

Policy Advisory Committee

Thursday, November 12, 2009
4:00 PM

VTA Conference Room B-104
3331 North First Street
San Jose, CA

AGENDA

CALL TO ORDER

1. ROLL CALL

2. ORDERS OF THE DAY

§ The quorum requirement for this meeting is: 8

3. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. Receive Committee Staff Report. (Verbal Report) (Lawson)

5. Receive Chairperson's Report. (Verbal Report) (Abe-Koga)

6. Receive City Grouping Report. (Verbal Report) (Committee)

BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/ GENERAL MANAGER

CONSENT AGENDA

7. Approve the Minutes of October 8, 2009.

REGULAR AGENDA

8. INFORMATION ITEM - Receive a presentation on the Proactive CMP Quarterly Report for July through September 2009.
9. ACTION ITEM - Modify the criteria used to evaluate and select projects for the Transportation Fund for Clean Air (TFCA) Program Manager fund and review the status of ongoing Santa Clara County TFCA projects.
10. ACTION ITEM - Authorize the General Manager for Santa Clara Valley Transportation Authority to execute a Memorandum of Understanding with the Council of San Benito County Governments to formalize the Mobility Partnership committee to provide direction on the development of a SR 152 Trade Corridor and a new alignment of SR 152 between SR 156 and US 101.
11. INFORMATION ITEM - Receive information on the Light Rail System Analysis.

OTHER

12. Review PAC Work Plan. (Lawson)
13. ANNOUNCEMENTS
14. ADJOURN

NOTE COMMITTEE MEMBERS: In order to establish a quorum for this meeting, members are asked to call the Office of the Board Secretary (408) 321-5680 or E-mail: bd.sec.polling@vta.org before 5:00 p.m. on the day prior to the meeting. Thank you for your cooperation.

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or E-mail: board.secretary@vta.org TDD (408) 321-2330. VTA's Homepage is located on the Web at: <http://www.vta.org>.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA's website at <http://www.vta.org> and also at the meeting.

Policy Advisory Committee

Thursday, October 8, 2009

MINUTES

CALL TO ORDER

The Regular Meeting of the Valley Transportation Authority (VTA) Policy Advisory Committee (PAC) was called to order at 4:03 p.m. by Chairperson Abe-Koga in Conference Room B-104 Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Chris Moylan	City of Sunnyvale	Absent
David Whittum (Alternate)	City of Sunnyvale	Absent
Chuck Page	City of Saratoga	Present
Kathleen King (Alt)	City of Saratoga	N/A
Dave Cortese	SCC Board of Supervisors	Absent
Michael F. Kotowski	City of Campbell	Present
Jason Baker (Alt)	City of Campbell	N/A
Kris Wang	City of Cupertino	N/A
Gilbert Wong (Alt)	City of Cupertino	Present
Perry Woodward	City of Gilroy	Present
Cat Tucker (Alt)	City of Gilroy	N/A
Megan Satterlee	City of Los Altos	Present
Val Carpenter (Alt)	City of Los Altos	N/A
Joe Pirzynski	Town of Los Gatos	Present
Diane McNutt (Alt)	Town of Los Gatos	N/A
Pete McHugh	City of Milpitas	Present
Vacant (Alt)	City of Milpitas	N/A
Marshall Anstandig	City of Monte Sereno	N/A
Curtis Wright (Alt)	City of Monte Sereno	Present
Marby Lee	City of Morgan Hill	Present
Steve Tate (Alt)	City of Morgan Hill	N/A
Margaret Abe-Koga	City of Mountain View	Present
Laura Macias (Alt)	City of Mountain View	N/A
Pat Burt	City of Palo Alto	Absent
Larry Klein (Alt)	City of Palo Alto	Absent
Kansen Chu	City of San Jose	Present
Jamie Matthews	City of Santa Clara	Absent
Jamie McLeod (Alt)	City of Santa Clara	Absent
Rich Larsen	Town of Los Altos Hills	Absent

A quorum was present.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

4. Committee Staff Report

Jim Lawson, Senior Policy Advisor, announced groundbreaking ceremonies were held for the BART Warm Springs Extension (WSX) on September 30, 2009 in Fremont. Ex-Officio Board Member Dean Chu represented VTA at the festivities.

Mr. Lawson provided an overview of the Board of Director's October 1, 2009 meeting highlighting: 1) Board adopted a support position for HR 2746 (Carnahan) which allows all public transit agencies to use a portion of their federal Section 5307 Urbanized Area (UZA) formula funds for operating purposes; 2) Board reviewed Quarterly Statement of Revenues and Expenses; 3) Received the 2000 Measure A Semi-Annual Report; 4) Fourth quarter sales tax revenue has decreased 27 percent from last year; 5) Approved the Transit Service Reduction Plan which will take effect January 11, 2010; 6) Approved \$56 million in contract amendments and new contracts to advance the BART project; and 7) Received update on the Advisory Committee Enhancement Process (ACE).

Stephen Flynn, Senior Management Analyst, provided a status report and update on the ACE process. He stated an update on the Ace process was provided to VTA's Administration & Finance (A&F) Standing Committee at its September meeting.

Mr. Flynn stated the A&F Committee expressed their appreciation for the Task Force's diligent work however, they expressed concern the Task Force was unable to reach consensus on recommendations to the Board for streamlining the advisory committee process. They stressed the importance of providing the Board with specific options for consideration. Mr. Flynn reported the A&F Committee directed staff to reconvene the Task Force to try to achieve consensus on recommendations for improving the advisory committee process. It was also stipulated if consensus is not reached with the Task Force, staff would provide recommendations.

5. Chairperson's Report

There was no Chairperson's Report.

6. City Grouping Report

There was no City Grouping Report.

BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/ GENERAL MANAGER

CONSENT AGENDA

7. **Minutes of September 10, 2009**

M/S/C (Wong/Lee) to approve the Minutes of September 10, 2009. Alternate Member Wright abstained.

8. **Transit Operations Performance Report: Preliminary Annual Report (Fiscal Year 2009)**

On order of Chairperson Abe-Koga and there being no objection, the Committee reviewed the Transit Operations Performance Report: Preliminary Annual Report (Fiscal Year 2009).

REGULAR AGENDA

9. **New Funding Program for County Expressways Pedestrian Projects**

Marcella Rensi, Transportation Planning Manager, reviewed the New Funding Program for County Expressways Pedestrian Projects. She noted the pedestrian element of the 2003 Countywide Study was updated in 2008 and includes numerous improvements throughout the expressway network. Ms. Rensi stated it is in the interest of VTA, the County, and the respective cities to promote pedestrian projects along expressways. She discussed funding criterion and challenges with the Funding Program.

Ms. Rensi clarified VTA's Community Design and Transportation (CDT) Program provides capital funds to support projects that integrate pedestrian and multimodal transportation design elements along major transit corridors, around station areas, and in urban core areas. She further clarified CDT grants are not available to most areas along County expressways because they are typically outside of the core areas defined by local jurisdiction for the CDT Program.

Ms. Rensi reported VTA proposes to use up to \$150,000 per year from the Bicycle Expenditure Program's (BEP) 30 percent of TDA Article 3 funding and allocate those funds for these projects. She noted in order to receive the funds, the County and respective cities where the project is located jointly sponsor the project, coordinate the planning and commit equal amounts of matching funds which would also be matched by VTA on equal one third shares. VTA's share would be derived from the \$150,000 in TDA Article 3 funding.

Member Satterlee expressed concern with jurisdictional issues and commitment share requirements.

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

Member Pirzynski stated respective cities are in control of projects in their jurisdictions.

Alternate Member Wright expressed concern with County involvement and prioritization criterion of the program.

M/S/C (Pirzynski/McHugh) to adopt New Funding Program for County Expressways Pedestrian Projects. Member Satterlee and Alternate Member Wright opposed.

10. Silicon Valley Express Lanes Program

Murali Ramanujan, Senior Transportation Engineer, reviewed the Silicon Valley Express Lanes Program and highlighted: 1) Board approval of program December 11, 2008; 2) Clarification of process and how express lane fees would change dynamically in response to existing congestion levels and available capacity in the designated lane; 3) Update on Santa Clara County Express Lanes Projects; 4) Update on Regional Express Lane Projects; and 5) Future items for Board recommendation regarding Express Lane Projects.

Mr. Ramanujan stated the Program will provide long-term mobility benefits and also provide another funding stream for transportation improvements. He further noted the program objectives would provide congestion relief through more effective use of existing roadways, provide commuters with new mobility options, and establish a new funding source for transportation improvements and public transit.

Member Kotowski inquired if VTA has modeled the project after established express lane projects in other parts of the US. Mr. Ramanujan stated VTA is very interested in the testing of switchable transponders by the Metropolitan Transportation Commission (MTC) and the Los Angeles Metro. He further stated VTA has studied express lane projects in other areas of the country.

Member Lee expressed concern with the premise of registering register carpoolers. Mr. Ramanujan answered information regarding registering carpoolers would be forth coming at a future meeting.

Member Satterlee expressed concern with distribution and allocation of revenues derived from express lanes. Mr. Ramanujan stated 95 percent of net revenues would come back to the corridor.

Member Satterlee requested clarification regarding the operation of express lanes twenty four hours a day, seven days a week. Mr. Ramanujan replied the operation of the lanes 24/7 would provide a mobility scenario with one lane always available for flexibility during periods of congestion.

Member McHugh asked if carpool criteria would remain the same. Mr. Ramanujan stated changes to carpool criteria and requirements are under consideration.

On order of Chairperson Abe-Koga and there being no objection, the Committee reviewed an update on the Silicon Valley Express Lanes Program.

11. Joint Development Portfolio & Priority Schedule

Bijal Patel, Deputy Director Property Development and Management, provided a PowerPoint presentation regarding the Joint Development Portfolio and Priority Schedule highlighting the revised Joint Development policy framework.

Ms. Patel reported the Board of Directors approved a revised Joint Development Policy in April 2009 which establishes specific goals for the program and a Joint Implementation Plan to achieve those goals. The two documents are referred as the Joint Development Guidance (JD) Documents. These documents specify the asset management tools for the program. The Real Estate Inventory (RE Inventory) comprehensively identifies and assesses VTA's revenue generating real estate assets, the Joint Development Portfolio identifies the assets within the RE Inventory that are best suited for joint development, and the Joint Development Priority Schedule targets VTA's limited resources toward the assets best suited to meet the goals of the JD Guidance Documents.

Ms. Patel discussed the research methodology and analysis conducted by VTA staff to reach the recommendations in the staff report. She clarified pursuant to the JD Guidance Documents the VTA Board must approve the JD Portfolio and Priority Schedule.

M/S/C (Page/Wong) to approve the Joint Development Portfolio & Priority Schedule.

Member Lee left the meeting at 5:21 p.m.

12. Light Rail System Analysis

Andrew Ittigson, Senior Planner, provided a PowerPoint presentation regarding Light Rail System Analysis. Mr. Ittigson stated the Light Rail System Analysis is designed to provide a comprehensive evaluation of the infrastructure and operational flexibility of the existing light rail system as well as an evaluation of operational impacts and user benefits to the system of the planned light rail and BART extensions.

Mr. Ittigson provided the background and overview of the project's schedule. He discussed components to move the project forward, scenarios and technical assessments of the project, and scenario alternatives for the existing and proposed light rail system routes.

Mr. Ittigson stated the projected goals for the project include: 1) faster service; 2) better rail connections; 3) integrate Almaden into the Light Rail System; and 4) propose new direct services to San Jose State University and direct service from Alum Rock to Mountain View.

Mr. Ittigson reported Next Steps will include: 1) technical analysis; 2) cost estimating; 3) cost/benefit analysis; 4) preparation of an investment plan; and 5) Board approval.

Alternate Member Wright expressed concern with parking at Park and Ride facilities in the West Valley.

On order of Chairperson Abe-Koga and there being no objection, the Committee reviewed the Light Rail System Analysis.

OTHER

13. Committee Work Plan

The Committee reviewed the Work Plan.

On order of Chairperson Abe-Koga and there being no objection, the Committee reviewed the Work Plan.

14. Announcements

There were no Announcements

15. ADJOURNMENT

On order of Chairperson Abe-Koga and there being no objection, the meeting was adjourned at 5:45 p.m.

Respectfully submitted,

Jacqueline Golzio, Board Assistant
Office of the Board Secretary



Date: October 23, 2009
 Current Meeting: November 12, 2009
 Board Meeting: December 10, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Proactive CMP Quarterly Report for July-September 2009

FOR INFORMATION ONLY

BACKGROUND:

VTA has two project review programs: 1) the Development Review Program which reviews environmental documents and development proposals submitted by Member Agencies; and 2) review of the Congestion Management Program's (CMP) Transportation Impact Analysis (TIA) reports of proposed projects meeting TIA guideline requirements.

The Proactive CMP ("Proactive") Process integrates these two VTA review processes prior to project development approval by Member Agencies. As part of the Proactive process, VTA has for a number of years produced quarterly reports on land-use approvals consisting of two parts:

- **Comments on Selected Projects Reviewed by VTA (Part 1):** A list of the projects reviewed by the Congestion Management Program and Development Review Program with relevant VTA comments.
- **City/County Responses Quarterly Report (Part 2):** A list of the projects recently approved by Member Agencies with relevant VTA comments and the Member Agency's responses for each project that improve CMP facilities and promote alternative transportation modes.

The Discussion section below contains a summary of the July through September 2009 Proactive CMP Quarterly Report. The summary is intended to highlight key themes and topics contained in the full report. Following the summary, the full report is provided as an attachment.

DISCUSSION:

Summary of the Proactive CMP Quarterly Report - July through September 2009

The following are highlights of several items in this edition of the Proactive CMP Quarterly Report:

- VTA commented on 19 projects between July and September 2009. The largest number of projects were in the City of San Jose (4 projects), the City of Gilroy (4 projects) and the City of Morgan Hill (3 projects).
- Of the 19 projects upon which VTA commented, 13 included environmental documents such as Notices of Preparation (NOPs), Environmental Impact Reports (EIRs), and Negative Declarations or Mitigated Negative Declarations. Four projects involved Transportation Impact Analysis (TIA) reports or TIA Notification Forms, and four involved other planning submittals such as Planned Development Permits, bus stop plans, informal review documents. Some projects involved the review of multiple documents this quarter (e.g., both a TIA and an Initial Study/Mitigated Negative Declaration).
- Five out of the 19 projects upon which VTA commented, or about 26%, were transportation, infrastructure, or public facility projects. This includes an Urban Service Area Amendment related to future plans at Gavilan College in Gilroy, a new library in Los Gatos, roadway improvements to West Dunne Avenue in Morgan Hill, reconstruction of a library/community center in Palo Alto, and bridge work associated with flood control improvements by the Santa Clara Valley Water District.
- Other key projects and plans that VTA reviewed and commented on during the past quarter included the following:
 - The City of Morgan Hill Downtown Specific Plan: VTA staff expressed its support for the City's effort to intensify land use development in downtown and encourage transit- and pedestrian-oriented uses. The comment letter also re-stated VTA's position of maintaining Line 68's operations on Monterey Road. In the Final Master EIR (issued in early October), the City addressed all of VTA's comments, including deleting the text in reference to the diversion of bus service from Monterey Road to other streets. The final Specific Plan is scheduled for City Council hearing on November 4 and VTA staff will fully support the Specific Plan as amended.
 - The City of Morgan Hill Circulation Element Update: The City of Morgan Hill is in the process of updating the Circulation Element of its General Plan. VTA's comments focused on the multimodal approach and Level of Service (LOS) policy proposed by the City; the relationship of the Circulation Element Update to the South County Circulation Study; the role of transit; and automobile parking policies.
 - 49ers Stadium Project in Santa Clara: The San Francisco 49ers have proposed the construction of a 68,500 seat football stadium and associated improvements in the City of Santa Clara near the intersection of Tasman Drive and Centennial Drive. VTA's comments focused on the project location and land use/transportation integration; the Transportation Management Plan (TMP) and transit; transit demand; transit buses & shuttles; light rail; other transit services; roadway congestion and consistency with the VTA Congestion Management Program (CMP); Transportation Demand Management (TDM); and pedestrian and bicycle accommodations.

