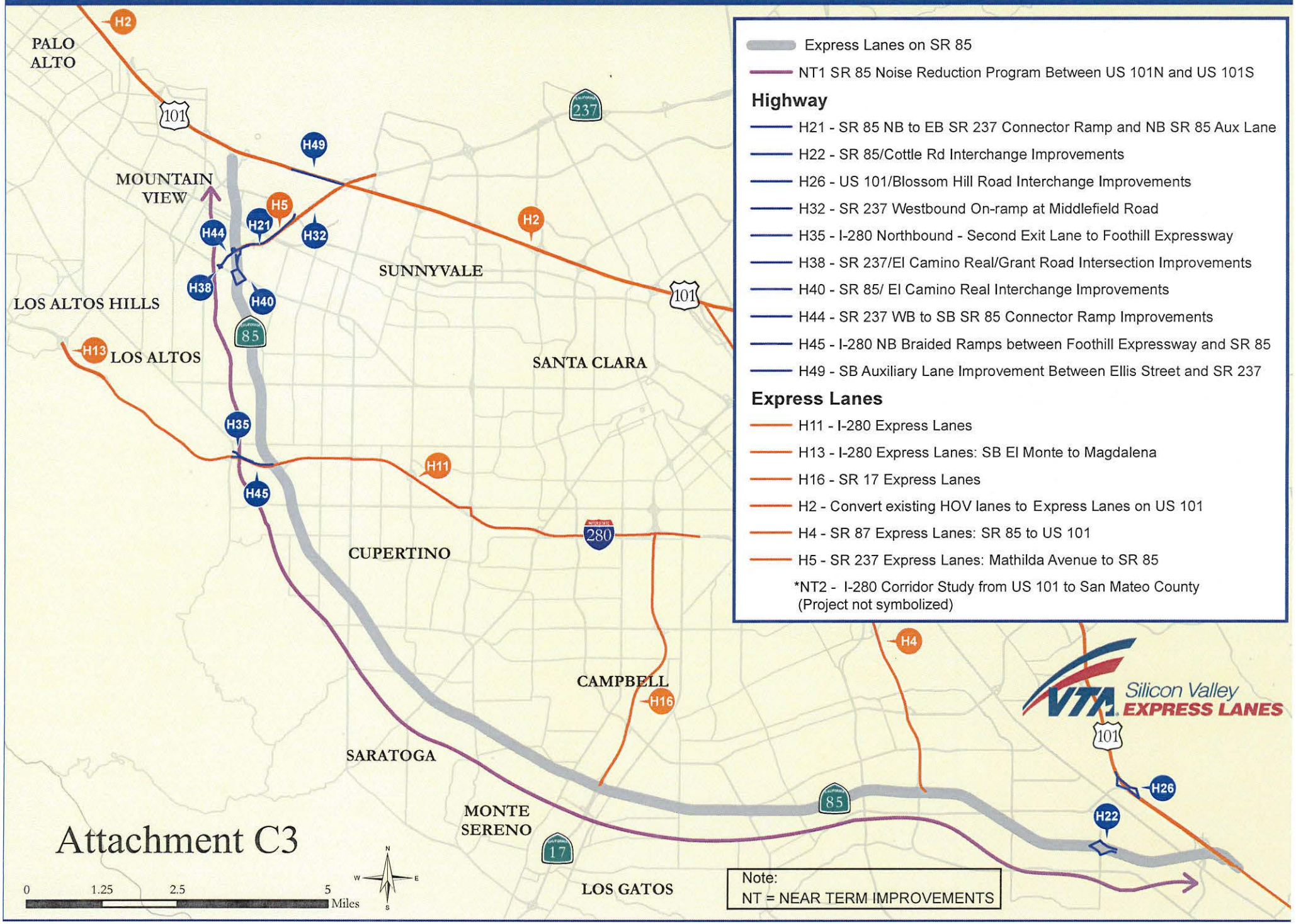
Attachment C1:
Project Traffic Benefits

Travel Time Savings (Minutes) with Project Using Express Lanes versus General Purpose Lanes		
Segment	**Morning Commute (Northbound)**	**Evening Commute (Southbound)**
US 101S to SR 87 (1 Lane)	1.3	0.2
SR 87 to SR 17 (2 Lanes)	2.3	0.9
SR 17 to I-280 (2 Lanes)	0.7	1.1
I-280 to SR 237 (1 Lane)	0.7	3.5
SR 237 to US 101N (1 Lane)	0.1	3.7
SR 85	5.1	9.4
Travel Time Savings (Minutes) Using General Purpose Lanes with Project versus General Purpose Lanes without Project		
Segment	**Morning Commute (Northbound)**	**Evening Commute (Southbound)**
US 101S to SR 87 (1 Lane)	0.4	0.2
SR 87 to SR 17 (2 Lanes)	10.9	4.8
SR 17 to I-280 (2 Lanes)	2.9	0.6
I-280 to SR 237 (1 Lane)	0.1	-1.1
SR 237 to US 101N (1 Lane)	0.4	2.3
SR 85	14.7	6.8
Average Speed with Project Using Express Lanes versus General Purpose Lanes		
	Morning Commute (Northbound)	**Evening Commute (Southbound)**
Express Lanes	23% higher than General Purpose Lanes	25% higher than General Purpose Lanes
Average Delay Reduction (Hours) with Project Using Express Lanes and General Purpose Lanes		
	Morning Commute (Northbound)	**Evening Commute (Southbound)**
Express Lanes	5.5	13.9
General Purpose Lanes	11.2	7.4

