

Technical Advisory Committee

Thursday, September, 11, 2008
1:30 PM

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

AGENDA

CALL TO ORDER

1. ROLL CALL

2. 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.

3. ORDERS OF THE DAY

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

5. Receive Chairperson's Report. (Verbal Report) (Tripousis)

6. Receive Reports from TAC Working Groups. (Verbal Report)

- Capital Improvement Program (CIP)
- Systems Operations & Management (SOM)

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

CONSENT AGENDA

7. Approve the Minutes of August 14, 2008.

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8. INFORMATION ITEM - Receive the report entitled: Proactive CMP Reviewed and Approved Project Quarterly Status Report

REGULAR AGENDA

9. ACTION ITEM - Review and recommend the following process for selecting project review and scoring committees for VTA Congestion Management Program Discretionary Funding programs that specifies committee membership and participation.
10. INFORMATION ITEM - Review the Advisory Committee Enhancement Strategy.
11. ACTION ITEM - Approve amending the Technical Advisory Committee bylaws, as indicated in Attachment A, to modify the schedule for election of the chairperson and vice chairperson. This proposed change would move the election from January as currently scheduled to the preceding December.
12. INFORMATION ITEM - Receive Noise Reduction Screening Program List of Eligible Locations.
13. INFORMATION ITEM - Receive a report on the Pilot Litter Control Program.
14. INFORMATION ITEM - Receive High Occupancy Toll (HOT) Lanes - Preliminary Recommendation.
15. INFORMATION ITEM - Review existing CMP Work Program required activities: System Definition, Level of Service, Multi-Modal Performance Measures.
16. Receive an update on MTC Activities and Initiatives. (Verbal Report) (Committee)

OTHER

17. Receive an update from the Technical Advisory Committee (TAC) Subcommittee. (Verbal Report) (Tripousis)
18. Review the TAC Committee Work Plan. (Ristow)
19. **Announcements**
20. **ADJOURN**

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| <p><u>NOTE COMMITTEE MEMBERS:</u> In order to establish a quorum for this meeting, members are asked to call the Board Secretary's Office at (408) 321-5680 or E-mail: board.secretary@vta.org before 5:00 p.m. on the day prior to the meeting. Thank you for your cooperation.</p> |
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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.



Date: September 2, 2008
 Current Meeting: September 11, 2008
 Board Meeting: October 2, 2008

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Proactive CMP Reviewed and Approved Project Quarterly Status Report

FOR INFORMATION ONLY

VTA is involved in two project review processes: 1) review of environmental documents and development proposals as part of VTA's Development Review Program; 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 Process ("Proactive") integrates these two VTA review processes prior to project development approval by Member Agencies. As part of the Proactive process, VTA produces quarterly reports on land-use approvals (attached) consisting of two elements:

- **Comments on Selected Projects Reviewed by VTA:** A list of the projects reviewed by the Congestion Management Program and Development Review Program with relevant VTA comments.
- **City/County Responses Quarterly Report:** 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.

Both elements of the report include the lead agency and project name, project description and location, and a summary of VTA review comments while the second element of the report includes a listing of the agency's responses to VTA's comments and recommendations. A glossary of abbreviations and acronyms used in the quarterly report (Attachment A) is included to assist the reader.

Prepared By: Robert Swierk, Senior Transportation Planner

Comments on Selected Projects Reviewed by VTA

VTA Comments Provided during April, May and June of 2008

August 14, 2008

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|--------------------|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of Fremont | PLN2008-00117 | FR0801 | NOP | 4/28/2008 | 5/22/2008 |

Bayside Marketplace Retail

West of I-880 and north of Dixon Landing Road

Description: Construction of 524,000 square feet of commercial/retail uses.

VTA Comments:

We recommend a site design featuring clustered retail structures, with more of the parking oriented toward the freeway and more of the commercial uses fronting the street, in order to better support transit access.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|-------------------------|--|---------------|-------------------------|--------------------------|--------------------------|
| City of Milpitas | GP2007-6, ZC2007-3, MA2007-1, SZ2007-2, EA2007-1 | ML0702 | DEIR | 4/30/2008 | 6/16/2008 |

**Landmark Tower Mixed-Use Development
600 Barber Lane, about halfway between SR-237 and
Tasman Drive, adjacent to the west side of I-880**

Description: Construction of an 18-story mixed-use residential building with 148,805 SF of retail, 8,000SF food court, 48,960 SF of office uses, and 375 residential condominiums above up to three levels of below grade parking and an attached 8-story parking garage.

VTA Comments:

Bus Service

We understand that the Milpitas Square development will be providing a new bus stop with a duckout just north of the Landmark Towers project. Assuming this bus stop improvement is provided, VTA will not request bus stop improvements for the Landmark Towers project.

Transportation System Planning and Design

Mitigation Measures

VTA agrees with the requirement for the project to make a fair-share contribution towards the East/West Corridor Study, Calaveras Boulevard (SR 237) Widening, and Montague Expressway improvements projects.

On-Site Planning and Design

Bicycle Parking

The project does not address provisions for bicycle parking. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the development. 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. For more information on bicycle systems and parking, please contact VTA's Development and Congestion Management Division, Bicycle Program Coordinator.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------|---------------|--------|------------------|-------------------|-------------------|
| City of Milpitas | N/A | ML0803 | Prelim Review | 4/28/2008 | 5/21/2008 |

Piper Towers

Northeast corner of Montague Expressway and Piper Drive

Description: Construction of 480 townhomes and apartments

VTA Comments:

Property Ownership Along Railroad Corridor

The Topographic Survey shows the railroad corridor adjacent to Piper Drive as Western Pacific Railroad property. This railroad corridor is now owned by VTA and the change in ownership should be reflected in future survey drawings. It should be noted that this is still an active rail corridor with regularly scheduled freight traffic.

Piper Drive is a public street, however it is owned by Union Pacific Railroad, with an easement provided to the City of Milpitas. The survey does not distinguish between City of Milpitas, County of Santa Clara, and Union Pacific Railroad right-of-way at the intersection of Montague Expressway, Piper Drive and the railroad right-of-way. These designations are important, as not knowing who the property landowners are could cause future coordination complications. Additionally, if Piper Towers were the only development to be built in this area of Milpitas (area bounded by the VTA-owned railroad corridor, Montague Expressway, and Milpitas Boulevard), Piper Dr. would be the only point of access to the development. If the railroad corridor is not abandoned and Piper Drive remains the only access to Piper Towers, has an alternate access point been determined in case freight traffic blocks vehicle and pedestrian access?

Figures A-21 and A-22 show how the UPRR track alignment encroaches onto the property located on the east side of Piper Drive. These figures are included in the 2007 Final Supplemental EIR for the BART Extension.

Pedestrian Access

The Milpitas Transit Area Specific Plan indicates a pedestrian bridge crossing on the western edge of the development, which is not indicated in the submitted plans. In fact, the plans do not show any pedestrian access to external destinations. Only the accompanying plans for Piper Montague - Citation show a future sidewalk along Piper Drive. Pedestrian access is key to promoting ridership of the planned BART Extension and VTA Light Rail service currently serving the area.

Pedestrian linkage to the existing LRT Station should be addressed by all projects in this area. The City should consider requiring developer participation in funding the pedestrian bridges required by the Milpitas Transit Area Specific Plan.

Disclosure of BART Extension

The project should disclose to prospective buyers that the location is adjacent to the planned BART Extension to Silicon Valley.

Traffic Analysis

VTA requests the opportunity to review the traffic analysis for this project. In particular, we are interested in any traffic mitigation for Montague Expressway, Capitol Avenue, and Milpitas Boulevard.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------|---------------|--------|------------------|-------------------|-------------------|
| City of Milpitas | N/A | ML0804 | Prelim Review | 4/28/2008 | 5/21/2008 |

Milpitas Station

1405-1423 Milpitas Blvd north of Montague Expressway

Description: Construction of 320 units in attached townhomes and detached homes.

VTA Comments:

Property Ownership Along Railroad Corridor

Figures A-21 and A-22 show how the UPRR track alignment encroaches onto the property located on the east side of Piper Drive. These figures are included in the 2007 Final Supplemental EIR for the BART Extension.

Pedestrian Circulation

The Vehicular and Pedestrian Circulation Plan (sheet #10) shows pedestrian access towards the planned Milpitas BART Station from within the development. However, the directional arrows point to the development's southern boundary where there is no indication of pedestrian access. The only pedestrian access to the planned BART Station and current VTA Light Rail system appears to be at the development's Milpitas Boulevard entrance, which is outside of the 1/3-mile radius for the planned Milpitas BART Station and current VTA Light Rail system and would require transit users to walk a significant distance out of their way. Additional access to transit within the 1/3-mile radius is encouraged.

Pedestrian linkage to the existing LRT station should be addressed by all projects in this area. The City should consider requiring developer participation in funding the pedestrian bridges required by the Milpitas Transit Area Specific Plan.

Coordination of Relocation of Overhead Lines

As part of the planned BART Extension to Silicon Valley, PG&E overhead lines would be relocated in the vicinity of the Milpitas BART Station. This relocation could take place in several locations in the planned station area, including the western side of Milpitas Boulevard, north of Montague Expressway, and adjacent to the planned development. Coordination with VTA, City of Milpitas and PG&E should be required of the developer.

Disclosure of BART Extension

The project should disclose to prospective buyers that the location is adjacent to the planned BART Extension to Silicon Valley.

Bus Service

VTA plans to provide bus service along Milpitas Boulevard adjacent to the project site. In order to provide convenient access to transit service, VTA recommends that the City condition the developer to provide a new bus stop south of the main entrance to the building with the following improvements:

- A 22-foot curb lane or bus duckout consistent with VTA standards
- An 8' X 40' PCC passenger waiting pad
- A 10' X 55' PCC bus stop pavement pad consistent with VTA standards
- No trees or tree wells or shrubs in the bus stop area

Traffic Analysis

VTA requests the opportunity to review the traffic analysis for this project. In particular, we are interested in any traffic mitigation for Montague Expressway, Capitol Avenue, and Milpitas Boulevard

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------|---------------|--------|------------------|-------------------|-------------------|
| City of Milpitas | N/A | ML0805 | Prelim Review | 5/6/2008 | 5/21/2008 |

Piper Montague - Citation

East side of Piper Drive, north of Montague Expressway

Description: Construction of 638 residential units.

VTA Comments:

Pedestrian Access

Sheet #2 (Section B-B) of the preliminary design shows a future sidewalk based on the timing of BART construction. However, the sidewalk does not indicate a connection to planned pedestrian bridges in the Milpitas Transit Area Specific Plan. Additionally, by saying "future sidewalk," it is not clear who would build the sidewalk or whether it would be constructed concurrent with occupancy of the project. The Union Pacific Railroad tracks that will be relocated closer to the center of Piper Drive adjacent to the planned BART should be added to the Typical Section drawing.

The site plan also shows what appears to be a pedestrian access corridor leading westward toward the rail corridor, terminating at the rail right-of-way. However, it does not clearly indicate whether this is in fact a pedestrian link, and if so, is it related to the pedestrian bridge across the rail corridor as shown on the Milpitas Transit Area Specific Plan? At a minimum, pedestrian linkage to the existing light rail station should be addressed by all three projects in this area. The city should consider requiring developer participation in funding the pedestrian bridges required by the Specific Plan.

Pedestrian bridges will need to be accessible, which most likely means they will need elevator access. As a practical matter, the only way to provide for this would be for them to be linked with vertical circulation within the developments. Otherwise, there would seem to be no entity in a position to construct and maintain those elevators. Ramps are an option, but for the height of the rail crossing that would be very difficult to design.

Property Ownership Along Railroad Corridor

Figures A-21 and A-22 show how the UPRR track alignment encroaches onto the property located on the east side of Piper Drive. These figures are included in the Final Supplemental EIR for the BART Extension.

Disclosure of BART Extension

The project should disclose to prospective buyers that the location is adjacent to the planned BART Extension to Silicon Valley.