- Ohlone Mixed Use Project in San Jose: A private development team has proposed the construction of up to 800 multi-family residences and 30,000 square feet of commercial use on a 8.23 acre site located in the Midtown area near the intersection of West San Carlos and Sunol Streets. VTA currently owns a portion of the project site and is in contract with the project applicant for the purchase and sale of VTA's ownership interest in that portion of the project site. VTA's comments on this project, which was at the TIA report stage last quarter, focused on transportation mitigation measures; project traffic volumes and existing transit service; pedestrian facilities; and automobile parking and TDM.
- Envision San Jose 2040 General Plan Update: The City of San Jose is currently undertaking a comprehensive update of its General Plan, and during the past quarter circulated the Notice of Preparation (NOP) of the Draft Environmental Impact Report for the update. VTA's comments on the NOP focused on the proposed goals and policies; the extent of analysis in the Draft EIR; land use/transportation scenario evaluation; roadway network/Complete Streets considerations; and LOS policy and protected intersections.
- Three projects on which VTA previously provided comments were approved during this quarter, all three of which were located in the City of Santa Clara. The following is a brief description of VTA's comments on the City's responses on these projects.
 - In July 2009, the City of Santa Clara approved the 3300 Olcott Street Office Building project, which involves the demolition of an existing 102,000 square foot industrial office/warehouse building and construction of a 179,000 square foot office building. VTA had requested that the City and the developer work to provide sidewalks along the project frontage and along the remainder of Olcott Street to connect to the existing sidewalk system on Scott Boulevard. VTA also suggested that the City require bicycle parking according to VTA's Bicycle Technical Guidelines and other TDM measures as conditions of approval of the project. The City concurred with VTA's recommendations in its responses in the Final Mitigated Negative Declaration, and required most of these improvements as conditions when approving the project.
 - In August 2009, the City of Santa Clara approved the Gallery at Central Park project, south of Kaiser Drive and west of Kiely Boulevard. This project would develop the site with 806 housing units, including 45 single-family residences, 152 townhomes, 73 row houses and 536 multi-family units. VTA's comments on the Draft EIR focused on pedestrian and bicycle connections between the project site and surrounding areas; the analysis of potential usage and impacts on VTA's nearby bus routes; impacts to a nearby bus stop; automobile parking; and the transportation analysis. In its response to VTA's comments in the Final EIR, the City addressed most of VTA's concerns - for instance, noting that City staff will continue to work with the applicant to provide pedestrian connections and stating that the project would include TDM measures such as a Transportation Coordinator and extensive information about all travel options at the leasing and sales office.

- In July 2009, the City of Santa Clara approved the Scott Boulevard Office project, which involves the demolition of two vacant industrial buildings totaling 114,000 square feet and the construction of a new 5-story, 215,520 square foot Class A office building. VTA's comments focused on pedestrian access within the site and to the nearest bus stop, bicycle parking, TDM, bus stop improvements, and avoiding negative impacts to pedestrians with proposed mitigation measures at the Scott Boulevard/San Tomas Expressway intersection. The City addressed most of VTA's concerns in its response in the Final EIR, including incorporating a direct pedestrian path between the building, the existing sidewalks and the nearest bus stop, conditioning the project to provide bicycle parking consistent with VTA guidelines, including TDM measures and bus stop improvements, and evaluating possible pedestrian and cyclist safety elements in the design of the Scott/San Tomas intersection.

Prepared By: Robert Swierk
Memo No. 2066

VTA Development Review Program

Proactive CMP Quarterly Report July, August and September of 2009

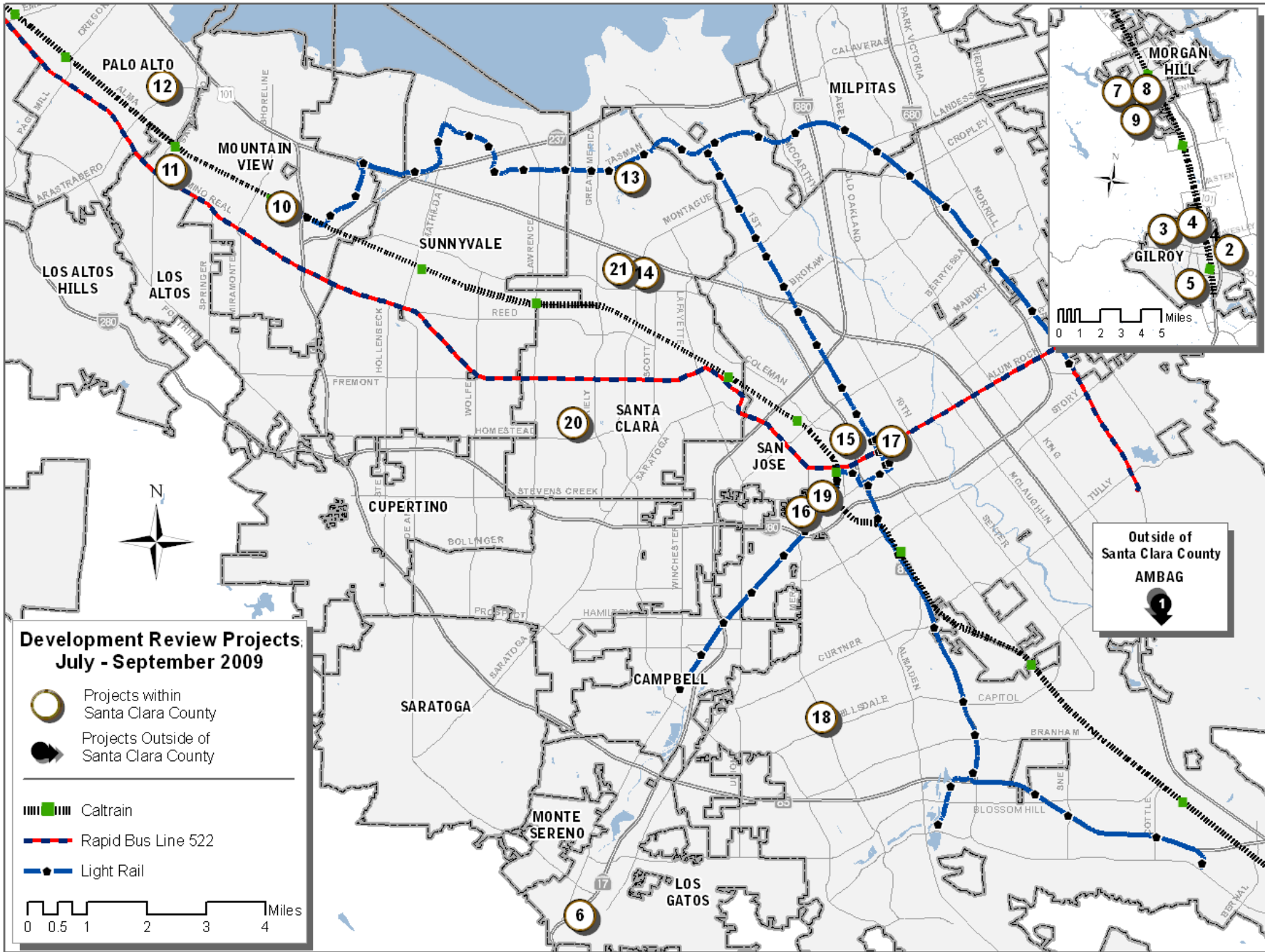
Development Review Projects Summary

July – September of 2009

Map No.	Lead Agency	CMP ID	Project Name/Location	Project Description	Doc. Type	VTA Comment Topics
1	AMBAG	AMBAG0901	2010 Monterey Bay Area MTP	Regional transportation plan for Monterey, Santa Cruz, and San Benito counties.	NOP	Consistency with VTA long range transportation plan projects; potential future developments near county borders
2	City of Gilroy	GI0505	Machado Subdivision	Construction of a 16-lot commercial/industrial subdivision on a 59.7-acre lot.	NOP	Transportation analysis; bus service; TIA report; on-site planning and design; bicycle accommodations
3	City of Gilroy	GI0901	Lucky Day Urban Service Area Amendment	Amendment to Gilroy's USA boundary to include 284.7 acre project site. No development is proposed at this time.	DSEIR	Transportation analysis; development design & land use mix; greenhouse gas reduction & alternative transp. improvements
4	City of Gilroy	GI0902	Wren Investors Urban Service Area Amendment	Amendment to Gilroy's USA boundary to include 48-acre site. No development is proposed at this time.	DSEIR	Transportation analysis; development design & land use mix; greenhouse gas reduction & alternative transp. improvements
5	City of Gilroy	GI0903	Gavilan Joint Community College District Urban Service Area Amendment	Amendment to Gilroy's USA boundary to include 148-acre site. No development is proposed at this time, but College has conceptual site plan for development.	DSEIR	Transportation analysis; development design & land use mix; greenhouse gas reduction & alternative transp. improvements
6	Town of Los Gatos	LG0902	Town Library	Demolish 6 houses and construct a 30,000 SF library on a 1.86-acre site.	TIA Notification Form	TIA report; transportation impacts & mitigation measures; transit analysis; bicycle parking
7	City of Morgan Hill	MH0901	Morgan Hill General Plan Circulation Element Update	General Plan Circulation Element Update including modification to planned future roadway improvements within the city and the City's LOS policies for roadways.	DEIR	Multimodal approach and LOS policy; relationship of Circulation Element Update to South County Circulation Study; US 101 interchange at Middle Avenue; role of transit; parking
8	City of Morgan Hill	MH0903	Morgan Hill Downtown Specific Plan	Plan to guide development of 115-acre area downtown.	DEIR	Land use/transportation integration; transit service

Map No.	Lead Agency	CMP ID	Project Name/Location	Project Description	Doc. Type	VTA Comment Topics
9	City of Morgan Hill	MH0904	West Dunne Avenue Improvements	Roadway widening/improvements along Dunne Avenue.	IS/ND	Bicycle and pedestrian accommodations
10	City of Mountain View	MV0901	425 & 455 W. Evelyn Avenue	Demolish existing Minton's Lumber to construct two residential buildings totaling 214 units	Informal Review	TDM and transit incentives; TIA and future planning submittals
11	City of Mountain View	MV0905	San Antonio Center	Construction of approximately 430,000 SF of new retail space and below-grade and on-grade parking, to replace approximately 214,000 SF of retail and on-grade parking, on 16 acres	Informal Review	Site density and land use mix; pedestrian accommodations and site design; bicycle accommodations; TDM; TIA report
12	City of Palo Alto	PA0902	Mitchell Park Library/Community Center	Replacement of existing facilities with larger building, with associated signal and intersection changes	Other/Bus Stop	Bus stop dimensions & design
13	City of Santa Clara	SC0805	49ers Stadium Project	Construction of a 68,500 seat football stadium, relocation of an existing electric substation, arrangements for off-site surface parking, and construction of a six-story parking garage.	DEIR/TIA	Project location & land use/transportation integration; description of existing transit; TMP and transit; transit demand; transit buses & shuttles; light rail; other transit services; roadway congestion/consistency with VTA CMP; TDM; pedestrian & bicycle accommodations
14	City of Santa Clara	SC0903	3300 Olcott Street Office Building Project	Demolition of an existing 102,227 SF industrial office/warehouse and construction of a 179,100 SF office building	IS/MND/TIA (project approved this quarter)	TIA – existing transit facilities; pedestrian accommodations; bicycle parking; TDM; TIA – traffic volume at intersections
15	Santa Clara Valley Water District	SCVWD0501	Guadalupe River Flood Control Project - Construction of Temporary Bike Trail	Construction of a two-lane vehicle bridge on the Guadalupe River at site of former UPRR Bridge No. 3 to replace loss of access to UPRR property from	Revised Draft EA/FONSI	Affected resources and environmental consequences – recreation and traffic/transportation; bicycle detour posting and routes

Map No.	Lead Agency	CMP ID	Project Name/Location	Project Description	Doc. Type	VTA Comment Topics
				removal of Bridge No. 3 during the flood control project in 2004.		
16	City of San Jose	SJ0824	Ohlone Mixed Use	Rezoning to allow up to 800 multi-family residences and 30,000 SF of commercial use on an 8.23-acre site.	TIA	Mitigation measures; project traffic volumes; existing transit service; pedestrian facilities; automobile parking & TDM
17	City of San Jose	SJ0907	Envision San Jose 2040 General Plan Update	Update of the City of San Jose's General Plan to the year 2040.	NOP	Goals & policies; extent of analysis; land use/transportation scenario evaluation; roadway network/Complete Streets; LOS policy/protected intersections
18	City of San Jose	SJ0908	Hacienda Gardens Commercial	Planned Development Permit to construct a total of 121,870 SF of retail commercial uses on an 8.96-acre site.	PD Permit	Bus service; land use and site design; bicycle parking
19	City of San Jose	SJ0912	Sunol Court Studio Apartments	Construction of up to 117 multi-family studio units above a podium garage, and 2000 SF of commercial on 1.32 acres.	IS/ND	Site density and land use mix; potential future West San Carlos light rail station; transit incentives
20	City of Santa Clara	SC0809	Gallery at Central Park	Planned Development Master Community to develop site with 806 housing units, incl. 45 SFRs, 152 townhomes, 73 row houses, and 536 multi-family units.	DEIR/FEIR (project approved this quarter)	Existing transit service; impacts & mitigation measures – ped. & bicycle facilities, transit service; bus stop improvements; trip generation & operational impacts; CMP intersections; parking; freeway segments
21	City of Santa Clara	SC0902	Scott Boulevard Office Project	Demolition of two vacant industrial buildings totaling 114,000 SF and construction	DEIR/FEIR (project approved this quarter)	Site design & ped. access; bicycle parking; TDM; intersection LOS & mitigation; bus service



Comments on Selected Projects Reviewed by VTA

VTA Comments Provided during July, August, and September of 2009

October 15, 2009

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
AMBAG		AMBAG0901	NOP	8/27/2009	9/21/2009

2010 Monterey Bay Area MTP
Monterey, Santa Cruz, and San Benito counties

Description: Regional transportation plan for Monterey, Santa Cruz, and San Benito counties.

VTA Comments:

Please note that VTA has approved a long range transportation plan in January 2009. Within the plan there are a few projects in Southern Santa Clara County that connect with the border of San Benito County. These projects are the SR 152/SR 156 interchange project and the US 101 Widening project between SR 25 and SR 129. The SR 152/SR 156 project is currently under construction, while the US 101 Widening project is currently undergoing environmental review.

In the land use inputs to the MTP and associated Supplemental EIR, please be aware of possible future development projects near the border of Santa Clara County and San Benito County. Most recently there was the Ranch San Benito Development Project, a 6,800-unit planned community proposed off Highway 25 near the Santa Clara County line. Although this project was withdrawn, there may be future projects, similar in size, that may have an effect on traffic conditions in Santa Clara County.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	TM04-15	GI0505	NOP	6/8/2009	7/8/2009

Machado Subdivision
East of US 101, north of SR 152, and east of Camino Arroyo

Description: Construction of a 16-lot commercial/industrial subdivision on a 59.7-acre lot.

VTA Comments:

Transportation/Traffic Impacts & Analysis:

The Revised Notice of Preparation and Initial Study does not appear to address alternative modes of transportation (transit, walking or cycling) - either the project's impacts on alternative modes, or the potential for these modes to reduce demand for single-occupant vehicle travel to and from the project site. The EIR should address the role that transit, walking, and cycling can play in reducing automobile trips generated by the project,

as well as accommodations such as sidewalks, bus stops, bicycle lanes, and bicycle parking, and Transportation Demand Management (TDM) measures that may be applicable to the project.

Bus Service:

VTA operates regularly scheduled bus service (Route 14) on Camino Arroyo and State Route 152. The street design should allow adequate width for the combined curb lane and bike lane of 22 feet or incorporate bus duckouts, per VTA design standards, to minimize potential traffic conflicts. The bus duckouts or 22-foot curb lanes should incorporate PCC bus stop pavement pads per VTA standards.

Transportation Impact Analysis (TIA) Report:

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required. VTA's Transportation Impact Analysis Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from [www.vta.org/news/vtacmp/Technical Guidelines](http://www.vta.org/news/vtacmp/Technical%20Guidelines). For more information on TIA guidelines, please call Shanthi Ganji of VTA's Development & Congestion Management Division.

On-Site Planning and Design:

VTA looks forward to reviewing future development plans for this site once they become available.

VTA's Community Design & Transportation (CDT) Manual should be used when designing future developments on the project site. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Manual is available upon request to any agency staff. For more information on the VTA CDT program, please call Robert Swierk of VTA's Development & Congestion Management Division.

The VTA Bicycle Technical Guidelines should also be used when designing future developments at this site. This document provides guidance on estimating supply, siting and design for bicycle storage facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Development & Congestion Management Division.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	USA 07-01	GI0901	DSEIR	6/29/2009	8/6/2009

**Lucky Day Urban Service Area Amendment
East of Burchell Road, north of Hecker Pass Highway
(SR 152), adjacent to the Municipal Golf Course**

Description: Amendment to Gilroy's USA boundary to include the 284.7 acre project site. No development is proposed at this time.

VTA Comments:

Transportation Analysis:

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. We understand that the Traffic Analysis that was prepared for this Urban Service Area amendment in March 2009 was not intended to be a full TIA, and that a full project-specific TIA meeting VTA's TIA Guidelines will be prepared when a specific development on the site is proposed. When such a TIA is prepared, per VTA's TIA Guidelines, it must include an analysis of transit service and facilities; bicycle and pedestrian transportation; site circulation and access; and automobile parking.

For more information on TIA guidelines, please call Shanthi Ganji of VTA's Development & Congestion Management Division.

Development Design:

VTA's Community Design & Transportation (CDT) Manual should be used when designing any development within the Lucky Day Urban Service Area. The CDT Manual provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Manual is available upon request to any agency staff. For more information on the VTA CDT program, please call Robert Swierk of VTA's Development & Congestion Management Division.

VTA recommends that any subsequent development plans pay close attention to street connectivity and pedestrian and bicycle accommodations as a means of reducing single-occupant automobile trips. VTA looks forward to the opportunity to review future development plans for this site once they become available.

Greenhouse Gas Reduction Plan and Alternative Transportation Improvements:

VTA supports the City's requirement that until such time as the City adopts a Climate Change Program, future developers of the project site will be conditioned to prepare a project-specific GHG Reduction Plan which could include alternative transportation improvements. VTA would like the opportunity to review and provide input on a project-specific GHG Reduction Plan once it becomes available.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	USA 00-02	GI0902	DSEIR	6/29/2009	8/6/2009

Wren Investors Urban Service Area Amendment Bounded by Vickery Avenue to the north, Wren Avenue to the east, and Tatum Avenue to the west and south.