VTA Completed Projects Along SR 85



VTA Planned Projects Along SR 85



Attachment C4:
Comparison between Previous Predicted Noise Levels and Project Noise Study

Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Saratoga										
Location	1987 SR 85 Final Environmental Impact Statement Table				Most comparable location from 2012 SR 85 Express Lanes Noise Study Report				Comparison to 1987 Future Peak Hour	
	Receptor ID	24-hr Average Ambient dBA L_{eq}	Future Peak Hour, Unmitigated dBA L_{eq}	Future Peak Hour, Mitigated dBA L_{eq}	Receptor ID	Existing dBA L_{eq}	Future No Build dBA L_{eq}	Future Build dBA L_{eq}	Existing and Future No Build	Future Build
1	N-9	59	67	N/A	ST-58	62	62	62	-5	-5
2	N-10	52	68	63	ST-52	63	63	64	Same	+1
Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Campbell										
Location	1987 SR 85 Final Environmental Impact Statement Table				Most comparable location from 2012 SR 85 Express Lanes Noise Study Report				Comparison to 1987 Future Peak Hour, Mitigated	
	Receptor ID	24-hr Average Ambient dBA L_{eq}	Future Peak Hour, Unmitigated dBA L_{eq}	Future Peak Hour, Mitigated dBA L_{eq}	Receptor ID	Existing dBA L_{eq}	Future No Build dBA L_{eq}	Future Build dBA L_{eq}	Existing and Future No Build	Future Build
1	N-8	48	79	66	ST-71	60	60	61	-6	-5
Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Los Gatos										
Location	1987 SR 85 Final Environmental Impact Statement Table				Most comparable location from 2012 SR 85 Express Lanes Noise Study Report				Comparison to 1987 Future Peak Hour, Mitigated	
	Receptor ID	24-hr Average Ambient dBA L_{eq}	Future Peak Hour, Unmitigated dBA L_{eq}	Future Peak Hour, Mitigated dBA L_{eq}	Receptor ID	Existing dBA L_{eq}	Future No Build dBA L_{eq}	Future Build dBA L_{eq}	Existing and Future No Build	Future Build
1	N-7	53	63	59	ST-69	58	58	59	-1	Same

Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Cupertino										
Location	**1987 SR 85 Final Environmental Impact Statement Table**				**Most comparable location from 2012 SR 85 Express Lanes Noise Study Report**				**Comparison to 1987 Future Peak Hour**	
	Receptor ID	**24-hr Average Ambient dBA L_{eq}**	**Future Peak Hour, Unmitigated dBA L_{eq}**	**Future Peak Hour, Mitigated dBA L_{eq}**	**Receptor ID**	**Existing dBA L_{eq}**	**Future No Build dBA L_{eq}**	**Future Build dBA L_{eq}**	**Existing and Future No Build**	**Future Build**
1	N-11	52	79	66	ST-42	68	68	69	+2	+3
2	N-12	54	68	63	ST-35	74	74	76	**+6**	**+8**
	N-12 previously identified as residential				ST-35 currently identified as commercial; change in setting					
					Interior noise level of 40 dBA L_{eq} does not approach exceed noise abatement criteria of 52 dBA L_{eq} for property type					