Traffic Analysis

VTA requests the opportunity to review the traffic analysis for this project. In particular, we are interested in any traffic mitigation for Montague Expressway, Capitol Avenue, and Milpitas Boulevard.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|----------------------------|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of Morgan Hill | PMC-08-02 | MH0804 | Prelim Plan | 5/27/2008 | 5/28/2008 |

West Dunne Avenue Duplexes
280 West Dunne Avenue

Description: Construction of 19 duplexes on an approximately 3-acre site.

VTA Comments:

VTA provides bus service adjacent to the site on Dunne Avenue. In order to provide convenient access to transit service, VTA staff recommends that the City condition the developer to provide a new bus stop on the east side of the project driveway with the following improvements:

- A 22-foot curb lane or bus duckout consistent with VTA standards (attached).
- A 10' X 55' PCC bus stop pavement pad consistent with VTA standards, if no duckout (attached).
- An 8' X 40' passenger waiting pad

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------------------|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of Mountain View | N/A | MV0804 | Preliminary Review | 5/23/2008 | 6/3/2008 |

**Google/Charleston East
Southwest corner of North Shoreline Boulevard and
Amphitheatre Parkway**

Description: Planned Community Permit and Development Review Permit for the construction of a new 310,000 SF office building on a 9.2-acre site.

VTA Comments:

VTA provides bus service adjacent to the project site and maintains a bus stop on Charleston Road, west of Shoreline Boulevard. In order to provide convenient access to transit service, VTA staff recommends that the City condition the developer to maintain the bus stop at its current location and to provide the following improvements:

- A 22-foot curb lane or bus duckout according to VTA standards
- An 8' X 40' PCC passenger waiting pad.
- A 10' X 55' PCC bus stop pavement pad according to VTA standards
- No trees or shrubs in the bus stop loading zone.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------------------|-----------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of Mountain View | 173-03-TOD; 207-03-AA | MV0301 | Informal Review | 6/11/2008 | 6/26/2008 |

Whisman Ellis - The Quad
369/465 Whisman Road ad 464 Ellis Street

Description: Construction of two additional office buildings totaling 178,000 SF and two 4-story parking structures at an existing office complex

VTA Comments:

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 will 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.

Development Design

The VTA Community Design & Transportation (CDT) Guidelines and the VTA Pedestrian Technical Guidelines should be used when designing these developments. These documents provide guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. Both Guidelines are available upon request to agency staff. For more information, please call the Development & Congestion Management Division.

Bicycle Parking

Based on the information provided, VTA recommends that 22 Class I parking spaces (lockers) and 7 Class II parking spaces (racks) are added to the site. Please consult VTA's Bicycle Technical Guidelines for bicycle parking supply estimation guidance. The bicycle racks should be located in a visible location either within the entry plaza or within 50 feet of the main public entrance. The bicycle technical guidelines provide additional guidance on estimating supply, siting and design of bicycle storage facilities. For more information, please contact VTA's Bicycle Program coordinator.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|--------------------------|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of Palo Alto | N/A | PA0802 | Bus Stop | 5/28/2008 | 6/2/2008 |

Keys School
3981 El Camino Real

Description: Bus Stop Relocation and Improvement, associated with construction of a new school.

VTA Comments:

VTA provides bus service on El Camino and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA recommends that the City condition the developer to relocate the bus stop between the new driveway and intersection at El Camino Way and to provide the following improvements:

- An 8' X 40' passenger waiting pad adjacent to the bus stop
- A 10' X 75' PCC bus stop pavement pad for articulated buses according to VTA standards
- No trees or shrubs in the bus stop loading zone

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|-------------------------|-------------------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of San Jose | H05-029, H05-002, HP05-003 | SJ0527 | DEIR | 4/24/2008 | 5/8/2008 |

Park View Towers

Northeast corner of North First Street and St. James

Description: Construction of up to 208 dwelling units and 16,700 SF of retail/commercial office space in two high-rise tower structures, and rehabilitate approximately 6,000 SF of commercial space in the existing First Church of Christ Scientist Building.

VTA Comments:

Driveway Configuration

The drawing shows a curved driveway across the LRT tracks on 2nd Street. Curved tracks tend to slow entry and exiting and thus cars would have a higher probability of being across the tracks when a train is coming. Therefore, we recommend a straight configuration.

Warning System

We recommend that an automated warning system be installed to alert motorists exiting the complex of approaching trains.

Visual Barriers

Vegetation should be of a type and size that will not create a visual barrier between train operators and the driveway.

Noise Mitigation

Building design should include mitigation for noise and vibration impacts from LRT.

VTA Permits/Coordination

Because the development is surrounded by LRT tracks on three sides, there is a high likelihood of LRT service being interrupted during construction. VTA will seek reimbursement for all costs associated with LRT power downs, bus bridges, and bus reroutes. The fee schedule for these items is contained in VTA's permit documentation.

VTA has communication, power, and traction power duct work on three sides of the project site. Pot holing for duct bank locations will be required.

The developer should contact VTA to obtain a VTA permit application. If there are questions regarding plan and specification requirements, the developer should also contact VTA.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------|---------------|--------|------------------|-------------------|-------------------|
| City of San Jose | PT08-033 | SJ0623 | Tentative Map | 6/2/2008 | 6/18/2008 |

Montecito Vista Urban Village
2723 Monterey Road, near Umbarger Road and Goble Lane

Description: 242 single family and multi family residences on 3.76 gross acres.

VTA Comments:

VTA provides bus service on Monterey Highway and maintains a bus stop adjacent to the project site on Monterey Highway. VTA previously provided comments on plans for the relocation of the bus stop on November 6, 2006. Those comments are repeated here for your convenience.

- Construct the PCC bus stop pavement pad monolithic with the curb and gutter
- Relocate the existing electrolier at the bus stop 15 feet in the northerly direction (preferred) or extend the PCC bus stop pavement pad 15 feet southerly.
- Revise the length of the PCC bus stop pavement pad to 75 feet instead of 55 feet to accommodate articulated buses.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------|---------------|--------|------------------|-------------------|-------------------|
| City of San Jose | PD08-036 | SJ0809 | PDP | 5/23/2008 | 6/6/2008 |

N/E River Oaks and Zanker Project
Northeast corner of River Oaks Parkway and Zanker Road

Description: PDP to remove existing industrial and office structures and construct 298 multi-family attached residences on a 3.69-acre site.

VTA Comments:

In order to provide convenient access to transit service, VTA recommends that the City condition the developer to provide a new shuttle bus stop on River Oaks Parkway just west of the new public street with the following improvements:

- An 8' X 40' PCC passenger waiting pad
- No trees or shrubs in the bus loading zone

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------|---------------|--------|------------------|-------------------|-------------------|
| City of San Jose | PDA07-006-01 | SJ0617 | PDA | 3/20/2008 | 4/3/2008 |

**Crescent Park
Termination of Zanker Road and Innovation Drive
(Southeast corner of Zanker and River Oaks Parkway)**

Description: PDP Amendment to amend previously approved permit on the phase one project, to allow construction of 690 residential units and 10,500 square feet of commercial use on an 11.6-acre site.

VTA Comments:

VTA provided comments concerning the zoning proposal for the overall site in a previous letter. Our comments concerning bus service do not directly affect the current referral but are repeated here for reference regarding the overall site.

VTA provides bus service along River Oaks adjacent to the project site. In order to provide convenient access to transit service, VTA staff recommends that the following bus stop improvements be provided for the following existing bus stops:

Eastbound River Oaks, east of Zanker

- Install 10' X 55' PCC bus stop pavement pad (VTA standards attached)
- Provide 22' curb lane or bus duckout (VTA standards attached)
- Provide 8' X 40' passenger waiting pad (per ADA standards).

Eastbound River Oaks, opposite Cisco

- Convert bus stop from shuttle stop to VTA bus stop.
- Install 10' X 55' PCC bus stop pavement pad.
- Provide 22' curb lane or bus duckout
- Provide 8' X 40' passenger waiting pad

Eastbound River Oaks, west side of Research Place

- Install 10' X 55' PCC bus stop pavement pad
- Provide 22' curb lane or bus duckout
- Provide 8' X 40' passenger waiting pad

Site Density

VTA supports the proposed density (70 du/ac) and mix of uses for a site located within ¼ mile of a LRT station.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------|---------------------------------|--------|------------------|----------------------------------|-------------------|
| City of San Jose | PD08-026, PD08-027, PT08-019 | SJ0224 | MPDP, PDP, TM | 3/27/2008, 4/1/2008, 4/7/2008 | 4/28/2008 |

San Jose Flea Market
North and south sides of Berryessa Road, east of Coyote Creek and north of Mabury Road

Description: Master PDP to construct 1,327 residential units and 20,000 SF of commercial on a 58-acre site; PDP to allow commercial component on 9.8-acre portion; TM to reconfigure 3 parcels into 148 Lots for 532 SFR attached & detached residential units.

VTA Comments:

VTA requests a standing coordination meeting for City of San Jose and VTA planning staff. Due to the development activity near the planned Silicon Valley Rapid Transit (SVRT) stations, additional coordination is needed for projects that are being proposed adjacent to this major transit investment being planned by VTA. Specifically, there are a number of coordination items related to the Berryessa Station area and VTA believes an ongoing dialogue with the City's Planning Department would be beneficial. VTA staff from the SVRT Program Office will contact you in the near future to request a meeting time.

City File No.: PD08-025, PD08-026

This is a Master Planned Development Permit for 1,327 residences and 20,000 square feet of commercial space for the South Village (PD08-026) and public improvement construction phasing (PD08-025).

- 1) A 50-foot wide strip of land along the west side of the existing VTA right-of-way (former UPRR) will be needed for development of the proposed BART station. VTA requests that the City require the developer to dedicate this area to VTA for transit purposes. Additional VTA right-of-way information can be provided, if needed.
- 2) VTA also requests that future versions of the project drawings be revised to indicate VTA's ownership of the UPRR railway corridor.
- 3) A portion of the area described above, within the proposed station footprint, is identified as Public Park (1.2 Acres). The portion of the park site needed for BART station construction (i.e., lying within a 50-foot wide strip adjacent to the railway right-of-way) should be held in some status other than dedicated parkland pending completion of acquisitions for the station to avoid complications with the EIS for the BART project. Federal environmental regulations require a much more stringent review process for takings of dedicated parkland. The EIS for the SVRT project could be impacted if this area is dedicated as parkland prior acquisition of the site.
- 4) The map labeled as "Sheet C-2" for PD 08-025 is completely inconsistent with the information shown on the reverse side labeled as Site Plan (sheet 3) as well as the separate permit application PD 08-026. There are material differences affecting the proposed rapid transit station which will need to be clarified for us to offer definitive comments on the site layout. For example, Sheet C-2 does not indicate dedication of a planned east-west roadway needed for access to the station site. This roadway is shown on the site plan for PD 08-025. The roadway will be needed to provide circulation in the station area for both private vehicles and transit buses. Please explain the discrepancy.
- 5) The purchasers of any planned residences or commercial spaces should be advised that VTA intends to construct an elevated rapid transit guideway and

station immediately adjacent to the east boundary of the site.

6) The 4-lane arterial street shown on Sheet C-2 includes an angle point of approximately 45 degrees. Since this street will be a major transit access route to the proposed BART station, the Land Use Plan graphic and related roadway geometry should provide adequate turning radii for buses.

7) The Site Plan (sheet 3) includes a calculation of average residential density of the residential parcels, indicating a total average density of 87 DU/acre in the "south village" (south of Berryessa Road) and a combined density of 57 DU/acre for north and south areas combined. This level of residential density is supportive of transit ridership and would be welcomed by VTA. However, the planned property acquisitions for the station site and the proposed station access road will occupy portions of the highest-density parcels. What will be the average density of the remaining parcels after the station acquisition and street dedication? We request that the City consider relocating the higher-density designations outside the areas to be acquired for the SVRT project, such that the resulting density after removing the station areas will still meet the minimum desired density of 55 DU/acre or greater.