Description: Amendment to Gilroy's USA boundary to include the 48-acre site. No development is proposed at this time.

VTA Comments:

Transportation Analysis:

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. We understand that a Traffic Analysis was not prepared for the proposed Urban Service Area amendment because the land uses and traffic impacts were accounted for in the Gilroy General Plan EIR, but that a full project-specific TIA meeting VTA's TIA Guidelines will be prepared when a specific development on the site is proposed. When such a TIA is prepared, per VTA's TIA Guidelines, it must include an analysis of transit service and facilities; bicycle and pedestrian transportation; site circulation and access; and automobile parking.

For more information on TIA guidelines, please call Shanthi Ganji of VTA's Development & Congestion Management Division.

Development Design and Land Use Mix:

VTA's Community Design & Transportation (CDT) Manual should be used when designing any development within the Wren Investors Urban Service Area. The CDT Manual provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Manual is available upon request to any agency staff. For more information on the VTA CDT program, please call Robert Swierk of VTA's Development & Congestion Management Division.

VTA recommends developing this site at the maximum possible density, given its location within one-half mile of a corridor with high-frequency bus transit service. We also recommend that any subsequent development plans pay close attention to street connectivity, pedestrian access to transit, and bicycle accommodations as a means of reducing single-occupant automobile trips. VTA looks forward to the opportunity to review future development plans for this site once they become available.

Greenhouse Gas Reduction Plan and Alternative Transportation Improvements:

VTA supports the City's requirement that until such time as the City adopts a Climate Change Program, future developers of the project site will be conditioned to prepare a project-specific GHG Reduction Plan which could include alternative transportation improvements. VTA would like the opportunity to review and provide input on a project-specific GHG Reduction Plan once it becomes available.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	USA 08-02	GI0903	DSEIR	6/29/2009	8/6/2009

Gavilan Joint Community College District Urban Service Area Amendment
5055 Santa Teresa Boulevard

Description: Amendment to Gilroy's USA boundary to include the 148-acre site. No development is proposed at this time. However, Gavilan has a conceptual site plan for campus housing for students, faculty, and staff, and a senior learning facility.

VTA Comments:

Transportation Analysis:

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. We understand that the Traffic Analysis that was prepared for this Urban Service Area amendment in March 2009 was not intended to be a full TIA, and that a full project-specific TIA meeting VTA's TIA Guidelines will be prepared once specific development of the site is proposed. When that TIA is prepared, per VTA's TIA Guidelines, it must include an analysis of transit service and facilities; bicycle and pedestrian transportation; site circulation and access; and automobile parking.

For more information on TIA guidelines, please call Shanthi Ganji of VTA's Development & Congestion Management Division.

Development Design and Land Use Mix:

VTA's Community Design & Transportation (CDT) Manual should be used when designing any development within the Gavilan College Urban Service Area such as the future campus housing and a Lifelong Learning Center identified in the District's master plan. The CDT Manual provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Manual is available upon request to any agency staff. For more information on the VTA CDT program, please call Robert Swierk of VTA's Development & Congestion Management Division.

VTA recommends that any subsequent development plans following the District's master plan pay close attention to street connectivity, pedestrian access to transit, and bicycle accommodations as a means of reducing single-occupant automobile trips. VTA looks forward to the opportunity to review future development plans for this site once they become available.

Greenhouse Gas Reduction Plan and Alternative Transportation Improvements:

VTA supports the City's requirement that until such time as the City adopts a Climate Change Program, future developers of the project site will be conditioned to prepare a project-specific GHG Reduction Plan which could include alternative transportation improvements. VTA would like the opportunity to review and provide input on a project-specific GHG Reduction Plan once it becomes available.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
Town of Los Gatos		LG0902	TIA Notification Form	7/9/2009	7/31/2009

Town Library
Villa Avenue and Fiesta Avenue

Description: Demolish 6 houses and construct a 30,000 SF library on a 1.86-acre site.

VTA Comments:

Transportation System Planning and Design

Transportation Impact Analysis (TIA) Report:

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required.

VTA recommends using the 2008 TIA Guidelines update for preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways. For more information on TIA guidelines, please call Shanti Ganji of VTA's Development & Congestion Management Division.

Description of Impacts and Recommendations:

There is potential significant impact identified under the transportation/traffic section of the NOP for the Draft EIR. Any mitigation measures for automobile impacts should not adversely affect bike or pedestrian access and safety. For example, the following mitigations should be avoided: eliminating or narrowing of existing bicycle facilities and sidewalks.

Transit Analysis:

Three VTA bus routes (Local Route 76 and Community Bus Routes 48 and 49) operate on Main Street adjacent to the site of the proposed Town Library. The EIR should include documentation of the existing transit system in the project area, as well as an evaluation of the potential for the project to generate demand for new services and identification of pedestrian facilities that would provide better access to transit services and bus stops.

Bicycle Parking:

VTA commends the Town for including bicycle parking in the proposed project, as noted on pages 3 and 5 of the Initial Study. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the library. We suggest that the Town consider including both bicycle racks for short-term parking for library patrons, and bicycle lockers for long-term parking for library staff. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting, and design of bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Development & Congestion Management Division.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Morgan Hill		MH0901	DEIR	8/6/2009	9/30/2009

Morgan Hill General Plan Circulation Element Update
Entire city

Description: General Plan Circulation Element Update including modification to planned future roadway improvements within the city and the City's LOS policies for roadways.

VTA Comments:

1. Multimodal Approach and LOS Policy:

VTA supports the general direction of the City in modifying the future circulation system based on the City's updated transportation model, updated land use projections, and new multimodal design standards for arterial roadways. These changes are consistent with the principles of VTA's Community Design & Transportation (CDT) program. VTA supports the proposed modification to the City's LOS Policy to provide a tiered approach to acceptable LOS standards. The revised policy would be more consistent with VTA's Congestion Management Program LOS Policy and would help support the City's planned revitalization of the downtown area.

2. Relationship of Circulation Element Update to the South County Circulation Study:

The City of Morgan Hill was a key participant in the South County Circulation Study (SCCS) who helped shape the recommendations for transportation improvements identified in this study as part of a collaborative effort. One of the goals of the SCCS study was to develop plans to improve local circulation in the study area including the City of Morgan Hill based on land use changes and travel patterns.

VTA supports the inclusion of roadway extensions as identified in the SCCS in the Circulation Element Update for improved connectivity of local arterial roads. Similarly, VTA recommends that new east-west crossings across US 101 be considered as a priority to reduce congestion at key US 101 interchanges by diverting local vehicular and non-vehicular (pedestrian and bicycle) traffic away from freeway facilities, thereby reducing turning movements at ramps and improving merging and weaving operations and safety on US 101. As such, VTA recommends that the City of Morgan Hill include these east-west crossings in the Circulation Element Update and the FEIR, including Maple Avenue, Diana Avenue, Half Road, San Pedro Avenue, and Fisher Avenue as potential east-west crossings.

3. US 101 Interchange at Middle Avenue:

The DEIR does not list the conversion of Middle Avenue overcrossing to an interchange, as identified in the current General Plan Circulation Element and the SCCS. Please provide added clarification if the City of Morgan Hill is not including this in the Circulation Element Update.

4. Role of Transit in Supporting Non-Automotive Travel:

The updated Circulation Element includes policies and actions to engage VTA in providing transit services to Morgan Hill. Since VTA is the transit operator of bus and light rail services in Santa Clara County and is also a partner of the Caltrain Joint Powers Board, it is very important that the City work in partnership with VTA in developing effective policies and actions to promote public transit use.

VTA believes that one of the most effective policies to make transit a viable option is one that encourages and incentivizes transit-supportive land use patterns. We strongly recommend that the City continue to adopt policies that are consistent with VTA's Community Design & Transportation (CDT) best practice principle of "Target Growth to Cores, Corridors and Station Areas." The Downtown Specific Plan that the City is currently developing is a good example of this type of transit-supportive land use planning.

Cooperative funding alternatives are also essential in securing quality transit services. Please consider a policy to encourage opportunities for partnerships between the City, private enterprises and VTA to provide enhanced transit services or infrastructure in Morgan Hill.

We also suggest that actions to provide transit preferential treatments be included in the Circulation Element Update; for example, the discussion of multimodal improvements to key arterial streets such as Santa Teresa and Monterey Road could mention bus curb lanes or duckouts, enhanced stop amenities, transit signal priority, and supporting pedestrian improvements. These improvements would help make transit a more attractive option for Morgan Hill residents and workers and help reduce single-occupant automobile travel in the City.

As requested in our comment letter on the NOP, we suggest that the City revise the text of the updated Circulation Element to acknowledge that light rail service to the South County is not included in VTA's long-range transportation plan, VTP 2035.

5. Parking:

VTA would like to encourage the City to consider policies and strategies to more effectively manage parking and to encourage alternatives to single-occupant vehicle use in Morgan Hill. Many cities in the Bay Area and around the country have adopted progressive parking policies and strategies which improve the economic vitality of their business districts, help make better use of scarce land resources, and encourage the use of alternative modes of transportation.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Morgan Hill		MH0903	DEIR	8/5/2009	9/14/2009

Morgan Hill Downtown Specific Plan

Bounded by Main Ave, Butterfield Blvd, Dunne Ave, and Del Monte Ave

Description: Plan to guide development of 115-acre area downtown.

VTA Comments:

Land Use/Transportation Integration:

VTA is fully supportive of the Downtown Specific Plan's vision of strengthening downtown as the social and activity heart of Morgan Hill. We are pleased to see many measures to intensify land use development in downtown and encourage transit-and pedestrian-oriented uses. VTA strongly supports development around transit, and accordingly the Plan's designation of the VTA/Caltrain parking lot on Butterfield Boulevard as High Density Residential/Planned Development. This is consistent with the principles of the VTA Joint Development Policy & Implementation Plan, and we look forward to a continuing partnership with the City to explore development opportunities. The overall direction of the Downtown

Specific Plan is also consistent with VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework which identifies VTA and local jurisdiction priorities for locating concentrated mixed-use development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County, and we feel Morgan Hill's Downtown Specific Plan land use elements demonstrate leadership in implementing the CDT concepts and principles.

Transit Service:

We believe VTA's transit services will help the City achieve its vision for downtown by providing a viable travel option for residents, workers and visitors to downtown. However, for this to work effectively, it is very important that Monterey Road continue to be a multimodal corridor that embraces transit services. Accordingly, we are concerned to see the Specific Plan state that "to create a more pedestrian-friendly atmosphere along Monterey Road and to better connect to the train station, bus routes running along Monterey Road should be diverted to Depot Street or Butterfield Boulevard via Main Avenue and/or Dunne Avenue." This suggestion seems to contradict the City's plans for an active and multimodal downtown and it is inconsistent with VTA's Transit Sustainability Policy and Service Design Guidelines that were adopted by the VTA Board in 2007. In addition, this suggestion appears to conflict with the City's efforts to improve the pedestrian connections between the Caltrain Station and Monterey Highway for which the City has received over \$4m in grants through MTC's Transportation for Livable Communities (TLC) Program. Pedestrian-friendly environments are also transit friendly environments - and the presence of transit along Monterey Highway, we think, represents unique economic and community-building opportunities for the City.

As communicated to the City of Morgan Hill in past discussions, VTA does not support rerouting one of our core transit routes off this main arterial. Monterey Highway is part of the arterial street network in the County and is utilized by VTA's bus line 68. This line operates from Gilroy through Morgan Hill and terminates at the San Jose Diridon Caltrain Station. The line operates seven days a week with 15 to 20 minute frequencies during most of the weekday and every 30 minutes on weekends. Service starts at 4:30 am on weekdays and 6:00 am on weekends. Service ends at about 12:30 am on all days. This route averages about 2,700 passengers per weekday.

We believe the proposal to connect line 68 with the other transit services at the Morgan Hill Caltrain Station would degrade transit service to most passengers. The proposed deviation is not supported by VTA's Board adopted Service Design Guidelines for route types like line 68 as it is one of VTA's core arterial services and should be as direct as possible. Line 68 provides an important regional connection for passengers traveling within South County and to Downtown San Jose. The deviation onto Depot Street would impact about 1,200 weekday passengers who are traveling along this section of Monterey Highway to access other areas. The benefit of improving the connection of line 68 to the Caltrain Station, which is only 1/8 mile from Monterey Highway - about a three minute walk - for a small numbers of passengers does not seem to outweigh the impact to the 1,200 passengers who would be inconvenienced by this out of direction travel. Also about 150 passengers who currently use the three pairs of stops along Monterey Highway would be impacted. Only three weekday round trips trains and no local VTA bus lines currently serve the Caltrain Station, so moving line 68 there would not provide much benefit for transferring passengers.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Morgan Hill	EA-08-17	MH0904	IS/ND	9/1/2009	9/16/2009

West Dunne Avenue Improvements
Dunne Avenue between Monterey Road and Peak Avenue

Description: Roadway widening/improvements along Dunne Avenue.

VTA Comments:

VTA supports the proposed inclusion of bicycle lanes and pedestrian access improvements. These improvements will help encourage alternative modes of transportation.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Mountain View		MV0901	Informal Review	8/10/2009	8/21/2009

425 & 455 W. Evelyn Avenue
425 & 455 W. Evelyn Avenue

Description: Demolish existing Minton's Lumber to construct two residential buildings totaling 214 units

VTA Comments:

Santa Clara Valley Transportation Authority (VTA) staff has reviewed the informal submittal of plans for 214 residential units on a 3.6-acre site bounded by W. Evelyn Avenue, Bush Street, and Villa Street. We appreciate the opportunity to review the full set of plans. VTA staff provided comments on a previous informal review for this project on April 15, 2009. We have a few additional comments which are as follows.

Transportation Demand Management & Transit Incentives:

VTA has reviewed the GreenPoint Checklist that was included in the plan set as Sheet A0.3, and commends the applicant for incorporating a number of features in the project design that increase its GreenPoint sustainability rating. We encourage the City to work with the applicant to explore additional Transportation Demand Management (TDM) measures that would reduce the number of single-occupant vehicle trips generated by the project and provide further incentives for project residents to take transit. Specifically, we encourage the applicant to provide EcoPasses and/or other transit passes to project residents on a continuing basis. We also encourage the applicant and the City to consider unbundling a portion of the automobile parking (i.e., charging a monthly or annual fee for a parking space) or listing the cost of parking as a line item on leases. Such measures can provide an effective incentive for the use of alternate modes including transit, walking, and cycling.

Transportation Impact Analysis and Future Planning Submittals:

As noted in our April 15, 2009 letter, it is anticipated that this project will require a Transportation Impact Analysis (TIA) report because it may generate 100 or more peak-hour trips. VTA looks forward to the opportunity to review the TIA report and formal planning submittals for this project once they become available.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Mountain View		MV0905	Informal Review	7/9/2009	7/21/2009

San Antonio Center

455 San Antonio Road at El Camino Real

Description: Construction of approximately 430,000 SF of new retail space and below-grade and on-grade parking, to replace approximately 214,000 SF of retail and on-grade parking, on 16 acres

VTA Comments:

Site Density and Land Use Mix:

VTA supports the proposed intensification of use and mix of retail spaces on this important site located along El Camino Real near an active transit center and planned Bus Rapid Transit (BRT) station. El Camino Real is designated as a Corridor in VTA’s Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara cities and the county.

Pedestrian Accommodations & Site Design:

VTA commends the developer for proposing a site plan which strives to create an attractive pedestrian environment by placing buildings along most of the project frontages, locating most of the parking below grade, and using landscaping and hardscaping to create attractive plazas and walkways. These pedestrian accommodations will help make walking and transit access to the site more attractive and reduce reliance on single-occupant vehicle travel to, from and within the site. We have several suggestions for ways to further improve the pedestrian environment on the site:

* At the southwest corner (closest to El Camino & San Antonio) - The two retail pads and plaza at the corner are pedestrian-friendly additions, but as currently shown the plaza has no pedestrian to the center of the site (grocery market/drug store) except through the parking lot. We suggest establishing a strong pedestrian connection from this corner to the center of the site.

* Along the El Camino Real frontage - Other than the retail pad (Shop A) and plaza at the San Antonio Road corner, the frontage along El Camino Real as shown now is fairly unfriendly to pedestrians, consisting of a fuel station, surface parking, and several driveways. This frontage will be the most important access to the site for transit passengers coming from the future BRT station near Showers Drive & El Camino. The current design is not consistent with the Grand Boulevard vision of El Camino Real as a pedestrian, bicycle and transit-friendly roadway, or the principles of VTA’s CDT Program for an important multimodal thoroughfare. We suggest giving further attention to the pedestrian environment along this frontage, and considering removing any parking fronting directly on El Camino, relocating the fuel station to another portion of the site, or if that is not possible, screening the fuel station with an active use in the front. We have attached a file with a photo simulation showing how a gas station along an arterial can be screened with a building in front while preserving the station’s access and functionality. (The photo simulation was developed by Urban Advantage for the City of Hercules but modified for VTA use.)