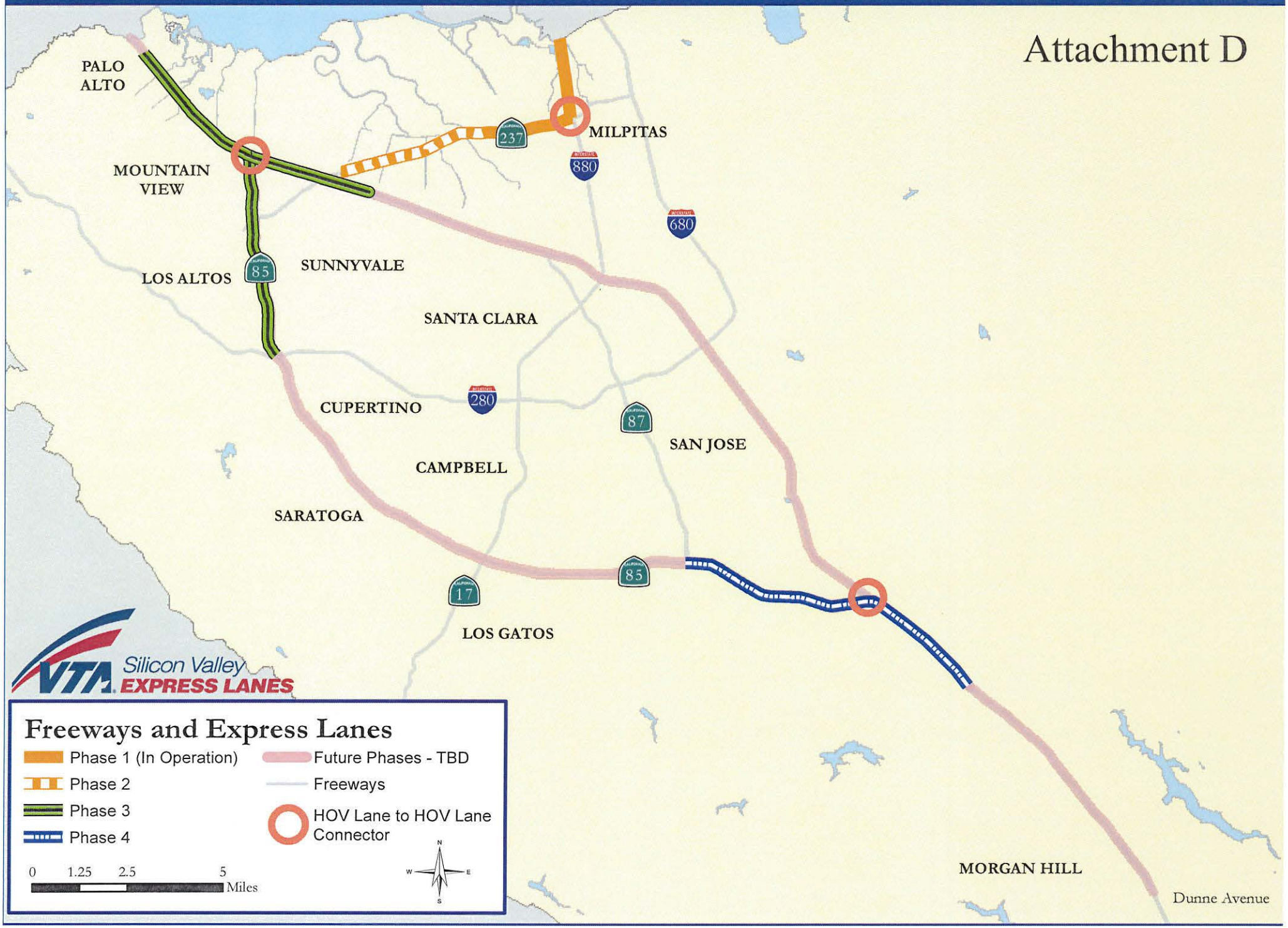
Comparison of 1996 and 2012 Existing and Future Noise Levels Along SR 85 in Mountain View										
Location	**From 1996 SR 85 HOV Lane Widening Initial Study/Environmental Assessment**				**Most comparable location from 2012 SR 85 Express Lanes Noise Study Report**				**Comparison to 1996 Future with barrier**	
	Receptor ID	**1996 Existing dBA L_{eq}**	**Future Without Barrier dBA L_{eq}**	**Future With Barrier dBA L_{eq}**	**Receptor ID**	**Existing dBA L_{eq}**	**Future No Build dBA L_{eq}**	**Future Build dBA L_{eq}**	**Existing**	**Future Build and No Build**
1	R1	59.9	65–69	60–64	ST-10	61	62	62	Within predicted 60–64	Within predicted 60–64
2	R4	62.9	65–69	60–64	ST-10	61	62	62	Within predicted 60–64	Within predicted 60–64
3	R15	68.9	68–78	62–70	ST-8	64	65	65	Within predicted 62–70	Within predicted 62–70
4	R20	69.1	68–74	63–65	ST-3	59	59	59	Below predicted 63–65	Below predicted 63–65
5	R23A	68.8	68	61–65	ST-5	63	63	63	Within predicted 61–65	Within predicted 61–65
6	R26	62.5	68–70	61–63	ST-2	57	58	58	Below predicted 61–63	Below predicted 61–63

Attachment C5:
Saratoga Noise Measurement Comparison between 2013 Saratoga Noise Element Update and Project Noise Study