8) As a condition of approval, the developer should be required to dedicate, and provide full-width improvements on, the portion of Berryessa Station Way as defined by the City's master street network within the limits of the subject property.

City File No.: PD08-027

This is a Planned Development Permit for the commercial component of a mixed-use development of the northern and western sections of the Flea Market property north of Berryessa Road.

The development areas do not directly impact any areas of planned BART station construction. However, one proposed area of single-family homes abuts an area proposed for Construction Staging.

9) The developer should be required to disclose the planned construction work to any prospective buyers.

City File No.: PT08-019

This is a tentative map for 532 housing units north of Berryessa Road (North Village).

10) The proposed street cross section for Berryessa Road shown on the project plans is not the same as proposed by VTA. VTA has sent a marked-up cross section of Sheet TM-02 showing VTA's assumptions concerning the cross section. Further coordination involving the City, the developer, and VTA will be required once the BART project enters the PS & E phase.

11) The total of 532 dwelling units, when averaged with the residential parcels on the Flea Market site on the south side of Berryessa Road, appears to meet the minimum goal of 55 DU/acre for regional station areas (assuming adjustments can be made to the location of the higher-density parcels as discussed above). This is based on interpretation of other site plans submitted separately from this application. VTA requests that the City verify the total density, after dedication of station right-of-way, will be at least 55 DU/acre.

Bus Service for the Flea Market Site

12) In order to provide convenient access to transit service, VTA recommends that the City condition the developer to provide two new bus stops in the westbound direction on Berryessa Road and two new bus stops in the eastbound direction on Berryessa Road. The eastbound bus stops should be located just east of Sierra Road and Main Street. The westbound bus stops should be located just west of Sierra Road and Main Street. The existing bus stop that is on westbound Berryessa Road, just east of Coyote Creek, can be removed with implementation of the above bus stop improvements. The bus stops should include

the following improvements:

- A 22-foot curb lane or bus duckout (see VTA standards)
- A 10' X 55' PCC bus stop pavement pad (see VTA standards)
- An 8' X 40' passenger waiting pad, per ADA requirements
- Pedestrian access to the bus stop according to ADA standards
- No trees or planter strips in the bus loading area

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|-------------------------|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of San Jose | PDC08-017 | SJ0808 | PD Rezone | 4/18/2008 | 5/2/2008 |

Coleman-Newhall Rezone
Both sides of Newhall Drive, south of Coleman Avenue

Description: Rezoning of a 91.92-acre site to allow 24-hour drive-thru uses and setback modifications.

VTA Comments:

TOD Principles Near BART Station

The existing project development standards include language supporting transit oriented development (TOD) principles. However, the proposed drive-thru window uses are inconsistent with TOD principles that favor pedestrian orientation and de-emphasize use of automobiles. Since the northern portion of the site is within walking distance of the planned Santa Clara BART station, it is particularly undesirable to locate drive-thru uses in this area.

In addition, the Conceptual Master Site Plan indicates that buildings will be primarily located along Coleman Avenue. As a result, most of the buildings will not be within convenient walking distance of the BART Station. We recommend that buildings be placed closer to the BART Station.

Setback Requirements

The proposal includes a reduction in setback requirements along a section of road adjacent to the Newhall Yard. It is not clear if this change will reduce the width of sidewalks in this area. We recommend that sidewalk widths be maintained since this street leads directly to the BART Station.

Shuttle Bus Requirement

Condition "I" of the development standards includes a requirement for a shuttle bus to the Caltrain Station. We recommend that this condition also include a financial contribution to the planned pedestrian tunnel extension from the Santa Clara Caltrain Station to Brokaw Road.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|---------------------|---------------|--------|------------------|-------------------|-------------------|
| City of Santa Clara | PLN2007-06752 | SC0705 | Rezone and NOP | 5/1/2008 | 5/19/2008 |

San Tomas - Central Office

2800 San Tomas Expressway, 2600 San Tomas Expressway, and 2400 Condensa Street

Description: Construction of 1.95 million SF of office space.

VTA Comments:

Bus Service

VTA provides bus service along the project site on San Tomas Expressway. VTA maintains bus stops on San Tomas Expressway. In order to provide convenient access to transit service, VTA recommends that the developer be conditioned to retain the existing bus stops and to provide the following improvements:

Southbound San Tomas, north of Walsh

- Provide a 10' X 55' PCC bus stop pavement pad (per VTA standards).

The project should also provide convenient pedestrian access between the bus stops and the buildings.

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 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.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|---------------------|---------------|--------|------------------|-------------------|-------------------|
| City of Santa Clara | N/A | SC0803 | NOP | 5/18/2008 | 6/12/2008 |

Augustine Bowers Office Project
2620 Augustine Drive

Description: General Plan Amendment to Office/Research and Development and rezoning to PD-Planned Development to allow demolition of existing structures and construction of up to 2,010,000 SF of office/retail development.

VTA Comments:

Bus Service

VTA provides bus service along the project site and maintains a bus stop on Bowers Avenue. In order to provide convenient access to transit service, VTA recommends that the developer be conditioned to retain the existing bus stop at its current location and to provide the following improvements:

- A 10' X 55' PCC bus stop pavement pad per VTA standards
- An 8' X 40' passenger waiting pad adjacent to bus stop
- A 22-foot curb lane or bus duckout per VTA standards
- No trees or obstructions in bus loading zone

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.

Development Design

The VTA Community Design & Transportation (CDT) Guidelines and the VTA Pedestrian Technical Guidelines should be used when designing these developments. These documents provide guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. Both Guidelines are available upon request to agency staff. For more information, please call the Development & Congestion Management Division.

Bicycle Parking

Based on the information provided, the amount of recommended bicycle parking cannot be determined. Please consult VTA's Bicycle Technical Guidelines for bicycle parking supply estimation guidance. The bicycle racks should be located in a visible location either within the entry plaza or within 50 feet of the main public entrance. The bicycle technical guidelines provide additional guidance on estimating supply, siting and design of bicycle storage facilities. For more information, please contact VTA's Bicycle Program Coordinator.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|--------------------------|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| City of Sunnyvale | PR06/01-07 | SU0801 | 90% design plans | 3/19/2008 | 4/10/2008 |

**Tasman-Fair Oaks Pedestrian Circulation Plan
Improvements**
Tasman - Fair Oaks

Description: Pedestrian circulation plan improvements.

VTA Comments:

VTA recommends that no trees be placed in the bus stop loading area for bus stops along Fair Oaks.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|------------------------------|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| County of Santa Clara | 36-71-29-08P | CO0802 | Use Permit Renewal | 6/10/2008 | 6/30/2008 |

12705 Monterey Highway
12705 Monterey Highway

Description: Use Permit Renewal.

VTA Comments:

VTA maintains a bus stop adjacent to the project site. The bus stop has been improved with a bus stop pavement pad, passenger waiting pad, and bus duckout. VTA recommends that the developer be conditioned to maintain the bus stop and improvements at the current location.

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|---|---------------|----------|-----------------------|-------------------|-------------------|
| Foothill-De Anza Community College | 516-02 | FHDA0101 | NOA - Addendum to EIR | 4/30/2008 | 6/13/2008 |

De Anza College Facilities Master Plan EIR
De Anza College, 21250 Stevens Creek Boulevard

Description: Addendum to the De Anza College Facilities Master Plan Project EIR
Renovation and replacement of aging facilities as well as upgrade technology on campus.

VTA Comments:

Transportation System Planning and Design

Freeway Analysis

The EIR addendum for the development does not include freeway analysis. 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 include procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access and 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 the VTA CMP division.

Freeway and Expressway Analysis

In addition, VTA recommends using the latest 2007 Monitoring and Conformance Report for freeway and expressway analysis. This report summarizes 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 call the VTA CMP division.

Transportation Demand Management

In order to reduce the number of single occupant vehicle trips generated by the project, VTA requests that the Community College District implement a comprehensive transportation demand management (TDM) program as a condition of approval or mitigation measure. Effective TDM programs include:

- Charging employees for parking
- Parking cash-out
- Transit fare incentives such as Eco Pass and commuter checks
- Employee carpool matching
- Vanpool program
- 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
- Guaranteed ride home program

The district could give its employees and students financial incentives not to drive to work, as is done by Stanford University with its parking cash-out program. This location provides a good opportunity to implement a parking cash-out program as the site is along several bus lines.

On-site System Planning and Design

New On-campus Bus Stop

On page III-5 and III-17, we suggest adding a bullet point stating that "Construction of a new on-campus bus stop for Route 23 buses by VTA to provide convenient and direct service for students and staff."

Transit Center

On page II-8 it is indicated that a transit center is no longer part of the Master Plan. VTA recommends that a future transit center be retained in the Master Plan to help meet long-term transit needs. VTA would like to continue discussions with De Anza College to help determine the best location for a future transit center on the campus.

We recommend that provision of a transit center on the campus be retained in the Master Plan for the following reasons:

- The existing VTA bus stop near the campus at Stelling and Stevens Creek has a total of 639 daily weekday boardings. Because the college is a major transit generator and activity center, it would be convenient for transit users to have these boardings take place within a transit center located on campus.
- Transit provides an important alternative to driving. An attractive and convenient transit option can help reduce the number of students, faculty, and staff driving to campus. This in turn has benefits for reducing traffic congestion and improving air quality.
- Improved transit access can help reduce the demand for on-campus parking.

On-site Circulation

VTA recommends making sure that the proposed new parking will not affect circulation patterns along adjacent roadways.

Parking

Page 39 of the TIA report states that currently there are 5,600 spaces available on campus and the minimum parking demand is 5005 parking spaces. The study implies that the project is exceeding 595 parking spaces and is also adding 70 new parking spaces. Since the project is in close proximity to VTA Transit Center, VTA recommends not adding the additional parking as part of the construction of Mediated Learning Center.

Bike and Pedestrian Facilities

Given the anticipated opening of the Cupertino's new pedestrian bicycle bridge across I-280 at Mary Avenue in early 2009, VTA would like to suggest that the District further increase bike and pedestrian access to the De Anza College site by permitting the perimeter road to be used by cyclists to access the campus from both the north and the south. Cyclists could use the perimeter road as a through route to avoid the use of Stelling Road and Bubb Road in order to access Mary Avenue north of Stevens Creek and the new bike/ pedestrian bridge. VTA encourages the district to work with the City of Cupertino to identify appropriate entry/ exit points on Stevens Creek Boulevard, and on McClellan Road for bicyclist to use the perimeter road as a de facto pathway through campus as an alternative to using Stelling and /or Bubb Roads.

Agency Name

On page III-1, "Santa Clara Valley Transit Authority" should be changed to "Santa Clara Valley Transportation Authority."

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Received | VTA Response Date |
|--|----------------------|---------------|-------------------------|--------------------------|--------------------------|
| West Valley-Mission Community College | N/A | WVM0801 | NOP | 6/2/2008 | 6/30/2008 |

Mission College Educational and Facilities Master Plan
3000 Mission College Boulevard

Description: Renovation and expansion of campus facilities and improvement of campus vehicular and pedestrian circulation.

VTA Comments:

VTA currently provides bus service to the campus via Routes 57 and 60 and stops on the main entrance loop off Mission College Boulevard.

Our understanding is that implementation of the Master Plan will involve reconfiguration of the entrance and therefore the bus stop facility will need to be redesigned. VTA supports the update to the Master Plan and looks forward to working with the College on the development of transit improvements for the entrance area. VTA requests the opportunity to review plans for the initial phase of development and participate in the development of a bus facility that provides safe operation and convenient passenger access and amenities.

City/County Responses Quarterly Report

Projects Approved in April, May and June of 2008

August 14, 2008

| Lead Agency | Agency File # | CMP ID | Type of Document | Document Submittal Date | Approval Date | City/County Response Date |
|------------------|---------------|--------|------------------|-------------------------|---------------|---------------------------|
| City of Milpitas | N/A | ML0601 | DEIR | 3/15/2006 | 6/3/2008 | 5/18/2008 |

Milpitas Transit Area Specific Plan
Between I-880, I-680, Highway 237, and Montague
Expressway

Description: Proposed TOD of residential and commercial uses on industrial land around existing LRT stations and a future BART station.