* Along the east side (bordering the existing Trader Joe’s and other uses) - The current site plan appears to provide few if any pedestrian connections between the proposed development and the existing uses to the east, such as the Trader Joe’s and multi-story office building. While we understand the need for service access to the proposed retail stores, the lack of pedestrian connections is inconsistent with the statement in the Project Description about kick-starting redevelopment of the adjacent 56-acre retail center. We suggest that further attention be given to

establishing pedestrian connections between the proposed development and the center to the east, and considering the shortest walking route between the two centers. In particular, we suggest providing pedestrian permeability in the Major A/Major B/Major C/Market area, and providing an attractive sidewalk/pathway along the rear of the Market to connect to the existing office building and the Trader Joe's.

* The Project Description states that new sidewalks along the street will range in width from 6 to 10 feet. We recommend a minimum width of 10 feet for sidewalks along both street frontages.

Bicycle Accommodations:

VTA commends the developer for proposing secured bike racks, storage lockers, and employee shower facilities as a way of encouraging bicycle access to the site. We suggest that the Level 1 Site Plan (Sheet A7) be modified to show the quantity of both bicycle lockers and bicycle racks. The developer may find VTA's Bicycle Technical Guidelines helpful in considering the design and location of bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes <<http://www.vta.org/news/vtacmp/Bikes>>. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Development and Congestion Management Division.

Transportation Demand Management:

VTA supports the inclusion of Transportation Demand Management (TDM) measures to reduce the number of single occupant vehicle trips generated by the project. Beyond the preferred carpool and hybrid parking and bicycle accommodations, VTA suggests the developer include a comprehensive TDM program in the project proposal. Effective TDM programs that may be applicable to this project include:

- * Parking Cash-Out
- * Direct or Indirect Payments for Taking Alternate Modes
- * Transit Fare Incentives such as Eco Pass and Commuter Checks
- * Employee Carpool Matching
- * Vanpool Program
- * Preferentially Located Carpool Parking
- * Bicycle Lockers and Bicycle Racks
- * Showers and Clothes Lockers for Bicycle Commuters
- * Guaranteed Ride Home Program
- * Space for Car sharing vehicles

Transportation Impact Analysis Report:

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required. VTA's Transportation Impact Analysis Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways. For more information on VTA TIA-related guidelines, please contact Shanthi Ganji of VTA's Development and Congestion Management Division.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Palo Alto		PA0902	Other/Bus Stop	8/12/2009	8/14/2009

Mitchell Park Library/Community Center
Middlefield Road, opposite Mayview Avenue

Description: Replacement of existing facilities with larger building, with associated signal and intersection changes

VTA Comments:

VTA provides bus service on Middlefield Road and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA supports the City recommendation to move the bus stop south of the intersection in front of the new building with the following improvements:

- * An 8' X 40' passenger waiting pad adjacent to the bus stop
- * A 10' X 55' PCC bus stop pavement pad according to VTA standards
- * All trees or landscaping should be placed outside of the bus loading area
- * Street lights or other lighting included in the bus stop area

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Santa Clara	PLN2008-06947/ CEQ2008-01060	SC0805	DEIR/TIA	7/31/2009	9/22/2009

49ers Stadium Project
Southwest corner of Tasman Drive and Centennial Boulevard

Description: Construction of a 68,500 seat football stadium, relocation of an existing electric substation, arrangements for off-site surface parking, and construction of a six-story parking garage.

VTA Comments:

Cover Letter from Michael Burns, VTA General Manager, to Jennifer Sparacino, City Manager:

VTA has reviewed the Draft Environmental Impact Report (DEIR) and Transportation Impact Analysis (TIA) for the proposed 49ers Stadium in the city of Santa Clara. We have a number of detailed comments on these documents, which are included in the attached memorandum. However, I would like to highlight here the key themes from our review.

First, from a transportation planning perspective we believe that the proposed 49ers stadium project offers an excellent opportunity to build on and make use of the existing transit and roadway network in the Great America Station area. VTA supports policies and projects that target growth around the established transportation cores, corridors, and station areas in Santa Clara County.

Second, we want to acknowledge the cooperation and responsiveness of the 49ers organization and the city of Santa Clara in recent weeks as VTA staff has reviewed the DEIR. We would also like to recognize the 49ers for their thorough attention to transportation matters in the DEIR, TIA, and associated Transportation Management Plan (TMP). We would like to note, however, that the analysis of transit in these documents was not as thorough and will require more in-depth investigation over the coming months. Our detailed comments on the transit analysis and assumptions are included in the attached memorandum, and provided below is a summary of the most salient points:

- * The analysis of the potential transit demand from Alameda and Contra Costa counties to the proposed stadium via BART and connecting transit services, including the VTA light rail system, needs to be more fully developed.

- * The DEIR and TMP should reflect certain current conditions and constraints on the VTA transit system, in particular the current light rail operating plan in which trains that operate to/from Mountain View past the proposed stadium are limited to two cars in length.

- * For VTA to adequately plan light rail service for game day events, the development of a rail operating plan, including a rail simulation of different scenarios, is needed. This analysis would assist in identifying the level of service (frequency/capacity) that can be operated and whether any capital improvements are necessary. Without benefit of this analysis, we cannot now determine what improvements might be needed. Possible improvements could include storage tracks, crossover tracks, substations, signal improvements, station improvements or other similar items. Non-VTA funding would need to be identified to design and construct these improvements. In addition, resources (both staff and consultant assistance) would be needed to develop the operating plan and rail simulation.

- * A more complete transportation management plan addressing weekday as well as Sunday events and covering all modes of transportation including VTA light rail and buses is needed. Accordingly, we suggest that a working group be formed, comprised of the 49ers, the city of Santa Clara, VTA, and other agencies, to ensure that all transportation needs—operational, physical improvements and funding—are addressed.

- * Game day transit operations will require a significant resource allocation beyond the normal levels for standard Sunday or weekday service. Vehicles, operators, transit field supervisors, security personnel, customer service ambassadors, fare inspectors, and maintenance staff would all need to be added. It is likely that fare revenues received from games and events would not cover VTA's additional operating expenses, and this additional operating funding would need to be provided by third parties.

VTA looks forward to a strong and effective partnership with the city of Santa Clara in the advancement of the proposed stadium project.

Attached Memorandum:

VTA has reviewed the Draft Environmental Impact Report (DEIR) and Transportation Impact Analysis (TIA) for a 68,500-seat open-air stadium at the southwest corner of Tasman Drive and Centennial Boulevard in the City of Santa Clara. We previously commented on the original NOP for this project in a letter dated September 22, 2008, and on the revised Notice of Preparation (NOP) for this project in a letter dated March 18, 2009. The following is a summary of our comments on the DEIR and TIA for this project.

Project Location and Land Use/Transportation Integration:

VTA supports policies that target growth around the established transportation cores, corridors, and station areas in the County, as described in VTA's Community Design & Transportation (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County. Intensification of land uses in these areas can promote alternative transportation methods and help reduce vehicle miles traveled. The proposed 49ers stadium project offers an excellent opportunity to build on and make use of the existing transit and roadway network along in the Great America Station area. The stadium can benefit from the existing transportation infrastructure, although it may justify or require additional transportation improvements given the size of the project and highly peaked travel characteristics of its users, as noted below.

Description of Existing Transit:

The DEIR and the accompanying Transportation Management Plan (TMP) contain a number of out-of-date or inaccurate descriptions of the existing VTA transit routes that serve the project site. Most importantly, the TMP/DEIR does not show the current 2-car train light rail operating from Mountain View past the proposed stadium, through San Jose to the Winchester Station in Campbell. The shorter station platform lengths on the Winchester Line southwest of Diridon Station limit train lengths to 2 cars, not the 3-car trains assumed in the TMP/DEIR. Other VTA comments on the description of Existing Transit Services in the DEIR are listed below:

1. System map (Figure 33 on Page 139): This map should be updated to reflect that the Great America Shuttle no longer operates; the most current version of the VTA system map is dated July 2009.
2. Page 140 - Table 14: Line 60 should be shown with 30 minute headways (not 15 minutes) in the Great America area.
3. Page 140 - Line 55 description: The description should note that Line 55 operates 30 minute headways from 8 a.m. to 7:30 p.m. on Sundays.
4. Page 140 - Line 60 description: The description should note that Line 60 operates every 30 minutes during weekday peak periods in the project area (not 15 minutes).
5. Page 141 - Light Rail Service. There are many out-of-date statements and errors in the description of existing light rail service. We suggest replacing this paragraph with the following description:
The project area is served by two light rail transit lines, one that serves the project site directly and one that is available via a transfer. The Mountain View - Winchester LRT line operates along the center of Tasman Drive and directly serves the site with the nearest station to the project site at Great America Parkway near the Santa Clara Convention Center (approximately 650 feet from the nearest stadium entrance). This line generally operates every 15 minutes during weekday commute periods and every 30 minutes on weekends. The Alum Rock - Santa Teresa line operates in the center of Highway 87 and North First Street through downtown San Jose and connects with the Mountain View - Winchester line at the Tasman Station. This line generally operates every 15 minutes on weekdays and weekends.
6. Page 141 - Caltrain: This section incorrectly states that the Caltrain shuttle to Mission College Boulevard operates on Sundays, and should be corrected.

Transit Service, Operations and Infrastructure:

We note that the TMP assumes that approximately 13,000 patrons (out of a sold-out capacity of 68,500 seats) will take public transit to access the stadium. It appears that this assumption is based primarily on the 49ers experience at Candlestick Park, which has considerably fewer transit options than at the proposed site, supplemented by information from other stadiums in similar settings. This assumption about public transit usage is applied to the total trip generation of the stadium in the TIA, and is built into the discussion of transportation impacts and mitigation measures in the DEIR.

Based on the assumptions in the TMP, a number of which may require further verification, this transit mode split assumption appears reasonable; however further analysis should be done to better determine a mode share specific to the unique conditions in Santa Clara County. In addition, it is likely that a number of conditions would need to be met in terms of transit service and operations for this transit mode split to be achieved. It is also possible that certain infrastructure improvements would be needed to make the required transit service and operations possible.

The following are VTA's comments regarding transit service, operations and infrastructure based on our review of the DEIR and TMP. They are divided into several sections as noted below.

Transportation Management Plan and Transit:

1. The Draft TMP, dated July 13, 2009, has been developed at very general level and is more a collection of possible transit options than a plan that could be directly implemented. VTA would like to coordinate with the City of Santa Clara, the 49ers and other transit operators to develop a complete transit plan for game days and other events.

2. VTA suggests that the 49ers and the City of Santa Clara continue to develop a complete transportation management plan. Given the projected time frame for opening the stadium, there is time to complete this task. However, it would be best to start the process now to ensure that all needs - operational, physical improvements and funding - are addressed.

3. The HP Pavilion management instituted an Arena Events Operations Committee (AEOC), which included representatives from VTA and the city of San Jose, to assist with developing their transportation plan, and this group continues to meet to address event-specific needs. VTA suggests that a similar group be developed for the proposed 49ers stadium in Santa Clara. One very helpful aspect of the AEOC is that it includes the traffic management personnel from the city of San Jose, including both traffic engineering and police representatives who would handle the game day traffic and parking management.

4. VTA requests that the transportation management plan address weekday night games and other events, in addition to Sunday afternoon games (which are the focus of the current draft TMP). We assume that the 49ers would like to schedule Monday or Thursday night games and VTA will need to plan accordingly. The day of the week will have significant implications for the transit plan as the weekday night games/events will typically occur within VTA's normal weekday PM peak commute period. Our ability to provide sufficient resources, both personnel and vehicles, is a concern on weekdays. The impact of changing our operations to accommodate a weeknight game while still providing our normal transit services has not yet been determined. This will require further analysis, which may include studying how transit systems have handled this in other NFL cities. In addition, the transportation management plan will need to provide further information on how each street in the stadium vicinity would be impacted, so that VTA can develop or modify bus routes and determine the impact on our light rail operation.

Transit Demand:

1. Based on VTA's review of the TMP and DEIR, it appears that the transit analysis did not consider the potential demand from Alameda and Contra Costa counties to the proposed stadium via BART and connecting transit services. VTA expects that this demand would be significant in the opening year, from either the existing Fremont Station or the new Warm Springs Station, and would increase further in 2018 with the opening of the Milpitas and Berryessa Stations. This flow of ridership from BART could place an additional strain on the VTA light rail system from the east, which is not addressed in the TMP and DEIR. Further analysis of demand from BART to the east of the stadium will be required. For this analysis to be most useful, it should cover both the opening year scenario (from Fremont or Warm Springs Station) and the 2018 scenario (from the Milpitas Station).

Transit Buses and Shuttles:

1. VTA needs to more closely review FTA regulations that prohibit public transit operators from providing "charters" to sporting events under certain situations. While we have stopped operating this type of service to Candlestick, there may be some other available options for the new stadium since the games are now in our regular service area. More study is needed on this issue to determine what VTA can provide and what service private carriers would operate.

2. Further study on specific routes to games is needed, including how many vehicles would be required to provide the service and where the routes would originate. Automobile parking at the origin will need to be identified, either at current VTA park-and-ride lots or at other locations.

3. More detail is needed on how the bus parking on Stars & Stripes Boulevard would operate and how many vehicles this location could accommodate. This location is of particular concern as it is the busiest station on the Altamont Commute Express (ACE) line. VTA as well as private companies provide numerous shuttles to this location bringing passengers from employment sites throughout Santa Clara County. Those shuttles will need access to the station during games on weekdays.

4. Many transit passengers currently use the parking lot adjacent to the Great America ACE Station. This lot along with the extension of Stars & Stripes was funded, constructed and made available to ACE and Capitol Corridor passengers as part of a cooperative agreement with the City of Santa Clara. These rail passengers need to continue to have access to this parking. Typically this is overnight parking, where the passengers leave vehicles to be used after getting off the train in the morning and returning to the station in the afternoon. This constraint needs to be taken into account in the transportation management plan.

5. As noted above, further study of bus and shuttle circulation and related operating needs is required. This may lead to the identification of physical improvements necessary to support bus and shuttle operations. They could include bus bays, passenger amenities, wayfinding signage, and real-time information; all of these could be organized into a centralized transit center near the stadium site.

Light Rail:

1. As noted above, the TMP/DEIR does not show the current rail operating plan that uses 2 car trains to operate from Mountain View past the proposed stadium and onto the Winchester Station in Campbell. Due to shorter station lengths in Campbell, trains are restricted to 2 car trains, not the 3 car trains included in the TMP. The TMP/DEIR further assumed a load per light rail car of 150 passengers, a condition which may be acceptable for a few trains under game-day crush load conditions but should not be used as an assumption for average loading over a longer period. Given the experience of other systems in carrying departing patrons via transit after stadium events, we believe that the majority of transit passengers will need to be cleared in a 30 to 60 minute window after a game; further analysis of the implications of these demands on light rail vehicle loading will be required for the proposed 49ers stadium.

2. A rail operating plan is needed for VTA to adequately plan light rail service during events. VTA has access to a rail simulation program of its current light rail system and different operating scenarios should be tested to determine the best plan to meet the expected ridership demand. The simulation would also assist in identifying if any capital improvements are necessary and what level of service (frequency/capacity) could be operated.

3. As indicated above, the operating plan would also assist in identifying potential infrastructure improvements needed to accommodate the planned passenger demand and rail service. Without the benefit of the analysis, we cannot now ascertain what improvements might be needed. Possible improvements could include storage tracks, crossover tracks, substations, signal improvements, station improvements or other similar items.

4. During a recent meeting between representatives of the 49ers, the City of Santa Clara, and VTA, two possible improvements were identified by the 49ers. These are (1) fencing the light rail right-of-way in the area of the Great America Station and the stadium and (2) constructing a new game day at-grade pedestrian crossing of the tracks, east of Great America Station, to connect the new parking garage at the golf course to the stadium. These and other improvements must meet VTA design standards, operational policies and be safety certified. The new at-grade pedestrian crossing would be subject to safety review by the California Public Utilities Commission (CPUC). Given the expected use of this crossing, it is likely that the CPUC will require the installation of automatic warning devices such as flashers, bells, and possibly gates. Static signs and pavement markings will also be a requirement. Because of the high level of pedestrian use on game days, and the likelihood of special VTA train service, the effect on VTA's system-wide schedules must also be taken into consideration.

5. VTA encourages the applicant and the City to consider the full breadth of alternatives to a new pedestrian grade crossing (which might meet significant opposition from the CPUC). This could include improvements to the existing grade-separated pedestrian crossing under Tasman Drive (along San Tomas Aquino Creek) to make it as attractive and accessible as possible, or potentially the construction of a pedestrian bridge across Tasman Drive. (Note comments on Pedestrian and Bicycle Accommodations below.)

6. Passenger access to Great America Station, including the possibility of using Tasman Drive for passenger queuing (as proposed in the TMP) also needs further review. Both physical improvements and operational strategies need to be explored to determine how this could work effectively and safely, and to avoid excessively long train dwell times that could impact service reliability.

7. VTA would also need to be involved in the City's plans to monitor and adjust traffic signal timing before and after games as necessary. Impacts on our light rail signal priority and on transit service in general is a concern especially with the frequent service that would be needed on game days. The TMP states that manual overrides of traffic signals and/or transit signal priority will be required to achieve the required headways on the light rail system to serve stadium events. While transit signal priority is already in place along significant portions of the light rail system in the vicinity of the project site, it is not in place in all areas. Further analysis of intersection operations including increased light rail frequencies and vehicular traffic, as well as coordination with VTA, local municipalities, and Santa Clara County will be necessary.