2013 Saratoga Noise Element Update				
Measurement Description			**Measured Range Noted by City (dB)**	
Along SR 85 between Prospect Road and Cox Avenue (100 feet away with barrier shielding)			67 to 71	
Project Noise Study				
Location	**Receptor ID**	**Distance (feet) from SR 85 centerline**	**Estimated Day-Night Average Sound Level (dB)**	**Estimated Day-Night Average Sound Level at 100 feet (dB)**
1	ST-46	240	60	65
2	ST-50	120	66	67
3	ST-51	170	62	66
4	ST-52	170	63	66
5	ST-53	125	65	66
6	ST-54	240	60	65
7	ST-55	115	67	68
8	ST-56	285	60	66
9	ST-57	290	57	64
10	ST-58	215	61	66
11	ST-59	260	57	64
12	ST-60	190	59	63
13	ST-61	390	52	61
14	ST-63	200	59	63
15	LT-5	215	65	70

SILICON VALLEY EXPRESS LANES

Attachment D



SR 85 Express Lanes - I-280 to SR 87

ATTACHMENT 2

Single-Lane Express Lanes versus Double-Lane Express Lanes Comparison

Category	Single-Lane Express Lanes	Phased Double-Lane Express Lanes	Double-Lane Express Lanes
Total Cost of Segment between US 101 and US 101	$ 65 million	$198 million	$ 176 million
Segment Length between I-280 and SR 87	11 miles	11 miles	11 miles
Total Cost of Segment between I-280 and SR 87	$ 35 million	$170 million	$150 million
Total Right of Way Width (on average)	178 feet	178 feet	178 feet
Total Pavement Width[1] (on average)	112 feet	138 feet	138 feet
Changes Truck Ban on SR 85?	No	No	No
Requires EIR/EIS rather than IS/EA?	No	No	No
Range of Noise Levels	To be studied[2]	0 - 3 dBA Increase	0 - 3 dBA Increase
Air Quality Assessment	To be studied	No significant impacts; improved air quality over No Build	No significant impacts; improved air quality over No Build
Travel Speeds between I-280 and SR 87 [3]	GP = 23 to 39 mph EL = 53 to 64 mph		GP = 29 to 59 mph EL = 55 to 65 mph
Total Time Savings over Do Nothing (Annual weekday hrs)	Less than savings for double lane alternative	750,000 hrs at the time of double EL implementation	750,000 hrs
Projected Gross Annual Revenue Generation Level in 2020 (US 101 to US 101)	$8 million	$8 million	$12 million
Projected Gross Cumulative Revenue Generation over 30-year Period (US 101 to US 101)	$ 400 million	less than $800 million	$ 800 million
Planned Development Phase	Future Phase (Design in 2016 to 2018)	Future Phase (Design in 2016 to 2018 and 2023 to 2025)	Future Phase (Design in 2016 to 2018)

Notes:

[1]Measured at maximum pavement width.

[2]The noise level is expected to be less than or similar to alternative with dual lanes.

[3]Existing travel speed ranges are: GP = 22 to 46 mph; HOV = 42 to 70 mph.

NEWS RELEASE

May 21, 2015

Cities Working Together for Transportation Alternatives

SILICON VALLEY, CA – Today, representatives from cities along the Highway 85 corridor and surrounding areas of Silicon Valley announced that they intend to work together to find alternative transit solutions for Highway 85 and the region.

Cities have come together from the shared recognition of the fundamental relationship between quality transportation and quality of life. "Development of a collaborative transportation vision for the region is a priority for most of the cities in this area," said Mountain View Mayor John McAlister. "We want to be sure that we have real solutions that reflect the transportation needs of the cities in this region."

Initial discussions are focusing on consensus strategic transportation alternatives for Silicon Valley and the Peninsula.

"The City of Los Altos is also very interested in working with our neighboring cities to find transportation solutions to benefit all our residents," said Los Altos Mayor Jan Pepper.

"State Route 85 cuts right through the heart of Saratoga. So, it is little surprise that our residents are deeply concerned about the impacts of this project," said Saratoga Mayor Howard Miller. "The project, as proposed, comes with significant costs to our community and the Saratoga City Council is seeking a balanced approach that can address regional transportation needs while maintaining the quality of life of our residents."

The cities of Cupertino, Saratoga and the Town of Los Gatos have recently agreed to file a lawsuit against CalTrans and the VTA for failing to prepare an adequate Environmental Impact Report for the proposed toll lane expansion project on Highway 85.

"The Los Gatos Town Council unanimously voted to join the lawsuit to require a full Environmental Impact Report for VTA's proposed Highway 85 project. An EIR is necessary to disclose all potential impacts of the proposal and to explore viable alternatives. The Town looks forward to working with other Silicon Valley cities on this effort," said Mayor Marcia Jensen of the Town of Los Gatos.

"It is clear that unless we take the initiative and stand together, we miss a key opportunity to develop comprehensive transportation solutions," said Cupertino Mayor Rod Sinks.

Cities are working to define a process for engagement and collaboration.

###

ATTACHMENT 2