VTA Comments:

Comments on 12/21/2007:

BART Extension

Comment 9-A:

Section 2.3, Proposed Plan (figure 2.3-1) The Transit Area Specific Plan Land Use map only designates the area bordered by Capitol Avenue, Montague Expressway, and the proposed BART alignment as Transit Facilities. Currently, VTA's position is to construct the Milpitas BART Station's bus transit center east of the BART alignment on land listed in figure 2.3-1 as Boulevard Very High Density Mixed Use. VTA continues to support TOD high-density mixed-use development near the future Milpitas BART station, and this position is held to allow for improved bus and shuttle operations, reduce significant conflicts with automobile circulation at the future Milpitas Boulevard/Capitol Avenue intersection, and allow for future transit center expansion.

Comment 9-B:

Section 3.1, Land Use (Page 3.1-4, first paragraph) The proposed BART station in Milpitas is now named Milpitas Station (not the Montague Station), per the current SVRT EIS. This designation should be changed throughout the document.

Comment 9-C:

Section 3.1, Land Use (Page 3.1-8, Table 3.1-2) Clarify what facilities are included in the BART Station acreage.

Comment 9-D:

Section 3.2, Visual Resources (Page 3.2-6, Policy 4.6) It should be noted that the proposed BART parking structure is planned to be located fronting Montague Expressway.

Comment 9-E:

Section 3.3, Transportation (Page 3.3-41, last paragraph) It should be noted that this Draft EIR assumes that the proposed BART Extension will not be completed and operational by the 20-year build-out of the Plan. However, as mentioned in our comments on the Plan's Notice of Preparation, we project BART to be operating in 2016.

Comment 9-F:

Section 3.3, Transportation (Page 3.3-72, first paragraph) All proposed pedestrian/bike trails included on Figure 3.3-15 should be mentioned in the Pedestrian and Bicycle Facilities Section, not only the trail planned for Penitencia Creek.

Transportation System Planning and Design

Comment 9-G:

Countywide Deficiency Plan

The adoption of a Countywide Deficiency Plan has no foreseeable timeline and therefore cannot be considered to provide mitigation to freeway impacts. In addition, there are recent county-level precedents with the preparation of local Deficiency Plans by the City of San Jose for its North San Jose Development Policy and the City of Sunnyvale's Citywide Deficiency Plan.

However, due to the scope and nature of the proposed project, VTA strongly urges the City of Milpitas to prepare a local area deficiency plan in accordance with VTA Guidelines for Deficiency Plans. This step is necessary to fully understand the impacts to CMP facilities in the area and to identify practical mitigation strategies to address those possible impacts that may include items from the Deferred Action list in addition to those identified from the Immediate Implementation Action list.

Comment 9-H:

Trip Distribution

According to the VTA TIA guidelines, a freeway segment shall be included in the analysis if the proposed project is expected to add at least one percent of the freeway segment's capacity or more. Based on these guidelines, additional freeway segments should be included south of Hostetter Road on I-680, north of SR 237 on I-880, south of Brokaw Road on I-880 and west of Zanker Road on SR 237.

City/County Response:

Response 9-A:

Comment noted: This comment does not pertain to the adequacy of the Draft EIR, and as such no EIR text revisions are necessary.

Response 9-B:

Comment noted. The station will hereby be referred to as the Milpitas Station throughout the Draft EIR and Plan. Page 3.1-4 of the Draft EIR is hereby revised as follows:

The VTA Board also adopted a recommended option for a parking structure in addition to a surface parking lot at the Milpitas Montague Station. (Footnote 1: VTA, Board of Directors Meeting Minutes, June 7, 2007). These options are generally consistent with the Transit Area Specific Plan.

Response 9-C:

Refer to Figure 4.7 and 4.8 of the Plan. The proposed facilities are depicted in blue, and more specifically are composed of the parking structures, bus transit center, drop-off areas; taxi and shuttle areas; and the station. Figure 4-7 of the Plan will be re-labeled, Figure 4-7, City Preferred Option for Layout of BART Station Area. Figure 4-8 of the Plan will be re-labeled to delete the words, "New Design as Proposed by the City of Milpitas."

Response 9-D:

Comment noted. This comment does not pertain to the adequacy of the Draft EIR, and as such no EIR text revisions are necessary.

Response 9-E:

Comments noted.

Response 9-F:

The discussion of all proposed bicycle and pedestrian trails are provided in the Specific Plan document on pages 3-24 through 3-29. They are also shown in the street sections in Figures 5-2 through 5-18.

Response 9-G:

See response to comment 5-P. (This comment is located elsewhere in the FEIR but is repeated here for convenience: The plan meets all Congestion (CMP) Management Plan Requirements and none of the traffic impacts require the preparation of a deficiency plan. The plan is proposing many pedestrian improvements, as demonstrated in Policies 3.21 through 3.34, to maximize the use of the existing and planned transit facilities.)

Response 9-H:

The impacts of the Plan Area were evaluated for freeway segments several interchanges beyond the vicinity of the site where the concentration of Plan Area traffic is highest. As noted in Response 1-D (in the FEIR), a TIF program will be developed that includes some capacity enhancements, as well as TDM measures to reduce delays and minimize vehicle trips generated by the project. Implementation of these measures will partially mitigate impacts to State-maintained and other regional facilities. However, the addition of additional freeway mainline lanes is considered infeasible, and the project's impact to the freeway system will remain significant and unavoidable as previously stated in the DEIR.

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 |
| BT | Bicycle Technical | 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: August 26, 2008
 Current Meeting: September 11, 2008
 Board Meeting: October 2, 2008

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: VTA Discretionary Funding Programs - Composition of Project Scoring Committees

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Review and recommend the following process for selecting project review and scoring committees for VTA Congestion Management Program Discretionary Funding programs that specifies committee membership and participation.

BACKGROUND:

VTA, in its capacity as the Congestion Management Agency for Santa Clara County, is responsible for prioritizing and programming a variety of federal, state and local grant funds to transportation projects. These funds include, but are not limited to, Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancements (TE), State Transportation Improvement Program (STIP), Transportation Fund for Clean Air (TFCA) and Transportation Development Act Article 3 (TDA 3) funds.

As funds become available, the VTA Congestion Management Program (CMP) solicits projects from eligible sponsors, including the VTA member agencies. VTA CMP staff then evaluates these projects with assistance of scoring committees, composed of member agency staff, using criteria adopted by the Board of Directors for each specific program.

The Board-adopted process and criteria, generally but not always, identifies the scoring committee that is to perform the staff evaluations. The standard practice, unless otherwise specified by the Board, has been to form a scoring committee composed of VTA staff and Member Agency staff. Whenever possible, the committee is geographically balanced by

selecting one volunteer from each of the five city and county groupings. These volunteers generally come from the Technical Advisory Committee (TAC) Capital Improvement Program (CIP) Working Group and are usually mid-to-senior level planning and/or public works staff. If no volunteers can be found for a city group, the position is usually left vacant.

When VTA CMP staff determines that a funding program is of particular interest to one of the other VTA Advisory Committees such as the Policy Advisory Committee (PAC) or the Citizens Advisory Committee (CAC), VTA staff will occasionally include a representative from that Advisory Committee as part of the evaluation and ranking process

DISCUSSION:

While this informal process has served VTA well for the past decade, the VTA staff recommendation is to formalize and document a set of Congestion Management Program project evaluation procedures that will apply unless the VTA Board specifies otherwise via Board action for a particular program.

To that end, VTA Staff presented three options to the TAC at its April 10, 2008 meeting. The TAC selected the following as the standard procedure for creating project evaluation and scoring committees for all VTA Congestion Management Program grant project solicitations.

- Scoring Committees shall be composed of VTA CMP staff and VTA Member Agency staff, with representation reflecting TAC's composition.
- Any TAC member agency, which wishes to serve on the scoring committee, may serve, regardless of geographic location or scoring committee size. Conversely, no entity shall be required to serve.
- Consistent with VTA Administrative Code Sections 2-69 through 2-72, no VTA or Member Agency staff person serving on a VTA scoring committee may evaluate or rank a project if it directly affects real property and/or a business in which he or she has direct personal interests.

Although the Committee adopted this option, several members expressed logistical concerns regarding the potential size of the scoring committee. The TAC directed VTA staff to return with a proposal establishing a maximum committee size and means for limiting participation to that number should there be excess volunteers.

VTA staff proposes the following:

- Maximum Size: One from each member agency, up to 10, excluding VTA staff
- Minimum Size: A minimum of 3, excluding VTA staff.
- Selection Method: Self-nomination on a first-come-first-serve (FCFS) basis.

Maximum Scoring Committee Size: 10

Staff is recommends a maximum of 10 for the following reasons. In staffs' experience, 10 is about the maximum size for an effective "small group" discussion. With that number roughly

two thirds (2/3) of the member agencies would have the opportunity to participate. Staff would note that this would be a higher participation rate than normally occurs at the average Capital Improvement Program (CIP) Working Group meeting. In the unlikely event that more than 10 people volunteer, participation would be limited to one-per-member-agency on a first-come, first serve basis.

Minimum Scoring Committee Size: 3

One of the main reasons that VTA includes member agency staff on scoring committees, is that those staff bring with them additional professional experience and different perspectives. VTA staff believes that this is extremely valuable, results in better recommendations, and that the traveling public benefits as a result. VTA staff feels that three is probably the minimum useful number of non-VTA CMP reviewers. No per-agency limits would apply in this case.

Committee Member Selection: Volunteers

Staff has observed that the most effective participants are the ones who want to be there. Given the multiple competing demands on member agency staff time and other resources, staff recommends that the potential participants themselves be the ones who make the determination. VTA will recruit scoring committee members by circulating requests to the CIP Working Group e-mail list. This will provide everyone with an equal opportunity to respond.

ALTERNATIVES:

The Board may select other alternatives.

FISCAL IMPACT:

There is no impact on the VTA Enterprise Account from this action.

Prepared by: Marcella Rensi, Programming and Grants Manager



Date: August 29, 2008
 Current Meeting: September 11, 2008
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief External Affairs Officer, Greta Helm

SUBJECT: Advisory Committee Enhancement

FOR INFORMATION ONLY

BACKGROUND:

VTA values and actively solicits community input in its planning processes. In 2007, staff conducted 94 public meetings, open houses, and tours. More than 8,100 members of the community participated in these events. Close to 140 project updates were initiated by mail, email or hand delivered to a total of approximately 137,000 constituents throughout Santa Clara County. The VTA Board also relies on the counsel and perspective it receives from its advisory committees to help guide its decision making on important policy decisions. A process is being initiated at this time to improve the operation and enhance the effectiveness of these committees.

VTA's interest in obtaining a broad perspective in formulating recommendations to the board is demonstrated by the fact that although only required to have one advisory committee, VTA has established five committees with distinct areas of expertise. These committees are composed of approximately 90 members. For comparison, local transportation agencies in neighboring counties, of similar size and complexity have varying numbers of advisory committees:

| <u>Agency</u> | <u>Number of Advisory Committees</u> |
|-------------------------------------|--------------------------------------|
| Alameda-Contra Costa (AC) Transit | 1 |
| BART | 1 |
| Caltrain | 1 |
| Golden Gate Transit | 3 |
| San Francisco Muni | 6 |
| San Mateo County Transit (SamTrans) | 2 |

VTA's five advisory committees are: Bicycle & Pedestrian (BPAC); Committee for Transit Accessibility (CTA); Citizens Advisory (CAC); Policy Advisory (PAC); and Technical Advisory (TAC). VTA's enabling legislation requires it to have a minimum of one advisory committee. Additionally, the 2000 Measure A Transit Sales Tax ballot specifies that the CAC will serve as the Citizens Watchdog Committee for that program for the 30-year period specified in the ballot.