8. VTA would require a significant resource allocation for game day/special event operations. Additional vehicles, operators, transit field supervisors, security personnel, customer service ambassadors, fare inspectors, and maintenance staff would be needed. It is likely that fare revenues received from games and events would not cover our additional expenses, and this additional operating funding would need to be provided by third parties.

Other Transit Services:

1. VTA is a partner, through formal agreements, with the Capitol Corridor, Caltrain and ACE. As mentioned earlier, the initiation of a transportation working group would be helpful for all involved.

2. The TMP includes an assumption that 3,000 patrons would take Caltrain to reach the stadium. While the TMP discusses three possible ways of allowing these patrons to reach the stadium (since Caltrain trains currently do not serve the stadium area), each of these discussions is problematic. For direct service, trains would need to make a reverse move near Diridon Station and travel on the UPRR tracks to the station area; such a move is likely to take long enough that it will make this trip unattractive in terms of travel time. A transfer from Lawrence Station to shuttle buses is possible, but Lawrence Station has far too little space to accommodate the shuttle buses to carry these passengers. It is more likely that patrons would transfer to the VTA light rail system at Mountain View; however, the transit analysis in the TMP does not account for these additional 3,000 patrons on VTA light rail, which would place a significant additional strain on the system. Further analysis of how patrons would reach the proposed stadium from Caltrain is required, including coordination with VTA and Caltrain staff.

Given the limited information in the DEIR, TMP and TIA about transit, it is difficult for VTA to confirm how transit would serve the proposed stadium. However, we believe that it should be possible through close coordination and further study to address these issues as the project progresses through the development process. Identification of the specific transit service, operations, and infrastructure requirements to serve the proposed stadium adequately will require considerable analysis and coordination between the project applicant, the City of Santa Clara, VTA, and other agencies.

Roadway Congestion/Consistency with the VTA Congestion Management Program:

Based on our review of the TIA, TMP, and DEIR, VTA has the following comments on congestion-related impacts of the project and the project's consistency with the VTA Congestion Management Program (CMP).

1. It appears that the TMP primarily covers Sunday game conditions, while the TIA and DEIR address both Sunday and weekday game conditions. While we understand the rationale for assuming a worst-case scenario in terms of roadway congestion for the CEQA analysis, we believe it will be very important to develop a thorough management plan for weekday conditions as well, covering both pre-game and post-game periods. VTA encourages the project applicant to develop such a plan, in coordination with the City, VTA, and other agencies as the project moves through the development process.

2. The DEIR notes (on pages xi and xii) that the project would cause Significant and Unavoidable Impacts in terms of roadway congestion on 2 CMP intersections during at least one weekend study period on up to 20 NFL event days per year. It also notes that for a maximum of four times per year (depending on whether one team or two plays at the stadium) the project would exceed the adopted LOS threshold on all 16 directional freeway segments and one HOV lane during at least one of the weekday study periods. The DEIR then states that the project does not propose to

implement any physical improvements to mitigate roadway congestion impacts, and the TIA notes (on page 170) that "the infrequency of occurrence... does not justify the implementation of costly physical improvements." While VTA agrees that significant but very infrequent impacts are not necessarily inconsistent with the Congestion Management Program, we recommend that the applicant work with VTA, the City, and Caltrans to identify possible measures that could lessen the project's impacts on roadway facilities, and conduct an analysis of a possible fair-share contribution to these improvement measures. In addition, we encourage the City to require the project applicant to implement measures from the Immediate Implementation Action List in the VTA TIA Guidelines to minimize roadway congestion impacts. Further discussion of immediate actions such as Transportation Demand Management programs is included in the next section.

3. The first bullet on page 85 of the TIA states that the stadium will include a traffic control center that will be connected and integrated into the City of Santa Clara's existing electronic traffic control system. VTA recommends that the traffic control system for the stadium include the installation of CCTV cameras at nearby intersections to allow real-time monitoring of vehicular traffic as well as light rail vehicles, transit and charter buses, and pedestrians.

4. The last paragraph on page 76 of the TIA states that all employees utilizing private vehicles will be required to park in locations east of Lafayette Street and along Tasman Drive. Currently parking is not allowed along on Lafayette Street and Tasman Drive in the project area. The documents should clarify where on Lafayette Street and Tasman Drive the employees would park, and how additional on-street parking may impact vehicular movement or transit operations.

Transportation Demand Management:

VTA urges large employers and large trip generators to implement transportation demand management (TDM) programs in order to reduce the number of single occupant vehicle trips they generate. In particular, VTA encourages the project applicant to provide incentives for patrons and employees to take public transit to stadium events, as part of the TDM program described on page 230 of the DEIR. VTA encourages the applicant to consider offering season ticket holders the option to either purchase reserved parking spaces or buy transit passes to the games. Pre-purchasing season or game-specific transit passes would provide for easier, quicker boarding of transit vehicles and also provides VTA with information on transit demand. VTA has coordinated with the 49ers in the past to provide season ticket holders with information on how to purchase transit passes to the games, when VTA did provide direct bus service from Santa Clara County to Candlestick Park.

In addition, VTA supports the inclusion of a small component of ground floor commercial space in the stadium, as described on page 12 of the DEIR. This space could potentially accommodate a restaurant or retail use that could serve employees at nearby office buildings, visitors to the Santa Clara Convention Center, or patrons of Great America, making the area more convenient and attractive for pedestrians, transit riders, and cyclists, and reducing the need for single-occupant vehicles for lunchtime trips or errands.

Pedestrian and Bicycle Accommodations:

VTA encourages the development of pedestrian and bicycle accommodations in order to improve access and connectivity of these important modes. We support the inclusion of the new pedestrian/bicycle bridges across the San Tomas Aquino Creek in the proposed project. We also recommend that the project applicant and the City work together to consider the full breadth of alternatives to a new at-grade pedestrian crossing of the light rail tracks on Tasman Drive near the stadium. This could include making the pedestrian/bicycle crossing under Tasman Drive near the project site as attractive as possible, or possibly constructing a pedestrian bridge across Tasman Drive; both of these improvements would lessen the demand for pedestrians and cyclists to cross Tasman Drive near the stadium around game times. In addition, VTA suggests that the project applicant provide secure, guarded bicycle parking close to the proposed stadium on game days.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Santa Clara	PLN2008-07316/ CEQ2009-01077	SC0903	IS/MND/TIA	6/18/2009	7/17/2009

3300 Olcott Street Office Building Project
3300 Olcott Street

Description: Demolition of an existing 102,227 SF industrial office/warehouse and construction of a 179,100 SF office building

VTA Comments:

Transportation Impact Analysis - Existing Transit Facilities:

The summary of existing bus and shuttle routes in Section 2.2.1 of the Transportation Impact Analysis incorrectly states the span of service of VTA Local Bus Route 58. This route operates only in the peak periods on weekdays. In the northbound direction, it operates from 5:43am to 10:10am and from 2:50pm to 7:04pm. In the southbound direction, it operates from 5:57am to 9:21am and from 3:15pm to 8:17pm.

Pedestrian Accommodations:

VTA commends the project applicant for including a number of new pedestrian connections on the site, in particular a walkway that would directly connect the building to Olcott Street to the south. These connections will help promote safe and convenient pedestrian access, which will help reduce single-occupant automobile trips to the site. VTA suggests that the City work towards the eventual goal of establishing sidewalks on Olcott Street to connect to the existing sidewalk system at the Olcott Street/Scott Boulevard intersection. Towards this end, VTA suggests that the City consider requiring the project applicant to include sidewalks along the short stretch of the Olcott Street cul-de-sac on the project site, to connect with potential future sidewalks on neighboring properties.

Bicycle Parking:

VTA commends the project applicant for proposing bicycle conveniently located bicycle parking in quantities consistent with VTA's Bicycle Technical Guidelines. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes <<http://www.vta.org/news/vtacmp/Bikes>>. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Development & Congestion Management Division. VTA suggests that the City require these bicycle racks and lockers a condition of approval of the project.

Transportation Demand Management:

While the IS/MND discusses two measures to encourage 'Smart Land Use and Intelligent Transportation' in the Global Climate Change Strategies table on p. 3-21, it does not address other TDM measures that would further reduce the automobile trip generation. In order to reduce the number of single occupant vehicle trips generated by the project, VTA requests that the City consider requiring a comprehensive TDM program as a condition of approval of this project. Effective TDM programs that may be applicable to the project include:

- * Transit fare incentives such as Eco Pass and commuter checks
- * Bicycle Lockers and Bicycle Racks
- * Showers and Clothes Lockers for Bicycle Commuters
- * On-site or walk-accessible employee services (day-care, dry-cleaning, fitness, banking, convenience store)
- * On-site or walk accessible restaurants

Traffic Volume at Intersections 2:

In exhibit 9 of the Transportation Impact Analysis (TIA) report, Southbound PM volume at Highway 101 SB ramp/Bowers Ave intersection should be 2,815 vehicles to balance the volumes instead of 815 vehicles.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
Santa Clara Valley Water District		SCVWD0501	Revised Draft EA/FONSI	6/18/2009	7/17/2009

Guadalupe River Flood Control Project - Construction of Temporary Bike Trail
Location is within the project boundaries of the Guadalupe River Flood Control Project between Coleman Avenue and New Julian Street.

Description: Construction of a two-lane vehicle bridge on the Guadalupe River at the site of the former UPRR Bridge No. 3 to replace loss of access to UPRR property from removal of Bridge No. 3 during the flood control project in 2004.

VTA Comments:

Affected Resources and Environmental Consequences - Recreation and Traffic/Transportation:

The Guadalupe River Trail is an important route for more than recreation uses. It is used by bicycle commuters to and from downtown San Jose, North San Jose and surrounding areas. Please address the loss of this connection during construction in the Transportation section of the EA. Consideration should be given to both recreational and commuter users when developing detour routes and mitigation measures for the construction period.

Also the future closing of the trail should be posted 30 days in advance and the detour routes should be designed in conformance with the VTA Bicycle Technical Guidelines (BTG) and coordinated with the City of San Jose. In addition, if the alternate route is a significant increased distance or travel time than using the trail, consideration should be given to allowing bikes to traverse the site by dismounting as an option to using the detour, as discussed in the BTG. VTA's Bicycle Technical Guidelines may be downloaded from www.vta.org/news/vtacmp/Bikes <<http://www.vta.org/news/vtacmp/Bikes>>. For more information on the BTG, please contact Michelle DeRobertis of VTA's Development and Congestion Management Division.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC08-061	SJ0824	TIA	7/7/2009	7/31/2009

Ohlone Mixed Use
Southwest corner of West San Carlos Street and
Sunol Street

Description: PD Rezoning from HI Heavy Industrial Zoning District to A(PD) Planned Development Zoning District to allow up to 800 multi-family residences and 30,000 SF of commercial use on an 8.23-acre site.

VTA Comments:

VTA has reviewed the TIA for this Project on an 8.25 gross acre site at the southwest corner of West San Carlos Street and Sunol Street which would include up to 800 multi-family residential units and 30,000 square feet of retail space. Before we discuss our comments and concerns regarding the TIA, we wish to highlight several facts relevant to our involvement on this Project.

Firstly, VTA is the Congestion Management Agency ("CMA") for Santa Clara County (the "County"). In this capacity, VTA has a statutory role in reviewing and commenting on development proposals that have the potential to impact Congestion Management Program ("CMP") facilities, and a responsibility to foster integrated transportation and land use planning in the County. Secondly, VTA is the transit service provider for the County. In this capacity, we have an interest in reviewing this and other development proposals in the County for their respective compatibilities with existing and planned transit service and infrastructure. VTA has Board-adopted programs for reviewing development proposals in these roles, which include commenting on site design, transportation and land use integration, and compatibility with transit, pedestrian and bicycle infrastructure.

Finally, VTA is the owner of an extensive portfolio of real estate assets along key transit corridors in the County. In this proprietary capacity, VTA has an interest in promoting transit-oriented development on its assets which generate additional revenue for VTA's many functions. This Project is reflective of these proprietary interests, in that our agency is in contract with the Project applicant for the purchase and sale of VTA's ownership interest in a portion of the Project site. We note that the contractual payment structure for VTA's proprietary interest in the land includes a variable component correlated to the number of units built by the Project applicant such that VTA will receive additional monies if more than 713 units are built on the Project site.

While VTA has many roles on development projects in the County, in this case, VTA, acting in its capacities as a CMA and a transit provider in the County, offers the following comments and concerns on the TIA:

Mitigation Measures:

The report states that proposed mitigation measures at Delmas Avenue and Park Avenue intersection would require significant modifications to the traffic signal. Please clarify if the proposed modifications impact VTA light rail operations in any way. Any mitigation measures for automobile impacts should not adversely affect transit facilities and operations.

Project Traffic Volumes:

In Figure 10 of the TIA, the traffic volumes for intersection 19 and 20 do not balance; we recommend checking these figures to ensure that the volumes balance under project and background scenarios.

Existing Transit Service:

The summary of existing transit services should include VTA's Local Bus Route 22, which operates approximately 0.6 miles north of the project site along The Alameda. Route 22 provides service between the Eastridge Transit Center and the Palo Alto Transit Center, along the same alignment as the 522 Rapid Bus. Route 22 operates seven days a week and offers 12-minute headways during weekday commute and midday hours.

Pedestrian Facilities:

Establishing a safe, direct, convenient, and attractive pedestrian route between the project site and the Race Street LRT station is an important opportunity for affirming the project's Transit-Oriented Development (TOD) qualities. Page 56 of the TIA notes that the applicant plans to work with City staff on off-site capital improvement plans (i.e., sidewalks, etc.) and will contribute a fair-share contribution toward those improvements; it is assumed this statement includes sidewalks along Auzerais Avenue between Lincoln Avenue and Sunol Street. Accordingly, VTA assumes that the project will construct or improve sidewalks along the entire project frontage along Auzerais Avenue, Sunol Street, and West San Carlos Street, and that these improvements would be of sufficient urban design quality to help the project establish a sense-of-place and community identity. We suggest re-wording this section of the TIA to clarify these assumptions, and recommend that the City require these improvements as Conditions of Approval of the project at the appropriate time.

Automobile Parking and Transportation Demand Management:

Page 55 of the TIA notes the applicant proposes to meet the City of San Jose parking standards by working with City staff during the project review process. VTA encourages the City and applicant to work together to arrive at a quantity that takes advantage of the reduction in off-street parking allowed by the City's zoning code for projects located within 2,000 feet of an existing rail station. VTA also encourages the applicant to consider establishing a comprehensive Transportation Demand Management (TDM) program as a way of reducing single-occupant trip generation by the project, and potentially as a way of reducing the project parking requirements as allowed by the City's zoning code. Lastly, we encourage the City and applicant work collaboratively to consider and use where possible avant-garde parking design and technologies such as stacked, vertical or automated parking systems. The creative application of these systems could yield mutually beneficial results for the City, applicant and community.

As we have noted in past letters on this project, this development represents a significant opportunity for the applicant, the City and VTA to work together to promote a transit-oriented development that can help meet the City's housing needs and contribute to the revitalization and sustainability of the Midtown area. This Project also has the potential to embody the principles laid out by our state legislators in the recently enacted California Senate Bill 375. VTA strongly encourages the Project applicant to design the proposed development according to the principles of VTA's Community Design & Transportation ("CDT") Manual of Best Practices for Integrating Transportation and Land Use, as well as VTA's Pedestrian Technical Guidelines and Bicycle Technical Guidelines.

Unquestionably, from many respects, VTA has an interest in seeing this development move forward, in a form that reflects exemplary design principles and maximizes benefits in terms of environmental sustainability and community livability. We hope that our comments help propel the Project towards this goal and look forward to continuing to work together to produce an exemplary transit-oriented development on this important urban infill site.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose		SJ0907	NOP	7/31/2009	8/28/2009

Envision San Jose 2040 General Plan Update
Citywide

Description: Update of the City of San Jose's General Plan to the year 2040.

VTA Comments:

Goals and Policies:

VTA strongly supports the emphasis of the Envision San José 2040 process in directing growth at transit nodes and corridors. Focusing growth near transit is supportive of transit use, congestion management, and greenhouse gas reduction objectives, and is consistent with the principles of VTA's Community Design & Transportation (CDT) Program. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, has been endorsed by all 15 Santa Clara cities and the County, and we are pleased to see Santa Clara County's largest city taking such supportive policy actions. In addition, the Envision San José 2040 strategy of focusing growth around transit supports regional goals established by MTC and ABAG, and establishes San José as a leader with respect to the goals of AB 32 and SB 375.

Extent of Analysis:

It is our understanding from page 2 of the NOP that the City does not intend to conduct a "significant review" of areas that are covered by Specific Plans and Area Development Policies in the General Plan Update and PEIR. VTA recommends that the City address these areas explicitly in the General Plan Update and PEIR, as many of these areas are near transit stations and corridors, and can play a large role in encouraging focused growth around transit.

Land Use/Transportation Scenario Evaluation:

VTA recommends that there be a feedback loop in the analysis of land use/transportation scenarios in the PEIR. As stated in the NOP, the initial analysis will involve four land use/transportation scenarios. VTA, along with other stakeholders, would be interested in reviewing the results and providing input on the initial analysis of the four scenarios. This feedback can then be considered during the refinement of the alternatives through the General Plan Update and PEIR process.