Advisory committees provide input and advice to the Board of Directors on issues referred to the committee by either the Board or the General Manager. They may also have additional duties assigned by the Board. **Advisory committees do not have independent duties or the authority to take actions that bind the Board.** The exception is the Citizens Advisory Committee when acting in its capacity as the Citizens Watchdog Committee (CWC) as specified in the 2000 Measure A Transit Sales Tax ballot.

The duties, responsibilities and limitations of each advisory committee are specified in the VTA Administrative Code. The bylaws for each committee govern the proceedings of the committee and its meetings and must be consistent with the Administrative Code. Amendments to committee bylaws require the approval of a majority of the committee's total authorized membership and the Board of Directors.

DISCUSSION:

Overview: Advisory Committee Enhancement Strategy

The recent Bureau of State Audits report reinforced the Hay Group Report's observation that although VTA utilizes and benefits from its advisories committees, VTA could more fully engage them in the development of policy solutions.

To implement the findings of the two studies, VTA General Manager Michael Burns announced at the August 2008 advisory committee meetings a new initiative. This effort, called *Advisory Committee*, will engage committee members in a dialog to develop recommendations for improving the advisory committee process for providing input to the Board.

Mr. Burns indicated this effort would be led by Jennie Loft, VTA's Public Information Officer. In the coming months she will be meeting with the advisory committees and staff to refine and focus each advisory committee's purpose and duties, minimize overlap, and maximize the contribution each committee can make to the decision-making process. One key factor for this process is that the five advisories committees are encouraged to participate in the development of the initiative, including determining the necessary steps and timeline to successfully complete the initiative.

Two of the initiative's primary goals are to: (1) maximize the contribution each committee can make to the decision-making process; and (2) minimize overlap and duplication between committees. One of the key steps is to solicit from the members of the advisory committees their input in redefining each committee's role, responsibilities and limitations to ensure they are consistent with the recently revised VTA Vision and Mission statements. Committees will also work on aligning their work plans to the Board of Directors Consolidated Work Plan.

Framework

The following is a suggested framework in which members of the committee are asked to shape the strategies to meet the goals of the Advisory Committee Enhancement process.

At the October advisory committee meetings, staff will present for each committee's

consideration a draft Action Plan specifying proposed steps and timelines needed for that committee to complete the initiative. The proposed Action Plan to implement the initiative will be developed with committee members and will be customized for each committee to accommodate its current responsibilities, work load, and other considerations.

Each committee will be asked to adopt its initial Action Plan, at a later meeting, to provide the framework for needed steps and their milestones. However, as each committee moves through the process, it will have the opportunity to reasonably modify the steps and timelines to accommodate its specific needs, requirements or conditions.

In addition, staff will modify current committee work plans to provide an annual overview of major issues projected to come before the advisory committees. The work plan is the mechanism use to plan and track each committee's items. Scheduling these items in advance will provide additional time for policy input and allow each committee to manage its work plan to ensure adequate time at each meeting to fully discuss agenda items.

The final step of the process will be to submit any recommended changes to the Board of Directors for consideration. It is envisioned that the efforts, conclusions and recommended modifications from all advisory committees will be consolidated into one comprehensive report and Board action.

Reference Material

To launch the *Advisory Committee Enhancement Strategy* process, several reference items are provided for the committee information and use:

Attachment A is the *VTA Committee Structure Org Chart*, which visually depicts VTA's current committee structure and reporting relationships, both for standing and advisory committees.

Attachment B is a brief summary of the history and the current duties and authority for each advisory committee. (The duties and authority are excerpted from the approved bylaws for each committee. The complete bylaws for each committee are available on VTA's website at: www.vta.org/inside/boards/index_advisory.html.)

Attachment C is a matrix of current duties and responsibilities of each advisory committee.

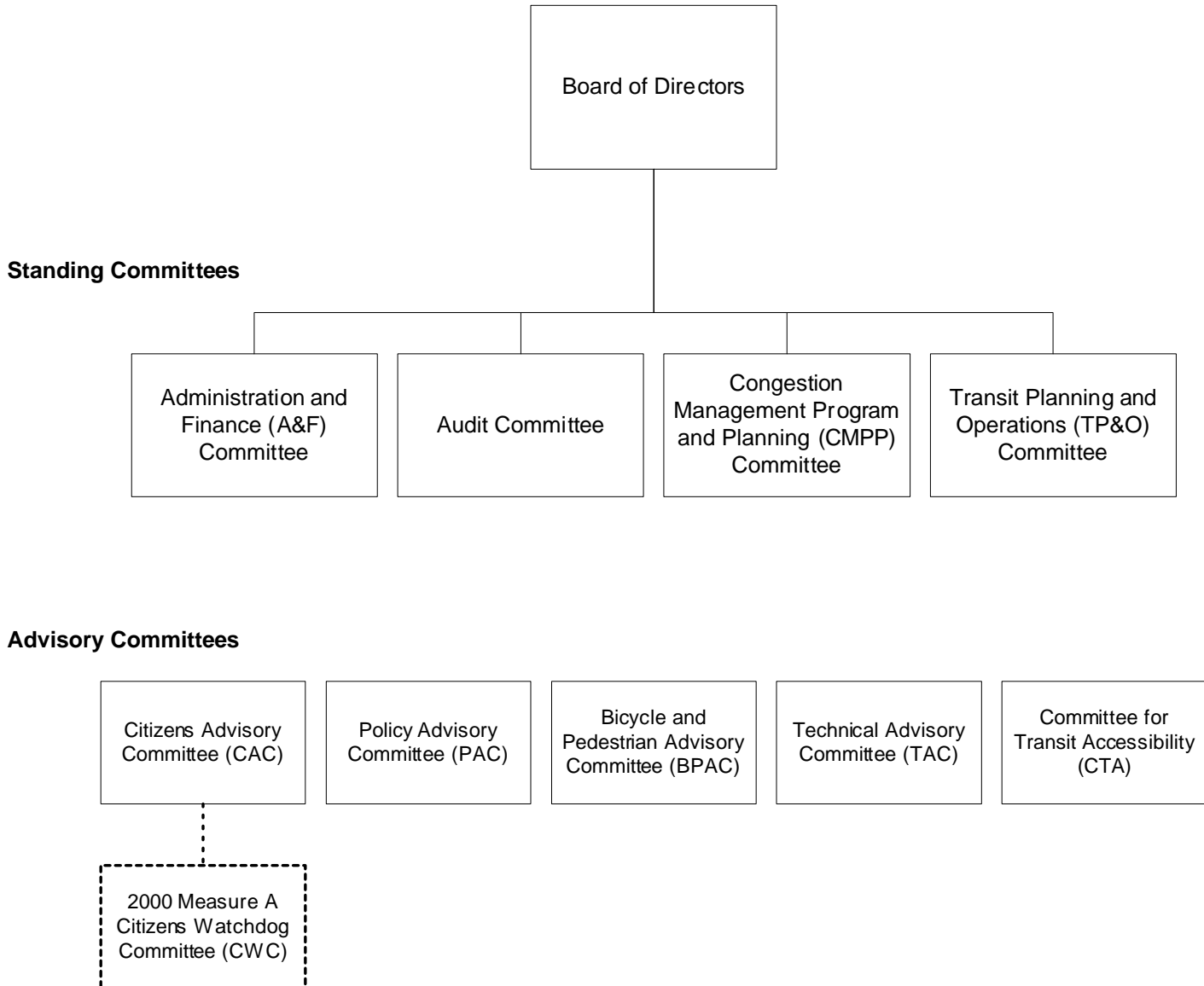
Attachment D is the recently revised VTA Mission and Vision Statement, adopted by the Board of Directors on August 7, 2008.

Attachment E is the Board of Directors Consolidated Work Plan. This item shows the planned items that the Board and Standing Committees will consider for the remainder of 2008. The Consolidated Work Plan is revised at 6-month intervals, with the next one scheduled for December 2008.

Prepared By: Stephen Flynn, Sr. Management Analyst

VTA Committee Structure

September 2008



ATTACHMENT B**VALLEY TRANSPORTATION AUTHORITY (VTA)
Background on VTA Advisory Committees****Bicycle & Pedestrian Advisory Committee (BPAC)**

Consists of 16 members representing Member Agency (the 15 cities in the county and the County of Santa Clara) bicycle/pedestrian advisory committees and one ex-officio representative from the Silicon Valley Bicycle Coalition. The BPAC advises the Board on funding and planning issues for bicycle and pedestrian projects and also serves as the countywide bicycle and pedestrian advisory committee for the County of Santa Clara.

The VTA Bicycle Advisory Committee was formed in 1996 as an advisory committee to the VTA Board of Directors to comply with Metropolitan Transportation Commission (MTC) requirements for Transportation development Act (TDA) Article 3 funding.

Citizens Advisory Committee (CAC)

Consists of 17 members representing the city/county groupings of the VTA Board of Directors, specified community interests, and business and labor groups with an interest in transportation. The CAC advises the Board on issues of interest to committee members and the communities and organizations they represent. It also serves as the ballot-specified Citizens Watchdog Committee for the 2000 Measure A Transit Improvement Program.

The CAC was established in 1994 as an advisory committee to the governing board of the Santa Clara County Congestion Management Agency (CMA). In 1994, the Santa Clara County Transit District and the CMA were merged to form the Santa Clara Valley Transportation Authority (VTA), at which time the CAC became an advisory committee to the VTA Board of Directors.

In November 2000, Santa Clara County voters approved Measure A, a 30-year half cent sales tax devoted to transit projects. The Measure A ballot mandated that an independent citizens watchdog committee, consisting of VTA's Citizens Advisory Committee (CAC) must, among other specified duties, review all 2000 Measure A expenditures to ensure tax dollars are being spent in accordance with the intent of this measure and issue reports to the public on its findings.

Committee for Transit Accessibility (CTA)

Consists of individuals from the disabled community, representatives from human services agencies and a staff member from VTA's paratransit broker. The CTA provides advice to the VTA Board of Directors on bus and rail system accessibility issues, as well as on paratransit service. Most of these issues are related to VTA's efforts to comply with the federal Americans with Disabilities Act (ADA).

CTA was formed in 1995 by the merger and reorganization of the previous Committee for Transit Accessibility with the Paratransit Coordinating Council (PCC). Both the CTA and the PCC were advisory committees formed by the Santa Clara County Transit District Board of Supervisors in 1975 and 1978, respectively, to advise the Board of Supervisors on matters pertaining to both accessibility of the fixed-route bus and rail system and paratransit services. Due to several factors, including the Americans with Disabilities Act (ADA) and the merger of the Transit District with the Santa Clara County Congestion Management Agency to form VTA, the CTA and PCC were combined into a reorganized CTA.

Policy Advisory Committee (PAC)

The PAC consists of one elected official from each of the county's 15 cities and one County Supervisor. The PAC ensures that all local jurisdictions have an opportunity to participate in the development of VTA's policies

The PAC was established in 1991 as an advisory committee to the governing board of the Santa Clara County Congestion Management Agency (CMA). In 1994, the Santa Clara County Transit District and the CMA were merged to form the Santa Clara Valley Transportation Authority (VTA), at which time the PAC became an advisory committee to the VTA Board of Directors.

Technical Advisory Committee (TAC)

The TAC consists of one management level staff member (usually the planning or public works director) from each of the 15 cities and the County and two ex-officio (non-voting) members, one each from the California Department of Transportation (Caltrans) and VTA; it advises the Board on technical aspects and implications of policy-related transportation and land use planning issues.

The TAC was established in 1991 as an advisory committee to the governing board of the Santa Clara County Congestion Management Agency (CMA). In 1994, the Santa Clara County Transit District and the CMA were merged to form the Santa Clara Valley Transportation Authority (VTA), at which time the TAC became an advisory committee to the VTA Board of Directors.

BYLAWS FOR BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

...

Article II DUTIES AND AUTHORITY

§2.1 Duties

The BPAC is an advisory committee to the Board of Directors. The duties of the Committee shall be as follows:

- a. Review and provide comments to Congestion Management Program staff regarding plans and designs for an effective countywide bikeway system, updates of the Countywide Bicycle Plan and Countywide Bicycle Map, Countywide Bicycle Expenditure Plan, and bicycle-related issues affecting the transit system.
- b. Coordinate with bicycle and pedestrian advisory committees of other agencies on multi-jurisdictional bicycle and pedestrian issues.
- c. Coordinate work and meet as needed with the County Trails Committee.
- d. Make recommendations to the Board of Directors regarding the Countywide annual priority list of bicycle and pedestrian projects for the TDA Article 3 program.
- e. Serve as the countywide bicycle and pedestrian advisory committee for the County of Santa Clara.

§2.2 Limitations

The Committee shall serve in an advisory capacity to the Board of Directors. It shall have no independent duties and no authority to take actions that bind VTA or the Board of Directors. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Board of Directors.

BYLAWS FOR THE CITIZENS ADVISORY COMMITTEE

...

Article II DUTIES AND AUTHORITY

§2.1 Duties

- a. The Committee shall advise the Board of Directors on matters of VTA policy referred to the Committee by the Board or General Manager and perform such additional duties as assigned by the Board.
- b. The Committee shall also serve as the Independent Citizen's Watchdog Committee for the 2000 Measure A Transit Sales Tax ("2000 Measure A") during its term (April 2006 – March 2036). As the Citizen's Watchdog Committee, the Committee shall review all 2000 Measure A expenditures and shall:
 - Public Hearings and Reports: Hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the funds are being spent. The hearings shall be held in full compliance with the Brown Act, with information announcing the hearings well-publicized and posted in advance.
 - Annual Independent Audits: Direct VTA staff to commission an annual audit conducted by an Independent Auditor each fiscal year to ensure tax dollars are being spent in accordance with the intent of 2000 Measure A.
 - Published Results of Audits and Annual reports: Direct VTA staff to publish the results of the Independent Audit and the Annual Report in local newspapers and make copies of these documents available to the public.

In its capacity as the Citizen's Watchdog Committee, the Committee shall review and comment on the Independent Audits prior to their publication and release to the public.

§2.2 Limitations on Authority

Except when acting in its capacity as the Citizen's Watchdog Committee as specified in the 2000 Measure A Transit Sales Tax ballot, the Committee shall serve in an advisory capacity to the Board of Directors. It shall have no independent duties and no authority to take actions that bind VTA or the Board of Directors. The Committee shall not have the authority to communicate externally and all communications by the Committee shall be to and through the Board of Directors. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Board of Directors.

BYLAWS FOR THE COMMITTEE FOR TRANSIT ACCESSIBILITY

...

Article II **DUTIES AND AUTHORITY**

§2.1 Duties

It shall be the duty of the Committee to perform the functions of a paratransit coordinating council and to advise the Board of Directors, the Metropolitan Transportation Commission (with Board concurrence), and staff on all matters pertaining to paratransit services in Santa Clara County. The Committee shall advise the Board of Directors and staff concerning accessibility of all VTA transit services, vehicles, equipment, facilities, programs, as well as other matters including service and program policies pertaining to accessibility for persons with disabilities, and compliance of such elements with the Americans with Disabilities Act (ADA) and other laws which pertain to access to services within VTA's purview for persons with disabilities. The Committee shall perform such additional duties as may be assigned by the Board of Directors.

§2.2 Limitations on Authority

The Committee serves in an advisory capacity to the Board of Directors. It shall have no independent duties and no authority to take actions that bind VTA or the Board of Directors. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Board of Directors.

BYLAWS FOR THE POLICY ADVISORY COMMITTEE

...

Article II DUTIES AND AUTHORITY

§2.1 Duties

The Committee shall advise the Board of Directors on:

- a. Policy issues referred to the Committee by either the Board or the General Manager;
- b. The countywide transportation plan (Valley Transportation Plan), the Short-Range Transit Plan (SRTP), development of the annual or biennial budget, and tariff and service modifications.

The Committee may also advise the Board of Directors with respect to any policy matter the members determine to be relevant to their Member Agency or to VTA.

It shall be the members' responsibility to keep their respective appointing agencies informed of key issues, facilitate communication between those agencies and VTA, and to help build the consensus necessary to make policy decisions.

§2.2 Limitations on Authority

The Committee shall serve in an advisory capacity to the Board of Directors. It shall have no independent duties and no authority to take actions that bind VTA or the Board of Directors. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Board of Directors.

BYLAWS FOR THE TECHNICAL ADVISORY COMMITTEE

...

Article II **DUTIES AND AUTHORITY**

§2.1 Duties

It shall be the duty of the Committee to advise the Board of Directors on major policy and technical issues related to VTA projects and programs which are referred to the Committee either by the Board or the General Manager or which are raised by the Committee upon its own initiative. It shall be the members' responsibility to keep their respective appointing agencies informed of key issues, facilitate communication between those agencies and VTA, and to help build the consensus necessary to make policy decisions.

§2.2 Limitations on Authority

The Committee shall serve in an advisory capacity to the Board of Directors. It shall have no independent duties and no authority to take actions that bind VTA or the Board of Directors. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Board of Directors.

Valley Transportation Authority (VTA) Advisory Committee Duties

| Duties Defined by Committee Bylaws | <i>Bicycle & Pedestrian Advisory Committee (BPAC)</i> | <i>Citizens Advisory Committee (CAC)</i> | <i>Committee for Transit Accessibility (CTA)</i> | <i>Policy Advisory Committee (PAC)</i> | <i>Technical Advisory Committee (TAC)</i> |
|---|---|--|--|--|---|
| Advise Board of Directors on matters of VTA policy referred to the Committee by the Board or GM | X | | X | | |
| Advise the Board on major policy and technical issues related to VTA projects and programs which are referred to the Committee either by the Board or the General Manager or which are raised by the Committee upon its own initiative | | | | | X |
| Review and comment on plans and designs for an effective countywide bikeway system, updates of the Countywide Bicycle Plan and Countywide Bicycle Map, Countywide Bicycle Expenditure Plan, and bicycle-related issues affecting the transit system | X | | | | |
| Coordinate with BPACs of other agencies on multi-jurisdictional bicycle and pedestrian issues | X | | | | |
| Coordinate work and meet as needed with County Trails Committee | X | | | | |
| Make recommendations to the Board of Directors regarding the Countywide annual priority list of bicycle and pedestrian projects for the TDA Article 3 program | X | | | | |
| Serve as the countywide bicycle and pedestrian advisory committee for the County of Santa Clara. | X | | | | |
| Perform such additional duties as assigned by the Board | | X | X | | |
| Serve as the Independent Citizens Watchdog Committee for the 2000 Measure A Transit Sales Tax during its term (April 2006 – March 2036) | | X | | | |
| Perform the functions of a paratransit coordinating council | | | | X | |
| Advise the Board of Directors, MTC (with Board concurrence), and staff on all matters pertaining to paratransit services in Santa Clara County. | | | | X | |
| Advise the Board and staff concerning accessibility of all VTA transit services, vehicles, equipment, facilities and programs | | | | X | |
| Advise the Board and staff on other matters including service and program policies pertaining to accessibility for persons with disabilities | | | | X | |

Duties Defined by Committee Bylaws

- Advise the Board and staff on compliance of such elements with the Americans with Disabilities Act (ADA) and other laws which pertain to access to services within VTA's purview for persons with disabilities
- Advise the Board on the countywide transportation plan (Valley Transportation Plan), the Short-Range Transit Plan (SRTP), development of the annual or biennial budget, and tariff and service modifications
- Advise the Board on any policy matter the members determine to be relevant to their Member Agency or to VTA
- Keep their respective appointing agencies informed of key issues
- Facilitate communication between their agencies and VTA
- Help build the consensus necessary to make policy decisions

| | <i>Bicycle & Pedestrian Advisory Committee (BPAC)</i> | <i>Citizens Advisory Committee (CAC)</i> | <i>Committee for Transit Accessibility (CTA)</i> | <i>Policy Advisory Committee (PAC)</i> | <i>Technical Advisory Committee (TAC)</i> |
|--|---|--|--|--|---|
| Advise the Board and staff on compliance of such elements with the Americans with Disabilities Act (ADA) and other laws which pertain to access to services within VTA's purview for persons with disabilities | | | X | | |
| Advise the Board on the countywide transportation plan (Valley Transportation Plan), the Short-Range Transit Plan (SRTP), development of the annual or biennial budget, and tariff and service modifications | | | | X | |
| Advise the Board on any policy matter the members determine to be relevant to their Member Agency or to VTA | | | | X | |
| Keep their respective appointing agencies informed of key issues | | | | X | X |
| Facilitate communication between their agencies and VTA | | | | X | X |
| Help build the consensus necessary to make policy decisions | | | | X | X |

ATTACHMENT D**VTA Vision and Mission**

On August 7, 2008 the VTA Board of Directors approved the following revised Vision and Mission statements:

VTA Vision: VTA builds partnerships to deliver transportation solutions that meet the evolving mobility needs of Santa Clara County.

VTA Mission: VTA provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region.

At the same time, the Board also adopted a list of values that support the Vision and Mission statements:

VTA Values: Dependability, Quality, Sustainability, Safety, Integrity, Diversity, and Accountability

**VTA Board of Directors
Consolidated Workplan
September - December 2008**

| Doc ID | Origin | Short Title | BOD 9/4 | CMPP 9/18 | A&F 9/18 | TP&O 9/18 | BOD 10/2 | CMPP 10/16 | A&F 10/16 | TP&O 10/16 | BOD 11/6 | CMPP 11/20 | A&F 11/20 | TP&O 11/20 | BOD 12/11 |
|--------|---|--|---------|-----------|----------|-----------|----------|------------|-----------|------------|----------|------------|-----------|------------|-----------|
| 1223 | Dept - Project Development / Eugene Maeda | Transportation System Monitoring Program | A | | | | | | | | | | | | |
| 1387 | Dept - Project Development / Tom Fitzwater | On Call Environmental Service Consultant Selection | A | | | | | | | | | | | | |
| 1400 | Dept - Planning / Chris Augenstein | Monitoring & Conformance Rpt Consultant Selection | A | | | | | | | | | | | | |
| 1454 | Dept - Programming and Grants Management / Marcella Rensi | CMAQ Resolution | A | | | | | | | | | | | | |
| 1464 | Dept - Programming and Grants Management / Marcella Rensi | Lifeline Trans Program - Community Trans Program | A | | | | | | | | | | | | |
| 1299 | Dept - Finance / Manny Bagnas | Banking and Custodial Services Contract | A | | | | | | | | | | | | |
| 1202 | Dept - Accessible Services / Camille Williams | CTA Appointments/Reappointments | A | | | | | | | | | | | | |
| 1203 | Dept - Service & Operations Planning / Jim Unites | ACE Shuttle Vendor Contract Award | A | | | | | | | | | | | | |
| 1446 | Office of the General Manager / Jim Lawson | Amend CAC Bylaws to Add Chair Report to Board | A | | | | | | | | | | | | |
| 1472 | Office of the General Manager / Michael Burns | Auditor General Request for Proposal (RFP) - Scope | A | | | | | | | | | | | | |
| 1480 | Office of the General Manager / Jim Lawson | Amend CEMOF Bylaws | A | | | | | | | | | | | | |
| 1487 | TAC / Jim Lawson | Amend CAC Bylaws to Add Chair Report to Board | A | | | | | | | | | | | | |
| 1485 | Dept - Employee Relations / Mitsuno Baurmeister | Employees of the Month for September 2008 | I | | | | | | | | | | | | |
| 1408 | Dept - Planning / Chris Augenstein | VTP 2035 Program Area Review: Bikes, TSOM, Peds | I | | | | | | | | | | | | |
| 1423 | Dept - Programming and Grants Management / Amin Surani | Programmed Projects Quarterly Monitoring Report | I | | | | | | | | | | | | |
| 1444 | Dept - Planning / Chris Augenstein | VTP 2035 Other Program Areas | I | | | | | | | | | | | | |
| 1453 | Dept - Project Development / Casey Emoto | SR 85 and US 101 HOT Lanes Preliminary Eng Update | I | | | | | | | | | | | | |
| 1458 | Dept - Property Development & Management / Suet Nguyen | Joint Development Program Update | I | | | | | | | | | | | | |
| 1463 | Dept - Planning / Chris Augenstein | MTC/RTP Issues | I | | | | | | | | | | | | |
| 1156 | Dept - Government Relations / Kurt Evans | Legislative History Matrix | I | | | | | | | | | | | | |