Modeling indicators that should be used in the analysis of the alternatives include: Vehicle-Miles-Traveled (VMT), roadway Level of Service (LOS), transit boardings, delay (person-hours), and air quality emissions. Where appropriate, indicators should be expressed per capita, to highlight the differences between the impacts of various growth scenarios.

The City's model for PEIR analysis should use the Valley Transportation Plan (VTP) 2035 committed projects for both the roadway and transit network. VTA can provide the GIS layers from VTP 2035; please contact Ya Wang in the Congestion Management Agency Division at (408) 321-5660 for assistance. Based on the map included in the NOP, some adjustments are needed to the transit network for the PEIR and the General Plan documents. For consistency with VTP 2035, light rail (LRT) should not be shown beyond Nieman Boulevard, and Bus Rapid Transit (BRT) should be added on Stevens Creeks Boulevard and Monterey Highway. We suggest that the PEIR and General Plan documents include descriptions of various existing and planned transit services, including BRT, and the map of the transit network should be revised to more clearly

show corridors with planned BRT service. The PEIR model should also include the planned Express Lane projects that are included in VTP 2035, including Express Lanes on all or portions of SR 85, SR 87, US 101, SR 237, I-680 and I-880 in Santa Clara County, as well as the SR 237/I-880 Express Connector project.

Roadway Network/Complete Streets:

VTA strongly supports the City’s efforts to adopt a multimodal approach in its General Plan Update, including an emphasis on local and regional transit service. VTA requests that the City address transit accommodations on multimodal roadways in the Update and accompanying PEIR. Consideration should be given to adopting a "transit first" policy for key LRT and BRT corridors, and to establishing an additional category of multimodal streets which would emphasize mobility for all modes and which would include enhanced stop amenities, transit priority treatments, and supporting pedestrian improvements. These improvements would help make transit a more viable option for San José residents and workers and help reduce single-occupant automobile travel in the City.

VTA encourages the City to explore improvements to the connectivity of the roadway system in the General Plan Update, in general and especially across freeways, for both motorized and non-motorized modes. Through and interconnected streets should be expanded and optimized, and street closures which result in a loss of connectivity and reduction in travel path choices should be avoided.

Level of Service Policy/Protected Intersections:

VTA encourages the City to continue to adopt a flexible approach to roadway Level of Service (LOS) in the General Plan Update and the PEIR. We recommend that the City’s approach to the inclusion of LOS protected intersections be addressed in the PEIR. In particular, protected intersections may need to be added along BRT corridors in order avoid introducing mitigation measures for traffic impacts that would adversely impact pedestrians, bicyclists, transit vehicles and users, or neighboring land uses.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PD09-023	SJ0908	PD Permit	7/6/2009	7/15/2009

**Hacienda Gardens Commercial
Southwest corner of Meridian and Foxworthy Avenues**

Description: Planned Development Permit to construct a total of 121,870 SF of retail commercial uses on an 8.96-acre site.

VTA Comments:

Bus Service:

VTA provides bus service on Meridian Avenue and maintains a bus stop at Meridian Avenue, south of Foxworthy Avenue. In order to provide convenient access to transit service, this bus stop should remain at its present location and the following improvements should be provided:

- * Close the driveway approach at the north end of the bus stop and install a sidewalk to conform.
- * Provide a 7’ X 25’ shelter pad back of the sidewalk according to VTA specifications, so the shelter can be located back of the sidewalk.
- * Repair or replace PCC bus pad with a minimum 10’ X 55’ pad constructed to VTA specifications, including monolithic curb.
- * Place all trees or landscaping features outside the bus loading area.

Land Use and Site Design:

VTA supports the proposed modest intensification of use on a site served by two VTA bus routes and within close proximity to a significant amount of residential development. The addition of neighborhood-serving retail at this location should help encourage trips by alternative transportation modes including walking, cycling, and transit. VTA commends the applicant for locating several new retail pad buildings close to street along Meridian Avenue and including direct pedestrian pathways between the sidewalk and the building entrances. These site design features are consistent with VTA’s Community Design & Transportation (CDT) Manual. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. For more information on the CDT Manual, please call Robert Swierk of VTA's Development & Congestion Management Division.

Bicycle Parking:

The site plan in this Planned Development Permit application makes no mention of bicycle parking locations or quantities. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA’s Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. VTA recommends that the City require the applicant to provide bicycle parking in the quantities specified in VTA’s Bicycle Technical Guidelines as a condition of approval of the project. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Development and Congestion Management Division.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC08-034	SJ0912	IS/ND	8/26/2009	9/10/2009

**Sunol Court Studio Apartments
NE corner of San Carlos Street and Sunol Street**

Description: Construction of up to 117 multi-family studio units above a podium garage, and 2000 SF of commercial on 1.32 acres.

VTA Comments:

Site Density and Land Use Mix:

VTA supports the proposed density and mix of uses on a site within close proximity to two significant transit corridors, the West San Carlos corridor and the Vasona light rail corridor. Both of these corridors are included in VTA’s Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas scheme, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County.

Potential Future West San Carlos Light Rail Station:

VTA encourages the City of San Jose to condition this project to provide a contribution to the construction of the potential future West San Carlos Light Rail Station, which would be located approximately 1,000 feet to the south of the proposed development. This would continue the framework of private development contributions that was established with the KB Homes development to the south and is continuing with the Green Republic Ohlone Mixed Use development to the southwest.

Transit Incentives:

VTA recommends that the City consider requiring the project applicant to provide transit incentives such as Eco Passes on a continuing basis, as a Condition of Approval of the project. Residential Eco Pass is a photo ID validated with an annual sticker to provide unlimited rides on VTA Bus and Light Rail seven days a week. VTA sells Eco Passes at a discount to housing developments like condominiums, apartments, townhouses, and neighborhood and community associations. For more information about VTA's Eco Pass program, please contact Angela Sipp of VTA.

City/County Responses Quarterly Report

Projects Approved in July, August and September of 2009

October 19, 2009

Lead Agency	Agency File #	CMP ID	Type of Document	VTA Comment Date	City/County Response Date	Approval Date
City of Santa Clara		PLN2008-07316/ CEQ2009-01077	SC0903	Final IS/MND	7/17/2009	7/24/2009

3300 Olcott Street Office Building Project
3300 Olcott Street

Description: Demolition of an existing 102,227 SF industrial office/warehouse and construction of a 179,100 SF office building

VTA Comments:

Comment C-1: Transportation Impact Analysis - Existing Transit Facilities:

The summary of existing bus and shuttle routes in Section 2.2.1 of the Transportation Impact Analysis incorrectly states the span of service of VTA Local Bus Route 58. This route operates only in the peak periods on weekdays. In the northbound direction, it operates from 5:43am to 10:10am and from 2:50pm to 7:04pm. In the southbound direction, it operates from 5:57am to 9:21am and from 3:15pm to 8:17pm.

Comment C-2: Pedestrian Accommodations:

VTA commends the project applicant for including a number of new pedestrian connections on the site, in particular a walkway that would directly connect the building to Olcott Street to the south. These connections will help promote safe and convenient pedestrian access, which will help reduce single-occupant automobile trips to the site. VTA suggests that the City work towards the eventual goal of establishing sidewalks on Olcott Street to connect to the existing sidewalk system at the Olcott Street/Scott Boulevard intersection. Towards this end, VTA suggests that the City consider requiring the project applicant to include sidewalks along the short stretch of the Olcott Street cul-de-sac on the project site, to connect with potential future sidewalks on neighboring properties.

Comment C-3: Bicycle Parking:

VTA commends the project applicant for proposing bicycle conveniently located bicycle parking in quantities consistent with VTA's Bicycle Technical Guidelines. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes <<http://www.vta.org/news/vtacmp/Bikes>>. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Development & Congestion Management Division. VTA suggests that the City require these bicycle racks and lockers a condition of approval of the project.

Comment C-4: Transportation Demand Management:

While the IS/MND discusses two measures to encourage 'Smart Land Use and Intelligent Transportation' in the Global Climate Change Strategies table on p. 3-21, it does not address other TDM measures that would further reduce the automobile trip generation. In order to reduce the number

of single occupant vehicle trips generated by the project, VTA requests that the City consider requiring a comprehensive TDM program as a condition of approval of this project. Effective TDM programs that may be applicable to the project include:

- * Transit fare incentives such as Eco Pass and commuter checks
- * Bicycle Lockers and Bicycle Racks
- * Showers and Clothes Lockers for Bicycle Commuters
- * On-site or walk-accessible employee services (day-care, dry-cleaning, fitness, banking, convenience store)
- * On-site or walk accessible restaurants

Comment C-5: Traffic Volume at Intersections 2:

In exhibit 9 of the Transportation Impact Analysis (TIA) report, Southbound PM volume at Highway 101 SB ramp/Bowers Ave intersection should be 2,815 vehicles to balance the volumes instead of 815 vehicles.

Comment C-6: Freeway Analysis:

Section 4.5.2 of the TIA report states that a freeway segment analysis is not required for the proposed development. However, VTA recommends including the analysis as shown in sample freeway analysis table, appendix B of the VTA Transportation Impact Analysis (TIA) Guidelines. VTA TIA guidelines may be downloaded from [www.vta.org/news/vtacmp/Technical Guidelines](http://www.vta.org/news/vtacmp/Technical%20Guidelines). For more information on TIA guidelines, please call Shanthi Ganji of the CMP at 408-952-4224

Comment C-7: Vacant Development:

According to VTA TIA guidelines 2004 page 18, "if the proposed project involves a vacant or underutilized site with development rights, the number of trips originally associated with that development may be included in the background conditions". Or "if the proposed project involves a vacant or underutilized site without development rights, all trips generated by the proposed project would be project trips".

Please indicate that this development has development rights. If not existing land use trips reductions cannot be taken into consideration.

City/County Response

Response C-1: The summary of the span of service of VTA Local Bus Route 58 in Section 2.2.1 of the TIA has been corrected as requested.

Response C-2: The project will be conditioned to provide a sidewalk along the stretch of Olcott Street adjacent to the project site.

Response C-3: The project will be conditioned to provide both Class I and Class II bicycle parking consistent with VTA guidelines.

Response C-4: In order to reduce the number of single occupant vehicle trips generated by the project, the project will be conditioned to provide both Class I and Class II bicycle parking spaces consistent with VTA guidelines. In addition, based upon VTA's suggestion to provide an improved TDM program, the following conditions of approval shall be added to the project:

1. The project shall provide showers and clothes lockers for bicycle commuters. The number of showers and clothes lockers shall be subject to the approval of the City Engineer.
2. The project shall provide priority parking for car-sharing vehicles. The number of parking spaces shall subject to the approval of the City Engineer.

Response C-5: Exhibit 9 of the TIA has been corrected as requested.

Response C-6: The proposed project is expected to add approximately 0.4% of the freeway segment along Highway 101. The VTA uses a threshold of at least one percent to identify potentially impacted freeway segments for inclusion in the transportation analysis. The project adds a maximum which is significantly lower than the threshold. Thus, a freeway segment analysis was not included in the analysis.

Response C-7: The proposed project site has development rights.

Lead Agency	Agency File #	CMP ID	Type of Document	VTA Comment Date	City/County Response Date	Approval Date
City of Santa Clara	PLN2008-06920	SC0809	FEIR	11/21/2008	4/13/2009	8/18/2009

Gallery at Central Park Project
South of Kaiser Drive and west of Kiely Boulevard

Description: Planned Development Master Community to develop the site with 806 housing units, including 45 SFRs, 152 townhomes, 73 row houses, and 536 multi-family units.

VTA Comments:

Transit Service and Site Design

Comment 6.1: Existing Transit Service:

Section 4.12.2.3, Table 4.12-1 and Figure 4.12-2 all omit several VTA bus routes that operate near the project site. VTA Lines 57 and 58 operate on Kiely Boulevard directly adjacent to the project site, and VTA Line 22 and Rapid 522 operate less than three-quarters of a mile from the project site - closer than VTA Limited Stop Route 328, which is currently addressed in the Existing Transit Service section. These routes provide important transit connections to many county destinations including downtown San Jose, Eastridge, Palo Alto, the Great America area, and West Valley College, and should be added to the Existing Transit Service discussion, summary table, and figure.

Comment 6.2: Project Impacts and Mitigation Measures - Pedestrian and Bicycle Facilities:

The proposed pedestrian circulation system described in Section 4.12.4.4 and shown in Figure 3.0.7 provides good access from the project site to Kiely Boulevard and Kaiser Drive, but provides poor access to Pepper Tree Lane and areas to the west. Maintaining and enhancing pedestrian connectivity from neighborhoods to the west (for instance, along Pepper Tree Lane) is important to support transit use, walking and bicycling through the project site and surrounding neighborhoods.

Comment 6.3: Encouraging use of these alternative transportation modes is an important way of reducing the number of automobile trips generated by the project and their associated negative impacts on air quality, congestion, and energy use.

Comment 6.4: Specifically, VTA requests that the City require the applicant to provide pedestrian connections from Pepper Tree Lane to the new roadway serving the proposed cluster townhomes and single-family homes. These connections could be provided by extending the proposed pedestrian path north of the westernmost single-family homes (which appears to end just short of Pepper Tree Lane in Figure 3.0.7) and providing

a new path just to the north between the westernmost sets of cluster townhomes. We also request that the City require a path to be provided through the single-family home area to the multi-use path on the southern boundary of the project site. These paths should be open to the public ('Exterior' paths) and be wide enough to accommodate both pedestrians and bicycles.

Comment 6.5: Project Impacts and Mitigation Measures - Transit Service:

The discussion of Transit Service in Section 4.12.4.4 omits several VTA bus routes that operate near the project site. A discussion of any potential impacts on VTA Lines 22, 57, 58 and Rapid 522 should be added to this section.

Comment 6.6: Bus Stop Improvements:

As mentioned in the Draft EIR, the bus stop adjacent to the project site on Kiely Boulevard should remain at its present location. In addition, there should be no tree wells or obstacles in the bus loading area.

Comment 6.7: Project Impacts and Mitigation Measures - Trip Generation and Operational Impacts:

VTA suggests that the City and the project applicant consider adding a small component of ground-floor retail into the project on the Kiely Boulevard frontage. This would allow residents of the new development as well as the surrounding neighborhood to accomplish some errands by walking, biking or transit and reduce the number of automobile trips generated by the project.

Transportation System Planning and Design

Comment 6.8: CMP Intersections:

VTA recommends inclusion of three CMP intersections to the list given in the TIA notification form for analysis:

CMP ID 1211 Lawrence Expressway (North) / Stevens Creek Blvd

CMP ID 1212 Lawrence Expressway (South) / Stevens Creek Blvd

CMP ID 1214 Lawrence Expressway / El Camino Real

This recommendation is based on VTA TIA guidelines that state, a CMP intersection shall be included in a TIA if the proposed development project is expected to add 10 or more peak hour vehicles per lane to any intersection movement.

Comment 6.9: Parking:

The project is proposing 1790 parking spaces for the development. The traffic study implies that the project is exceeding city code requirement by 123 parking spaces. VTA recommends a reduction in the number of parking spaces that is less than or at the least equal to that established by the City of Santa Clara code.

Comment 6.10: Freeway Segments:

VTA recommends including a list of freeway segments as part of the traffic analysis. In addition, VTA recommends using the latest 2007 Monitoring and Conformance Report for the freeway and expressway analysis. This report summarizes the existing conditions level of service (LOS) data for freeways, expressways in Santa Clara County. The document may be downloaded from <http://www.vta.org/news/vtacmp/mcreport2007/>. For more information please contact the VTA CMP at 408- 546-7923.

City/County Response

Response 6.1:

The existing transit service section, Section 4.12.2.3, Existing Transit Service, of the draft EIR has been revised to include VTA Routes 22, 57, 58, and Rapid 522. These changes are reflected in Section 2.0 of this final EIR.

Response 6.2:

As shown in Figure 3.0-7, Conceptual Pedestrian Circulation Diagram, in the draft EIR east-west pedestrian access to Pepper Tree Lane is provided via sidewalks on Kaiser Drive and a multi-purpose path along the southern edge of the project site adjacent to the proposed single-family homes and Saratoga Creek. A pedestrian path that terminates at a playground just east of Pepper Tree Lane would provide pedestrian access to Pepper Tree Lane, but would be equipped with a low fence next to the play area as an added safety measure for playground users.

Response 6.3:

See Response 6.2. The project site was selected for project development by the applicant to reduce automobile dependence, and encourage compact development, provide access to public space, walkable streets, and access to public transportation. The project would be located in an area that is already centrally located within a largely built-out city that is served by existing public services and facilities. The project would also implement energy performance standards including energy efficient standards for the heating, ventilation, and air conditioning system, and other appliances that could be installed in residential units and common areas of the site.