| Doc ID | Origin | Short Title | BOD 9/4 | CMPP 9/18 | A&F 9/18 | TP&O 9/18 | BOD 10/2 | CMPP 10/16 | A&F 10/16 | TP&O 10/16 | BOD 11/6 | CMPP 11/20 | A&F 11/20 | TP&O 11/20 | BOD 12/11 |
|--------|--|--|---------|-----------|----------|-----------|----------|------------|-----------|------------|----------|------------|-----------|------------|-----------|
| 1344 | Dept - Programming and Grants Management / Marcella Rensi | Discretionary Funding - Comp Project Scoring Cmtes | | A | | | A | | | | | | | | |
| 1388 | Dept - Project Development / Tom Fitzwater | HCP Cost Allocation and Budget Approval | | A | | | A | | | | | | | | |
| 1397 | Dept - Programming and Grants Management / Marcella Rensi | Lifeline Transp Pgrm - Cycle 2 Small Urbanized | | A | | | A | | | | | | | | |
| 1345 | Dept - Project Development / Tom Fitzwater | Pilot Litter Control Program | | I | | | I | | | | | | | | |
| 1483 | Division - Congestion Management Agency / Chris Augenstein | Proactive Report | | I | | | I | | | | | | | | |
| 1499 | Dept - Project Development / Casey Emoto | HOT Lanes - Preliminary Recommendation | | I | | | I | | | | | | | | |
| 1311 | Division - Administrative Services / Bill Lopez | Employee Health & Welfare Benefits | | | A | | A | | | | | | | | |
| 1293 | Division - External Affairs / Greta Helm | Conflict of Interest Disclosure Filing | | | A | | A | | | | | | | | |
| 1490 | Dept - Finance / Manny Bagnas | Contract Amendment - Mercer | | | A | | A | | | | | | | | |
| 1158 | Dept - Government Relations / Kurt Evans | Legislative History Matrix | | | I | | I | | | | | | | | |
| 1196 | Division - Engineering & Construction / Mark Robinson | Measure A Semi-Annual Report | | | | I | I | | | | | | | | |
| 1511 | Division - Operations / Jim Unites | October Service Changes | | | | I | I | | | | | | | | |
| 1273 | Division - SVRT Program / Carolyn Gonot | Draft EIS for SVRT Corridor | | | | I | I | | | | | | | | |
| 1360 | Dept - Planning / Chris Augenstein | JD Program - Property Inventory & Assessment Final | | | | | | A | | | A | | | | |
| 1401 | Dept - Planning / Chris Augenstein | Transportation Planning On-Call Consultant List | | | | | | A | | | A | | | | |
| 1417 | Dept - Planning / Chris Augenstein | Congestion Mgmt Program-Model Conformity Guideline | | | | | | A | | | A | | | | |
| 1427 | Dept - Programming and Grants Management / Marcella Rensi | Lifeline Transportation Program -- Cycle 2 | | | | | | A | | | A | | | | |
| 1428 | Dept - Planning / Chris Augenstein | CMP - Guidelines for Deficiency Plans Update | | | | | | A | | | A | | | | |
| 1429 | Dept - Planning / Chris Augenstein | CMP - TIA Guidelines Update | | | | | | A | | | A | | | | |
| 1442 | Dept - Planning / Chris Augenstein | Adopt BEP Evaluation Criteria | | | | | | A | | | A | | | | |
| 1455 | Dept - Planning / Chris Augenstein | Pedestrian Funding Plan for County Expy Projects | | | | | | A | | | A | | | | |
| 1342 | Division - Engineering & Construction / Jim Costantini | I-880/Coleman Highway Planting Coop Amendment | | | | | | A | | | A | | | | |
| 1436 | Dept - Planning / Chris Augenstein | VTP 2035 - Update -- Preliminary Draft Plan | | | | | | I | | | I | | | | |
| 1313 | Dept - Technology / Gary Miskell | Real-Time Information (RTI) | | | | | | | A | | A | | | | |
| 1416 | Dept - Programming and Grants Management / Marcella Rensi | HRCSA Funds Warren Ave/Kato Rd Grade Separation | | | | | | | A | | A | | | | |

| Doc ID | Origin | Short Title | BOD 9/4 | CMPP 9/18 | A&F 9/18 | TP&O 9/18 | BOD 10/2 | CMPP 10/16 | A&F 10/16 | TP&O 10/16 | BOD 11/6 | CMPP 11/20 | A&F 11/20 | TP&O 11/20 | BOD 12/11 |
|--------|---|--|---------|-----------|----------|-----------|----------|------------|-----------|------------|----------|------------|-----------|------------|-----------|
| 1318 | Division - Engineering & Construction / Mark Robinson | VTA Permit Policy Fee Schedule | | | | | | | A | | A | | | | |
| 1317 | Division - Fiscal Resources / Jim McCutchen | Quarterly Revenue and Expense Statement | | | | | | | A | | A | | | | |
| 1292 | Office of the General Counsel / Kevin Allmand | Adopt List of Specialty-Area Law Firms | | | | | | | A | | A | | | | |
| 1159 | Dept - Government Relations / Kurt Evans | Legislative History Matrix | | | | | | | I | | I | | | | |
| 1476 | Division - Engineering & Construction / John Donahue | Amend URS Construction Management Svcs Contract | | | | | | | A | | A | | | | |
| 1441 | Dept - Service & Operations Planning / Jim Unites | ACE Fare Increase | | | | | | | A | | A | | | | |
| 1322 | Division - Congestion Management Agency / David Kobayashi | Rapid 522 Signal Priority System Upgrade Procurement | | | | | | | A | | A | | | | |
| 1328 | Division - Congestion Management Agency / David Kobayashi | Rapid 522 Signal Priority Sys Upgrade Install Cont | | | | | | | A | | A | | | | |
| 1396 | Dept - Property Development & Management / Juanita Villemaire | FRR Resolution of Necessity (Phase 5) | | | | | | | A | | A | | | | |
| 1237 | Division - Engineering & Construction / Ken Ronsse | Bus Wash Replacement (Chaboya) | | | | | | | A | | A | | | | |
| 1254 | Division - Engineering & Construction / Mark Robinson | Freight Rail Reloc-Lower Berryessa Creek Contract | | | | | | | A | | A | | | | |
| 1509 | Dept - Project Development / Tom Fitzwater | Sustainability Program Update | | | | | | | I | | I | | | | |
| 1245 | Dept - Operations Administration / Sandra Weymouth | RIDE Task Force Annual Update | | | | | | | I | | I | | | | |
| 1356 | Dept - Planning / Chris Augenstein | CDT Program - 2008 Capital Grant Award | | | | | | | | | | A | | | A |
| 1434 | Dept - Planning / Kevin Connolly | Mini Short Range Transit Plan -- Board Adoption | | | | | | | | | | A | | | A |
| 1438 | Dept - Planning / Chris Augenstein | VTP 2035 - Update -- Final Plan Adoption | | | | | | | | | | A | | | A |
| 1448 | Dept - Planning / Chris Augenstein | VTP 2035 Program Area Review: Transit | | | | | | | | | | I | | | I |
| 1323 | Division - Administrative Services / Bill Lopez | Approval-Revised Equal Employment Opp./Affirmative | | | | | | | | | | | A | | A |
| 1321 | Division - External Affairs / Greta Helm | 2009 Legislative Program | | | | | | | | | | | A | | A |
| 1327 | Division - Fiscal Resources / Jim McCutchen | Midyear Budget Revisions | | | | | | | | | | | A | | A |
| 1333 | Division - Fiscal Resources / Jim McCutchen | Quarterly Revenue and Expense Statement | | | | | | | | | | | A | | A |
| 1303 | Division - SVRT Program / Carolyn Gonot | Measure a Expenditure Pln Update-Final Revised Pln | | | | | | | | | | | A | | A |
| 1309 | Office of the General Counsel / Kevin Allmand | Amend Admin Code-Claims Proces. & Settlement | | | | | | | | | | | A | | A |
| 1310 | Office of the General Counsel / Kevin Allmand | Amend List for Designated General Manager Pro Temp | | | | | | | | | | | A | | A |

| Doc ID | Origin | Short Title | BOD 9/4 | CMPP 9/18 | A&F 9/18 | TP&O 9/18 | BOD 10/2 | CMPP 10/16 | A&F 10/16 | TP&O 10/16 | BOD 11/6 | CMPP 11/20 | A&F 11/20 | TP&O 11/20 | BOD 12/11 |
|--------|---|--|---------|-----------|----------|-----------|----------|------------|-----------|------------|----------|------------|-----------|------------|-----------|
| 1160 | Dept - Government Relations / Kurt Evans | Legislative History Matrix | | | | | | | | | | | I | | I |
| 1234 | Division - Congestion Management Agency / Irene Wang | Appraisal, Acquisition & Relocation Svcs Contract | | | | | | | | | | | | A | A |
| 1246 | Dept - Property Development & Management / Irene Wang | CELR-Adopt Resolution of Necessity (Phase 1) | | | | | | | | | | | | A | A |
| 1314 | Division - Congestion Management Agency / John Ristow | Santa Clara/Alum Rock BRT EIR Certification | | | | | | | | | | | | A | A |
| 1497 | Dept - Planning / Kevin Connolly | BRT Strategic Plan-Final Recommendations/Dev Plan | | | | | | | | | | | | A | A |
| 1183 | Division - Engineering & Construction / Ken Ronsse | Paint Mixing Room Contract Award (Guadalupe) | | | | | | | | | | | | A | A |
| 1252 | Division - Engineering & Construction / Ken Ronsse | Rail Station Public Address System Upgrade | | | | | | | | | | | | A | A |
| 1281 | Division - Engineering & Construction / Mark Robinson | SVRT - Coop Agmnts w/Milpitas, San Jose, Santa Cla | | | | | | | | | | | | A | A |
| 1283 | Division - Engineering & Construction / Mark Robinson | SVRT-Design Consultant Contract Amendments | | | | | | | | | | | | A | A |
| 1477 | Division - Engineering & Construction / John Donahue | Amend Design Cost Sharing Agreemt W/ ACTA-Fremont | | | | | | | | | | | | A | A |
| 1188 | Division - Engineering & Construction / Ken Ronsse | Caltrain So County Improvements Construct Contract | | | | | | | | | | | | A | A |
| 1386 | Dept - SVRT Project Design / Dennis Ratcliffe | Draft EIS for SVRT Corridor | | | | | | | | | | | | I | I |



Date: August 28, 2008
 Current Meeting: September 11, 2008
 Board Meeting: October 2, 2008

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Amendment to the Technical Advisory Committee Bylaws

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve amending the Technical Advisory Committee bylaws, as indicated in Attachment A, to modify the schedule for election of the chairperson and vice chairperson. This proposed change would move the election from January as currently scheduled to the preceding December.

BACKGROUND:

The Technical Advisory Committee (TAC) is an 18-member committee consisting of 16 voting and two ex-officio (non-voting) representatives. The voting members are comprised of one management level staff member (usually the planning or public works director) from each of VTA's Member Agencies: the 15 cities and the County of Santa Clara; the ex-officio members are one representative each from VTA and the California Department of Transportation (Caltrans). TAC advises the Board on technical aspects and implications of policy-related transportation and land use planning issues

Advisory committee bylaws govern the proceedings of the committee and its meetings and must be consistent with the VTA Administrative Code. Amendments to advisory committee bylaws require VTA Board of Directors approval.