Response 6.4:

As stated on page 3.0-14 of the draft EIR, a 5-foot-wide public pedestrian path and 10-foot public multi-purpose path would be constructed within the 100-foot creek setback area and would extend in a southerly direction, south of the single-family homes to Pepper Tree Lane. The path also extends to the north providing access to the internal roadways and other portions of the site, including the multi-family units, town houses, and Kaiser Drive. Sidewalks would be provided on the north side of the single-family homes that would provide pedestrian and bicycle access to the proposed 13-foot multi-purpose public trail that would traverse the eastern portions of the site adjacent to Kiely Boulevard. City staff will continue to work with the applicant to further refine the final pedestrian connections with respect to the sidewalk between the local road and Pepper Tree Lane (adjacent to the playground between the proposed town houses and single-family homes) and a pedestrian and bicycle connection through the single-family homes to the southern shared-use path to ensure adequate pedestrian circulation between the two streets.

Response 6.5:

The proposed project conservatively estimates an additional 12 to 24 new bus riders, based on 2.5 to 5 percent of the number of vehicles trips (474) during the AM and PM peak hours. This range of 2.5 to 5 percent is typical of Santa Clara County transit usage. Seven bus routes (22, 57, 88, 81, 328, 330, and Rapid 328) serve areas near the project site. The additional peak-hour bus riders would be distributed among the six buses, resulting in an additional average transit demand of approximately 2 to 3 riders per bus. According to the boarding data in the VTA's 2008 Short Range Transit Plan, the existing bus routes have adequate capacity to meet this new demand. Therefore, the project would not create a significant transit impact to these bus routes.

Response 6.6:

The bus stop adjacent to the project site is not being moved as part of the project, and no tree wells or obstacles would be located within the bus loading area.

Response 6.7:

Parcels 1 and 2 are designed Residential Medium Density (26 to 35 dwelling units per acre) by the City's general plan and/or Parks and Recreational and/or Institutional, and Parcel 3 is designated Residential Moderate Density (19 to 25 dwelling units). The application submitted is consistent with the current land use designation for the project site. Retail uses are not permitted land use at the site; however, retail uses are available within walking distance to the site.

Response 6.8:

The traffic analysis was prepared following the City of Santa Clara traffic impact guidelines (2008) and the VTA TIA Guidelines. VTA's travel demand forecasting model was used to estimate the major directions of approach and departure for the proposed project. Trip distribution was refined by identifying existing travel patterns and the relative locations of complementary land uses. Where it was determined that the project would add 10 or more peak-hour trips per plane to any intersection, that intersection was studied in the draft EIR. VTA's regional travel demand model was used for the distribution. The model found that the proposed project would not result in 10 or more new peak-hour trips per lane at the three intersections listed in the comment, and therefore were not evaluated in the project's TIA.

Response 6.9:

The comment is noted. The project complies with the City's standards for the Planned Development-Master Community (PD-MC) zoning district and provides all the required parking on the project site for the number of housing units proposed. The parking standard for the PD-MC is a minimum standard. The surrounding neighborhood has expressed concern regarding the overspill of parking from future residents of the proposed project to the surrounding neighborhood and to Central Park. In response to these concerns, the applicant has designed the project to include parking above the minimum standard. The project would also institute Transportation Demand Management (TDM) measures that are intended to reduce the number of single-occupancy vehicle trips from the site. The cornerstone of the program is a Transportation Coordinator (TC) that would assist residents with their transportation needs. The TC would help identify transportation options including identifying bus and rail routes. The leasing and sales office would also have extensive information regarding all travel options.

Response 6.10:

The project expected to add less than 30 peak-hour trips to any mainline segment on Interstate 280 (I-280). According to the VTA TIA Guidelines, the project would have a significant impact if it added more than 1 percent of the freeway segment's capacity. One percent of the capacity of I-280 in one direction is 69 vehicles where the total capacity in one direction is 2,300 vehicles per lane per hour multiplied by 3 lanes. Therefore, the project would not have a significant impact on any I-280 freeway segment.

US Highway 101 is located approximately 20 miles from the project site. The project trip assignment shows that project trips at the intersections closes to this freeway would not exceed more than 10 peak-hour trips per lane. The trip assignment shows that project trips would disperse into other portions of the City prior to reaching US Highway 101, and the amount of trips using this freeway from the project would be negligible.

Lead Agency	Agency File #	CMP ID	Type of Document	VTA Comment Date	City/County Response Date	Approval Date
City of Santa Clara	PLN2007-0680	SC0902	FEIR	5/13/2009	5/15/2009	7/22/2009

Scott Boulevard Office Project
3240-3450 Scott Boulevard

Description: Demolition of two vacant industrial buildings totaling 114,000 SF and construction of a new 5-story, 215,520 SF Class A office building.

VTA Comments:

Comment C1: Traffic and Circulation Impacts - Site Design and Pedestrian Access:

VTA agrees with the assessment in Section 3.1.4.3 of the DEIR that the project site plan needs to be redesigned to include a direct pedestrian connection between the existing sidewalks along Scott Boulevard and the building entrance. We also suggest that the developer consider moving the building closer to Scott Boulevard and shifting more of the parking behind the building. This would help create a more active and pedestrian-friendly frontage along Scott Boulevard. As the project moves closer to implementation, VTA's Community Design & Transportation (CDT) Manual should be used when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. For more information on CDT Guidelines, please call the VTA Development & Congestion Management Division.

Comment C2: Traffic and Circulation Impacts - Bicycle Parking:

VTA supports requiring the project applicant to provide bicycle racks and lockers on-site as a condition of project approval, as noted on page 3.1-17 of the DEIR. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes <<http://www.vta.org/news/vtacmp/Bikes>>. For more information on bicycle systems and parking, please contact the VTA Development & Congestion Management Division.

Comment C3: Transportation Demand Management:

While the DEIR discusses Transportation Demand Management (TDM) in the section on consistency between the City's General Plan and applicable Air Quality Management Plan Transportation Control Measures (pp. 4-8 and 4-9), it does not adequately address what TDM measures would be taken by the project itself.

In order to reduce the number of single occupant vehicle trips generated by the project, VTA requests that the Lead Agency consider requiring a comprehensive TDM program as a condition of approval of this project. Effective TDM programs that may be applicable to the project include:

- * Transit fare incentives such as Eco Pass and commuter checks
- * Bicycle Lockers and Bicycle Racks
- * Showers and Clothes Lockers for Bicycle Commuters
- * On-site or walk-accessible employee services (day-care, dry-cleaning, fitness, banking, convenience store)
- * On-site or walk accessible restaurants
- * Parking for car-sharing vehicles

Comment C4: San Tomas Expressway and Scott Boulevard (Page 27 of TIA):

The report states that the intersection level of service could be improved by adding a second right-turn lane to west bound approach, and it is consistent with the latest Comprehensive County Expressway Planning Study. Although the LOS improves at this intersection, VTA is concerned that this improvement will increase cross walk distance and will increase duration of pedestrian and bicyclist exposure to motor vehicle traffic. Please consider reducing the crossing distance by narrowing the lane widths on Scott Boulevard to minimize the crossing distance. VTA agrees with the recommendation to include a "No Right Turn on Red" restriction to help minimize conflicts with both pedestrians and bicycles crossing Scott Boulevard.

Comment C5: Bus Service:

VTA provides bus service along Scott Boulevard and maintains a bus stop adjacent to the project site on eastbound Scott Boulevard, opposite Octavius Drive. In order to provide convenient access to transit service, VTA recommends that the City condition the developer to maintain the bus stop at its current location and provide the following improvements:

- * A 22-foot curb lane or bus duckout consistent with VTA standards
- * A 10' X 55' PCC bus stop pavement pad consistent with VTA standards.
- * An 8' X 40' passenger waiting pad.
- * Locate all trees outside bus loading areas.

City/County Response:

Response C1:

The proposed building has been located proximate to Scott Boulevard with the majority of the parking at the rear of the building. The building is setback 150 feet from Scott Boulevard and 400 feet from the rear property line. This 150-foot setback from Scott Boulevard provides for a pedestrian oriented arrival courtyard, as well as American with Disability Act (ADA) compliant parking within close proximity of the building's main entrance. As noted in section 3.1.4. And included in the project's Mitigation Monitoring and Reporting Program (MMRP), "Prior to building permit issuance, the project site plan shall be redesigned to include a direct pedestrian path or sidewalk between the existing sidewalks and the building entrance to clearly identify pedestrian space and vehicle space to the satisfaction of the Director of Planning and Inspection. This shall include a sidewalk from the existing bus stop at the project site to the parking area to eliminate any pedestrian from using the driveway to access the sidewalk and bus stop."

Response C2:

Thank you for your comment. The project will be conditioned to provide both Class I and Class II bicycle parking consistent with VTA guidelines.

Response C3:

In order to reduce the number of single occupant vehicle trips generated by the project, the project will be conditioned to provide both Class I and Class II bicycle parking spaces consistent with VTA guidelines. In addition, based upon VTA's suggestion to provide an improved TDM program, the following conditions of approval shall be added to the project:

1. The project shall provide showers and clothes lockers for bicycle commuters. The number of showers and clothes lockers shall be subject to the approval of the City Engineer.
2. The project shall provide priority parking for car-sharing vehicles. The number of parking spaces shall subject to the approval of the City Engineer.

Response C4:

In order to create a safer pedestrian and cyclist environment, if feasible and subject to the approval of the City Engineer, the project design may include the following elements:

1. Design the second westbound right-turn lane to minimize crosswalk distance with narrow right-turn lanes;
2. A no right-turn on red restriction shall be provided to minimize conflicts with pedestrians and bicycles crossing Scott Boulevard; and
3. Provide a pedestrian refuge island to further minimize crossing distance and accommodate waiting pedestrians and signal pole.

Response C5:

The project shall be conditioned to work with VTA and the Traffic Engineering Division regarding VTA bus stop improvements to existing bus stops on Scott Boulevard in front of project. These improvements may include construction of a concrete bus pad, bus duckout, and construction of bus shelter. Regarding the request for a bus duckout, it should be noted that the eastbound through lane at the existing bus stop has a 20 foot total width. As a result, a bus duckout may not be needed.

PROACTIVE QUARTERLY STATUS REPORT

GLOSSARY

A	Agriculture Zoning District	MM	Mitigation Measure
ABAG	Association of Bay Area Governments	MND	Mitigated Negative Declaration
ABC	Across Barrier Connections	MTC	Metropolitan Transportation Commission
AC	Acre(s)	MVHDR	Multifamily Very High Density Residential
ACE	Altamont Commuter Express	ND	Negative Declaration
A(PD)	Planned Development Zoning District	NOI	Notice of Intent
BART	Bay Area Rapid Transit	NOP	Notice of Preparation
BMPs	Best Management Practices	NPDES	National Pollution Discharge Elimination System
BRT	Bus Rapid Transit	PCC	Portland Concrete Cement
BTG	Bicycle Technical Guidelines	PDR	Planned Development Rezoning
CDT	Community Design & Transportation	PE	Preliminary Engineering
CG	Commercial General Zoning District	PPOS	Public Park/Open Space
CI/C	Combined Industrial/Commercial	PTG	Pedestrian Technical Guidelines
CMP	Congestion Management Program	PUD	Planned Urban Development
CSA	Construction Staging Area	R&D	Research & Development
CUP	Conditional Use Permit	R-M	Multi-Family Residential Zoning
CWC	Citizen Watchdog Committee	ROW	Right-Of-Way
DASH	Downtown Area Shuttle	RVHD	Residential Very High Density
DC	Downtown Commercial Zoning District	RZ	Rezoning
DEIR	Draft Environmental Impact Report	SAR	Site and Architectural Review
DSM	Deep Soil Mix	SCVWD	Santa Clara Valley Water District
DU/AC	Dwelling Units Per Acre	SDP	Site Development Permit
EIR	Environmental Impact Report	SF	Square Foot
ER	Environmental Review	SFR	Single Family Residences
FAR	Floor Area Ratio	SPA	Specific Plan Amendment
FEIR	Final Environmental Impact Report	SPRR	Southern Pacific Railroad
FTF	Future Transit Facility	SVRT	Silicon Valley Rapid Transit
GPA	General Plan Amendment	SVRTC	Silicon Valley Rapid Transit Corridor
HDR	High Density Residential	SWPPP	Storm Water Pollution Prevention Program
HI	Heavy Industrial	TCE	Temporary Construction Easement
HOV	High-Occupancy Vehicle	TCR	Transit Corridor Residential (20+Dwelling Units/Acre in the City of San Jose)
HSR	High-Speed Rail	TDM	Transportation Demand Management
IP	Industrial Park	TIA	Transportation Impact Analysis
IS	Initial Study	TIA NF	Transportation Impact Analysis Notification Form
ITR	Industrial to Residential	TM	Tentative Map
ITS	Intelligent Transportation System	TOD	Transit-Oriented Development
LI	Light Industrial	UB	Utility Box
LRT	Light Rail Transit	UPRR	Union Pacific Railroad
LU/TD	Land Use/Transportation Diagram		
MCR	Monitoring and Conformance Report		
MDR	Medium Density Residential		



Date: October 28, 2009
 Current Meeting: November 12, 2009
 Board Meeting: November 5, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: TFCA 40% Project Selection Criteria Revisions

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Modify the criteria used to evaluate and select projects for the Transportation Fund for Clean Air (TFCA) Program Manager fund and review the status of ongoing Santa Clara County TFCA projects.

BACKGROUND:

The Transportation Fund for Clean Air (TFCA) is generated by a \$4.00 surcharge on vehicle registrations. The Bay Area Air Quality Management District (BAAQMD) administers these funds in the nine-county Bay Area. Funds are available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions.

BAAQMD returns 40% of these funds to the county in which they are collected for allocation by a “program manager.” This fund is called the TFCA Program Manager Fund (TFCA 40%). VTA is the program manager for Santa Clara County. Project sponsors apply directly to VTA for funding. The VTA Board of Directors allocates these funds to projects in Santa Clara County, subject to approval by BAAQMD.

New BAAQMD policies require VTA to conduct a periodic review of criteria for expenditure of TFCA funds. The revised policy states that VTA should “Hold a public meeting each year at least once a year, for the purpose of adopting criteria for expenditure of the funds and to review the expenditure of revenues received.”

The VTA Board of Directors last amended the criteria for reviewing TFCA project applications on February 1, 2007. The current Board-adopted scoring criteria are listed in Attachment A.

In accordance with the BAAQMD directive that the board should “review the expenditure of

revenues received,” Attachment B details the status of Santa Clara County's TFCA 40%-funded projects.

DISCUSSION:

Staff requested feedback on the criteria for expenditure of the funds from the CIP Working Group at its June 23 and August 25 meetings and the Systems Operations & Management working group at its August 26, 2009 meeting. The CIP Working Group believed that there was value to maintaining the community benefits component of the existing scoring criteria. Therefore, staff proposes no changes to the scoring criteria in Attachment A.

Regarding the impacts of signal timing activities, the CIP working group discussed the impacts of signal timing projects on transit operations or bicycle and pedestrian traffic.

Staff recommends enhancement of the TFCA application form to include screening criteria that allow a project sponsor to highlight consideration of pedestrian, bicycle, and transit facilities. The enhancements include asking whether there are existing (or planned) bicycle and/or pedestrian facilities (e.g., bicycle detection, designated bicycle lanes, designated bicycle trails, pedestrian cross walks, and pedestrian signals) at the project location. If such facilities are present (or planned), the project sponsor is asked to verify that applicable bicycle and pedestrian guidelines, such as VTA’s Bicycle Technical Guidelines and Pedestrian Technical Guidelines, or guidelines adopted by local jurisdictions will be followed.

Additionally, staff recommends a screening criterion that if the project is in a Light Rail Transit, Bus Rapid Transit or Core Service Corridor (See Attachment C), the project sponsor will coordinate with the Santa Clara Valley Transportation Authority to ensure that the project maintains or improves the current level of transit signal priority within the transit corridor.

Based on the above discussion, the following screening criteria questions will be added to the project application:

- Are existing or planned bicycle or pedestrian facilities (e.g., bicycle detection, designated bicycle lanes, designated bicycle trails, pedestrian cross walks and pedestrian signals) present at the project location? Yes___ No___
- If Yes to above, will the project sponsor follow applicable bicycle and pedestrian guidelines, such as VTA’s Bicycle Technical Guidelines and Pedestrian Technical Guidelines, or guidelines adopted by local jurisdictions? Yes___ No___
- If the project is in a Light Rail Transit, Bus Rapid Transit or Core Service Corridor (see attached map), will the project sponsor coordinate with the Santa Clara Valley Transportation Authority to ensure that the project maintains or improves the current level of transit signal priority within the transit corridor? Please provide evidence of such coordination in the form of letters or emails. Yes___ No___

The CIP Working Group met on October 1, 2009 and accepted the staff recommendation regarding the impacts of signal timing projects on bicycle and pedestrian traffic. However, the Working Group did not accept the recommendation regarding impacts to transit operation. The

TAC subcommittee discussed this item on September 10 and October 8 without coming to a final conclusion.

ALTERNATIVES:

The Board could decide to keep the existing criteria, or it could adopt a different set of criteria.

FISCAL IMPACT:

There are no financial implications for VTA's capital or operating budgets.

Prepared by: Bill Hough
Memo No. 2063

Attachment A

Current TFCA Scoring Criteria	
Criteria	Maximum Points
Cost Effectiveness, Relative Scale - See CE values below:	30
Community Benefits:	
Reduce Congestion	8
Countywide Significance	8
Serve "Communities of Concern"	8
Number of people served	8
Mode Shift	8
Local Matching Funds	
1 point for each percentage of local match, up to 30.	30
Total = 100	100

Cost Effectiveness Values [TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced (\$/ton)]:

\$0 - \$19,999 = 30 points

\$20,000 - \$27,999 = 28 points

\$28,000 - \$35,999 = 26 points

\$36,000 - \$43,999 = 24 points

\$44,000 - \$51,999 = 22 points

\$52,000 - \$59,999 = 20 points

\$60,000 - \$67,999 = 18 points

\$68,000 - \$75,999 = 16 points

\$76,000 - \$83,999 = 14 points

\$84,000 - \$89,999 = 12 points

\$90,000 and above disqualified

Attachment B-TFCA project status

Program Manager: Santa Clara VTA

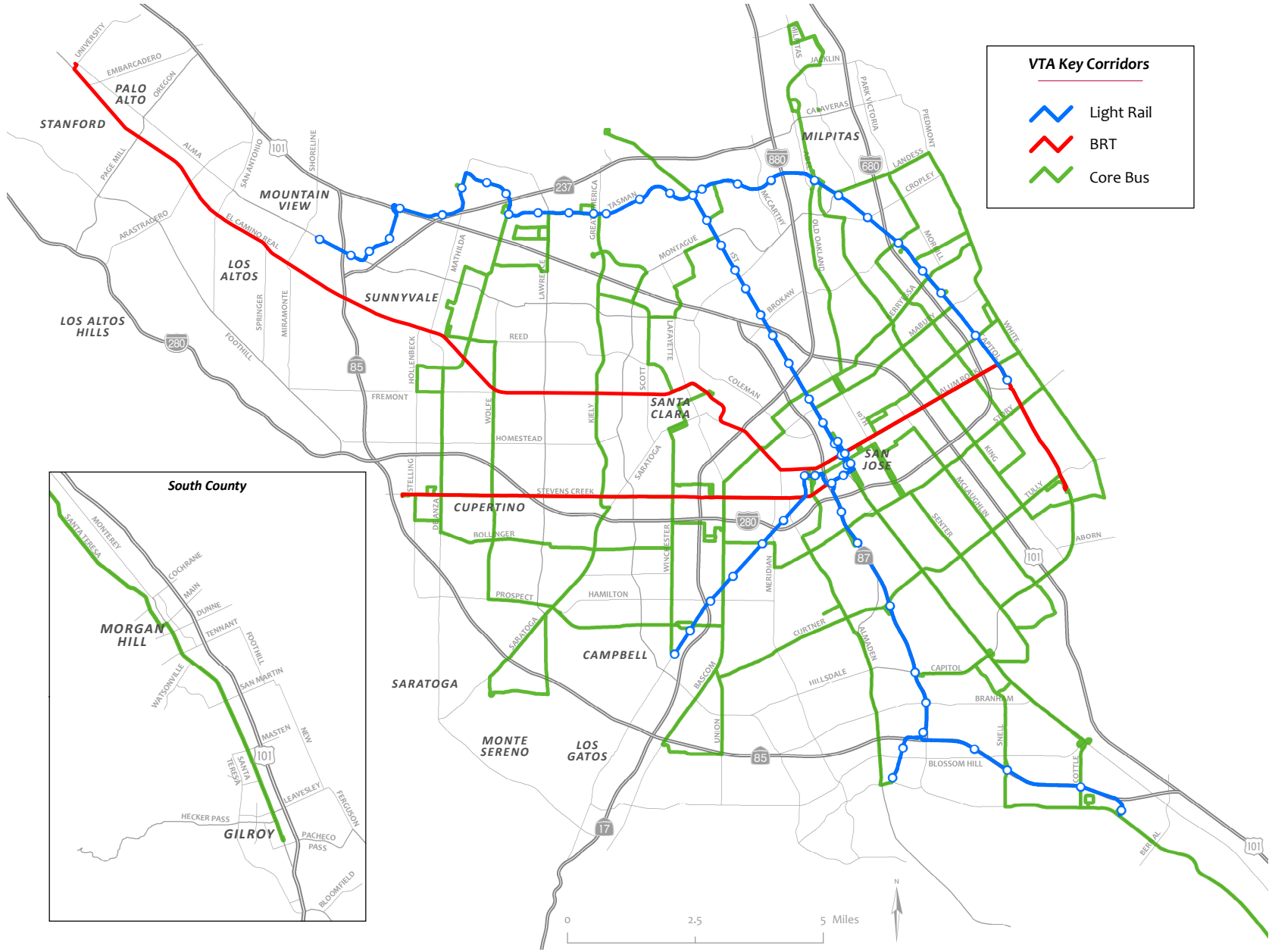
Report Period: May 31st Oct. 31st

Date: 10/28/2009

CP Canceled Project Update by CMA
UB Cmpl Under Budget From Air District Database
Column A Funds received should be listed as a negative; a Balance from closure listed as a positive
Column B 100% = All components/reports completed, approved and \$ paid out
 90% = All components completed; \$ paid out; awaiting Final Report

BAAQMD Project #	Project Title	Initial TFCA Funds Awarded	Current TFCA Funds Awarded	YTD TFCA\$ Paid Out	A		B		Project Completion Date	Project Cmpl Date Per CMA Update	Comments
					Funds from CP/UB	TFCA\$ Reprgm To Project# or FY	% Cmpl	% Cmpl per CMA Update			
98SC01	Arterial Management - Smart Corridor Phase IV	\$1,120,000.00	\$1,120,000	\$1,120,000.00	\$0	N.A.	65%	60%	1/1/2010	5/1/2011	TIP ID SCL976002; *TFCA portion complete; overall project 60% complete. Regarding deadline see D. Wiley email of 9/20/2007.
02SC05	Silicon Valley Traffic Management Center	\$280,000.00	\$280,000	\$280,000.00	\$0	N.A.	97%	80%*	9/1/2009	11/1/2010	TIP ID SCL010041; *TFCA portion complete; overall project 80% complete. Regarding deadline see D. Wiley email of 9/20/2007.
04SC05	San Jose ITS West - Stevens Creek	\$346,000.00	\$346,000	\$346,000.00	\$0	N.A.	90%	100%	12/30/2008	8/1/09	Project complete; regarding deadline see D. Wiley email of 9/20/2007.
05SC02	Sunnyvale-Saratoga/Mathilda Adaptive Traffic Signal Project	\$315,000.00	\$315,000	\$315,000.00	\$0	N.A.	95%	100%	9/1/2007	9/1/2007	Project completed in September 2007. 2-year "after study" update attached, see report.
07SC02	Upgrade to airport's CNG fueling station	\$526,684.00	\$526,684	\$526,684.00	\$0	N.A.	50%	100%	10/31/2009	10/5/09	Complete
07SC03	Provide pedestrian and bus-stop improvements as part of Tasman/Fair Oaks Streetscape Project	\$296,260.00	\$296,260	\$113,281.00	\$0	N.A.	50%	60%	10/31/2009	10/31/2010	Completion date extended per letter of 9/21/2009.
07SC04	Permanente Creek/US 101 Overpass	\$100,000.00	\$100,000	\$100,000.00	\$0	N.A.	30%	40%	10/31/2009	10/31/2010	Completion date extended per letter of 9/23/2009.
08SC02	San Jose Bicycle Racks	\$50,000.00	\$50,000	\$0.00	\$0	N.A.	20%	80%	10/31/2010	10/31/2010	In progress.
08SC03	Almaden & San Tomas Expressways Signal Timing	\$150,000.00	\$150,000	\$49,256.69	\$0	N.A.	20%	30%	10/31/2010	10/31/2010	In progress.
08SC04	LRT Controller Upgrade Project Phase 2	\$545,450.00	\$545,450	\$349,604.00	\$0	N.A.	25%	40%	10/31/2010	10/31/2010	In progress.
08SC05	Milpitas - Traffic Signal Managmnt System	\$775,000.00	\$775,000	\$0.00	\$0	N.A.	20%	25%	10/31/2010	10/31/2010	In progress.
08SC07	Grant Road Adaptive Signal Project	\$330,058.00	\$330,058	\$0.00	\$0	N.A.	20%	20%	10/31/2010	10/31/2010	In progress, estimated completion 8/2010.
08SC08	West Little Llagas Creek Bike Trail, Phase 4 (Edes court to Spring Ave)	\$134,000.00	\$134,000	\$0.00	\$0	N.A.	20%	5%	10/31/2010	10/31/2010	funding difficulites, additional CON funding TBD-see report item #3.

Attachment C: Core Service Corridor





Date: October 29, 2009
 Current Meeting: November 12, 2009
 Board Meeting: December 10, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Memorandum of Understanding Between Council of San Benito County
 Governments and Santa Clara Valley Transportation Authority for SR 152
 Corridor

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager for Santa Clara Valley Transportation Authority to execute a Memorandum of Understanding with the Council of San Benito County Governments to formalize the Mobility Partnership committee to provide direction on the development of a SR 152 Trade Corridor and a new alignment of SR 152 between SR 156 and US 101.

BACKGROUND:

An ad-hoc committee, referred to as the Mobility Partnership, comprised of elected officials and staff from the counties of Santa Clara and San Benito, has been meeting over the last three years to discuss safety issues and concerns associated with State Route 152 (SR 152). One outcome of the work of this group is the ongoing SR 152 Trade Corridor project that includes project development work for a new alignment of SR 152 between SR 156 and US 101.

This ongoing work is being led by VTA through \$5 million in Interregional Transportation Improvement Program (ITIP) funds assigned to VTA by the California Transportation Commission (CTC) and \$5 million in matching Local Program Reserve funds approved by VTA Board of Directors.

The Memorandum Of Understanding (MOU) that is the subject of this memorandum formalizes the Mobility Partnership and the roles for the Council of San Benito County Governments (SBCOG) and Santa Clara Valley Transportation Authority (VTA) related to the development of a SR 152 Trade Corridor and a new alignment for SR 152.

SBCOG approved the MOU at their October 15, 2009 Board of Directors meeting.

DISCUSSION:

The Mobility Partnership was formed in 2006 in response to safety issues and traffic congestion along SR 152 in Santa Clara and San Benito counties. The Mobility Partnership ad-hoc committee is informally attended by two elected officials from San Benito and two elected officials from Santa Clara County, currently Supervisor Don Gage and Mayor Al Pinero of Gilroy. The MOU proposes to formalize the Mobility Partnership with appointment of four members, two appointed by the VTA Board of Directors, one appointed by the SBCOG Board of Directors, and one appointed by the San Benito County Board of Supervisors. The Mobility Partnership would generally cover an area in southern Santa Clara County and northern San Benito County along SR 152 and would be responsible for providing guidance to the development of a SR 152 Trade Corridor on behalf of Santa Clara and San Benito counties and a new alignment for SR 152 in the two counties.

The work to determine a new alignment for SR 152 in the two counties between SR 156 and US 101 includes an investigation of private and public funding sources for such a new alignment. The second part to the current work is an evaluation of the SR 152 corridor between US 101 and SR 99 to assess the ability for corridor to operate as a trade corridor linking the Central Valley and Silicon Valley that also includes an investigation of funding options for identified improvements.

This second wider effort covers SR 152 in Merced and Madera counties in addition to the segments in the two counties already discussed in this memorandum. For the State, Caltrans District 4 (Oakland) is the lead agency, with segments of the corridor also located in Caltrans Districts 5, 10 and 6.

ALTERNATIVES:

The VTA Board of Directors could choose to not approve the MOU to formalize the relationship between the two counties to address matter along the SR 152 corridor. In this case, the Mobility Partnership ad-hoc committee would cease and the project would continue as a staff only effort providing formal reporting to appropriate policy Boards of both counties. .

FISCAL IMPACT:

The execution of this MOU would have no financial impact to VTA.

Prepared by: Casey Emoto
Memo No. 2251

Memorandum of Understanding
between the
Council of San Benito County Governments
and the
Santa Clara Valley Transportation Authority
to create the
and to conduct
State Route 152 Realignment and Trade Corridor Studies

The Council of San Benito County Governments (SBCOG) and the Santa Clara Valley Transportation Authority (VTA) jointly propose to establish a new alignment for State Route 152 (SR 152) from US 101 to the interchange of SR 152 and State Route 156 (SR 156). The SBCOG and VTA will study the feasibility of a public-private partnership for the SR 152 Trade Corridor from SR 99 to US 101.

The SBCOG, San Benito County Board of Supervisors, City Councils of Hollister and San Juan Bautista, through adopted resolution, all support a SR 152 realignment that begins at a point near the San Felipe Road/SR 152 intersection and continues west to a point near the Pajaro River or Bloomfield Road at Highway 25 where it enters San Benito County.

The SBCOG and VTA understand that the SR 152 Realignment Studies will accommodate traffic demands forecasted at least 25 years into the future and evaluate including one (1) lane in each direction designated as the preferred regional truck route.

The SBCOG and VTA understand that the California Transportation Commission has committed \$5 million of Interregional Funds on the condition that VTA provides \$5 million matching funds to conduct the appropriate studies to determine the new alignment for SR 152 between US 101 and SR 156 and analyze financing options for the project including the feasibility of a public private partnership or toll road within the stretch between US 101 to SR 99.

VTA understands that the SBCOG is under no obligation to provide any funding for the studies or the proposed project.

The SR 152 Realignment and Trade Corridor Studies will receive policy oversight/direction by the four member SR 152 Mobility Partnership. Two members shall be from San Benito County, one member shall be appointed by the SBCOG and one member shall be appointed by the San Benito County Board of Supervisors, and two members shall be appointed by the VTA.

VTA shall provide the appropriate professional staff and consultant services to conduct and manage the studies in consultation with the SBCOG staff.

The California Department of Transportation may provide one ex-officio member to the SR 152 Mobility Partnership from District 4 and provide appropriate staff representatives from Districts 4, 5, 6 and 10 to assist with the studies.

The SR 152 Mobility Partnership members and staffs of VTA and SBCOG will conduct outreach to the Merced Council of Governments, the City Los Banos, the Madera County Transportation Commission and the City of Chowchilla to include those organizations in the study efforts.

Should the Trade Corridor study support the viability of a public private partnership or toll road, the SR 152 Mobility Partnership will explore creating a Joint Powers Authority (JPA) or other appropriate governance/oversight entity for the corridor.

The SBCOG and VTA agree that goal is to complete the Studies within the 3-year term of this MOU.

Either party may terminate this Memorandum of Understanding, with or without cause, at any time. In order to terminate this Memorandum of Understanding, the terminating party shall give advance written notice to the other party. The termination shall be effective no earlier than 30 days from the date of the written termination notice This Memorandum of Understanding shall commence on October 15, 2009, and end on October 15, 2012 unless sooner terminated as specified herein.

NOW, THEREFORE, the parties have executed this MOU as follows:

COUNCIL OF SAN BENITO COUNTY
GOVERNMENTS

SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY

By: _____
Anthony Botelho, Chair

By: _____
Michael T. Burns, General Manager

APPROVED AS TO LEGAL FORM
San Benito County Counsel's Office

APPROVED AS TO LEGAL FORM
VTA General Counsel

By: _____
Shirley L. Murphy, Deputy County Counsel

By: _____



Date: October 30, 2009
 Current Meeting: November 12, 2009
 Board Meeting: December 10, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: LR System Analysis - Cost Benefit Overview

FOR INFORMATION ONLY

BACKGROUND:

The Light Rail System Analysis focuses on making the Light Rail Transit (LRT) system as productive and efficient as possible given existing and potential travel market, and positioning the system to capture projected and latent passenger growth to the year 2035. The analysis represents the second phase of VTA's Comprehensive Operations Analysis (COA) for the transit system. A COA for the VTA bus system was completed in 2007 and provided the framework for the re-design of the bus network introduced in January 2008.

At key project milestones staff has provided updates to VTA Advisory and Standing committees. In addition to these updates, VTA staff has met with staff from affected cities providing general briefings, soliciting review and input, and addressing specific issues that surfaced. This process has been productive and has helped shape the analysis. The table below highlights key project milestones leading up to the anticipated completion date in December 2009.

Project Schedule

Milestone	Date
Operating, Capital and Marketing Analysis	Sept. 2008 - Feb. 2009
Identify Future Scenarios for Further Analysis - Presentation to Committees	March - April 2009
Initial Findings - Presentation to Committees	May 2009
Operational Assessment and Refinement of Scenarios	June - September 2009
Alternatives Analysis - Presentation to Committees	October 2009
Recommendations - Presentation to Committees	November 2009
Final Adoption - VTA Board	December 2009

DISCUSSION:

The first task of the study identified existing LRT system capital and operational constraints combined with a market analysis targeted towards the unmet market potential of both existing and extended networks. Based on the findings from Task 1, the project team developed 11 preliminary scenarios for the LRT system consisting of packages of operational changes, capital investments, responses to markets, and responses to external projects or occurrences. These potential system enhancements were analyzed and refined through a series of operational simulation and ridership projection models. The technical assessment showed that some potential system enhancements had little or no impact on travel speeds and ridership. The remaining components were integrated into five scenarios. The project team is currently in the process of developing cost estimates and performing a cost/benefit analysis for each of the five scenarios. At the November meeting VTA staff will present the results from this task for input and discussion.

The final product of the Light Rail System Analysis will be an investment program for the Light Rail System intended to identify needed improvements for the system over the next 20 years. This investment program will then serve as a guide for funding and capital improvements to realize the potential of the system.

Prepared By: Andrew Ittigson
Memo No. 1981