The bylaws for four of VTA's five advisory committees specify that chairperson and vice chairperson elections are held the first meeting of the calendar year (typically January). Those with this provision are: Bicycle & Pedestrian Advisory Committee (BPAC); Citizens Advisory Committee (CAC); Policy Advisory Committee (PAC); and the TAC. The bylaws for VTA's fifth advisory committee, the Committee for Transit Accessibility (CTA), specify that elections are held the last meeting of the calendar year (typically December).

DISCUSSION:

Submitted for Committee consideration is one recommended amendment to its bylaws (see Attachment A; deletions are shown in overstrike and additions are underlined). This amendment, to Section 4.1, would modify the schedule for committee chairperson and vice chairperson annual elections. Specifically, instead of the current process of elections being held the first meeting of the calendar year (January), they would be conducted the last meeting of the calendar year (December). The proposed modification would also make the term of the newly-elected chairperson and vice chairperson effective January 1 of the calendar year following the vote. This modification is also being recommended for the three other advisory committees with the same provision.

There are two primary reasons for this change. First, it provides a month-long period, during the interim between when elections are held and duties are assumed, to provide orientation and training to the new chairperson and vice chairperson. This orientation and training can be important, especially for first-time chairpersons. The second reason is to avoid confusion and provide consistency in the election process among all VTA advisory committees.

If the Committee approves the proposed modification, it will be submitted to the Board of Directors for final ratification at its October 2008 meeting. If approved by the Board, the modification would take effect for the term of office that commences on January 1, 2009.

ALTERNATIVES:

The Committee could choose to not approve the proposed amendment to its bylaws.

FISCAL IMPACT:

There is no fiscal impact associated with amending the TAC bylaws.

Prepared by: Stephen Flynn, Sr. Management Analyst

ATTACHMENT A

BYLAWS FOR THE TECHNICAL ADVISORY COMMITTEE

...

Article IV
OFFICERS**§4.1 Chairperson and Vice Chairperson**

The Committee shall elect from its membership a chairperson and a vice chairperson at its ~~first-last~~ meeting of the calendar year, to serve for a one-year term effective January 1 of the next calendar year. In the event of a vacancy in the chairperson's position, the vice chairperson shall succeed as chairperson for the balance of the chairperson's term and the Committee shall elect a successor to fill the vacancy in the vice chairperson's position as provided below. In the event of a vacancy in the vice chairperson's position, the Committee shall elect a successor from its membership to fill the vice chairperson's position for the remainder of the vice chairperson's term.

The chairperson shall preside at all meetings of the Committee and represent the Committee before the Board of Directors. The chairperson, in consultation with the Committee staff liaison, may identify items of interest for future committee agendas that are relevant to the Committee's duties and responsibilities.

The vice chairperson shall perform the duties of the chairperson when the chairperson is absent.

The Committee shall appoint a nominating committee to nominate Committee members for the positions of chairperson and vice chairperson. Members willing to serve in either of these positions may submit their names to the nominating committee for nomination. Members may also submit names of other members for nomination. The nominating committee shall verify that members whose names have been submitted are willing serve in those positions. The nominating committee shall submit to the Committee the names of those members whom it has nominated and recommends for election. Notwithstanding these procedures, any member may nominate a member from the floor.



Date: August 21, 2008
 Current Meeting: September 11, 2008
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Noise Reduction Screening Program List of Eligible Locations

FOR INFORMATION ONLY

Attached for your review and comment is the list of candidate locations that are eligible for the Noise Reduction Screening Program. Locations were evaluated based on the following project eligibility criteria adopted by the VTA Board of Directors on November 6, 2003:

1. Noise reduction is not for developments constructed after the transportation facility.
2. Noise reduction is not for new transportation projects where noise reduction is required as part of the transportation project.
3. Noise reduction is not for a location where a roadway improvement project is planned within 25 years.
4. Noise reduction is not on an arterial or local street
5. Replacement or upgrades of existing sound barriers is ineligible.
6. Existing noise level must meet VTA's basic noise mitigation standard.
7. Maintenance of noise mitigation barriers is ineligible.

Locations that have been eliminated are highlighted and labeled "ineligible" on the chart. The main reasons for eliminating locations were criteria #1, #2, #3 and #5. Of the 77 locations submitted, 29 were eliminated because they do not meet the criteria.

The determination of eligibility was based on the best available information to VTA staff. If you have any information regarding the eligibility of an eliminated location, please contact Christina Jaworski at Christina.Jaworski@vta.org or 408-321-5751.

Prepared By: Bill Hough for Christina Jaworski

**Noise Reduction Screening Program
Project Eligibility**

| Number | Applicant | Location | City | Nearest Roadway | Notes | Eligibility | Reason |
|--------|---|---|---------------|----------------------------|---|-------------|----------------------------|
| 1 | City of Campbell/ County of Santa Clara | San Tomas Expressway Budd Avenue to the Winchester south off-ramp | Campbell | San Tomas Expressway | | Eligible | NA |
| 2 | City of Campbell/ County of Santa Clara | San Tomas Expressway Campbell Avenue to Budd Avenue (both sides) | Campbell | San Tomas Expressway | | Eligible | NA |
| 3 | City of Campbell/ County of Santa Clara | San Tomas Expressway Hamilton Avenue to Campbell Avenue (both sides) | Campbell | San Tomas Expressway | | Eligible | NA |
| 4 | City of Cupertino | SR 85 at Acacia near Homestead and Maxine | Cupertino | SR 85 | Adjacent residences built after freeway (1990) | Ineligible | Developed after freeway |
| 5 | City of Cupertino | SR 85 at Elderwood near Stelling Avenue | Cupertino | SR 85 | Existing soundwall | Ineligible | Soundwall |
| 6 | City of Gilroy | US 101 between Las Animas Road and Leavesley Road (west side) | Gilroy | US 101 | H101-23: US 101 Widening between Cochrane and Monterey Hwy | Ineligible | Planned Project |
| 7 | City of Gilroy | US 101 between Leavesley Road and Tenth Street (west side) | Gilroy | US 101 | H101-23: US 101 Widening between Cochrane and Monterey Hwy | Ineligible | Planned Project |
| 8 | City of Milpitas | I-680 between Calaveras Boulevard and City Limits | Milpitas | I-680 | Existing soundwall and planned project (H680-01: I-680 HOV lanes between Calaveras and SR 84) | Ineligible | Soundwall, Planned Project |
| 9 | City of Milpitas | I-680 between Milpitas/Fremont border and Calera Creek & Jacklin Off-Ramp | Milpitas | I-680 | Existing soundwall and planned project (H680-01: I-680 HOV lanes between Calaveras and SR 84) | Ineligible | Soundwall, Planned Project |
| 10 | City of Milpitas | I-680 between Landess/Montague and Calaveras Boulevard | Milpitas | I-680, Montague Expressway | Adjacent residences built after freeway (1974) | Ineligible | Developed after freeway |
| 11 | City of Milpitas | I-880 SB ramp from EB SR 237 to Tasman Drive (west side) | Milpitas | I-880 | I880 HOV Project Limits | Ineligible | Planned Project |
| 12 | City of Milpitas | I-880 between Montague and Great Mall Parkway (east side) | Milpitas | I-880, Montague Expressway | I880 HOV Project Limits, Existing soundwall | Ineligible | Soundwall, Planned Project |
| 13 | City of Milpitas | SR 237/I-880 Interchange to Dixon Landing Road (east side) | Milpitas | SR-237, I-880 | Existing soundwalls | Ineligible | Soundwall |
| 14 | City of Mountain View | Central Expressway between Rengstorff Avenue and Mayfield Avenue | Mountain View | Central Expressway | | Eligible | NA |

**Noise Reduction Screening Program
Project Eligibility**

| | | | | | | | |
|----|--|---|---------------|--------------------|--|------------|-------------------------|
| 15 | City of Mountain View | Central Expressway NE of Moffett Boulevard | Mountain View | Central Expressway | Noise data for 646 Willowgate Street and 102 Promethean Way in Tasman Corridor EIS/EIR. 1992 noise levels (Ldn) for Willowgate is 69 - 70 dB and for Promethean Way is 63 - 64 dB. | Eligible | NA |
| 16 | City of Mountain View | SR 237 along Ferguson Drive | Mountain View | SR 237 | H237-03: Widen SR 237 for HOV lanes between SR 85 & east of Mathilda | Ineligible | Planned Project |
| 17 | City of Mountain View | SR 85 between Central Ave and Middlefield Ave | Mountain View | SR 85 | Existing soundwall | Ineligible | Soundwall |
| 18 | City of Mountain View | SR 85 between El Camino Real and Sleeper Ave (west side) | Mountain View | SR 85 | | Eligible | NA |
| 19 | City of Mountain View/ County of Santa Clara | Central Expressway between Shoreline Boulevard and Rengstorff Avenue | Mountain View | Central Expressway | | Eligible | NA |
| 20 | City of San Jose | Capitol Expressway between Story and Ocala | San Jose | Capitol Expressway | | Eligible | NA |
| 21 | City of San Jose | Capitol Expressway on-ramp to SB Route 87 | San Jose | Capitol Expressway | | Eligible | NA |
| 22 | City of San Jose | I-280 northbound and southbound from Almaden Avenue to Coyote Creek | San Jose | I-280 | | Eligible | NA |
| 23 | City of San Jose | I-280 northbound and southbound from Guadalupe River to Almaden Avenue | San Jose | I-280 | | Eligible | NA |
| 24 | City of San Jose | I-280 northbound and southbound from Lincoln Avenue to Los Gatos Creek | San Jose | I-280 | | Eligible | NA |
| 25 | City of San Jose | I-280 northbound and southbound from Los Gatos Creek to Bird Avenue | San Jose | I-280 | | Eligible | NA |
| 26 | City of San Jose | I-280 northbound from McLaughlin Avenue to Route 101 | San Jose | I-280 | Adjacent residences built after freeway (1975) | Ineligible | Developed after freeway |
| 27 | City of San Jose | I-280 northbound, east of Lawrence Expressway from Loma Linda Dr. to the end of Lago Vista Circle | San Jose | I-280 | Existing soundwall | Ineligible | Soundwall |
| 28 | City of San Jose | I-280 southbound from Meridian Way to Race Street adjacent to Paula Street | San Jose | I-280 | | Eligible | NA |
| 29 | City of San Jose | I-280 southbound, from Leigh Avenue to Meridian Avenue | San Jose | I-280 | | Eligible | NA |
| 30 | City of San Jose | I-280 SB at Bird Avenue to Route 87 SB at Hull Avenue | San Jose | I-280, SR 87 | | Eligible | NA |
| 31 | City of San Jose | I-680 northbound and southbound between Alum Rock Avenue and Mueller Avenue (East Side) | San Jose | I-680 | | Eligible | NA |
| 32 | City of San Jose | I-680 northbound and southbound between Capitol Expressway and Alum Rock Avenue | San Jose | I-680 | | Eligible | NA |

**Noise Reduction Screening Program
Project Eligibility**

| | | | | | | | |
|----|---|--|-------------|---------------------------|---|------------|---------------------------------------|
| 33 | City of San Jose | I-680 northbound and southbound from Sunset Avenue east of the pedestrian overcrossing to Jackson Avenue | San Jose | I-680 | SB properties are not eligible - developed after freeway. | Eligible | SB Properties developed after freeway |
| 34 | City of San Jose | I-680 northbound between McKee Avenue and Mabury Road | San Jose | I-680 | Adjacent residences built after freeway (1974) | Ineligible | Developed after freeway |
| 35 | City of San Jose | I-680 southbound on-ramp from Hostetter Road | San Jose | I-680 | | Eligible | NA |
| 36 | City of San Jose | I-680 northbound off-ramp between Jackson Avenue and Capitol Expressway | San Jose | I-680, Capitol Expressway | | Eligible | NA |
| 37 | City of San Jose | I-880 at Bascom Avenue | San Jose | I-880 | | Eligible | NA |
| 38 | City of San Jose | I-880 between Myrtle and The Alameda | San Jose | I-880 | | Eligible | NA |
| 39 | City of San Jose | I-880 between Rock and Montague | San Jose | I-880 | I880 HOV Project Limits | Ineligible | Planned Project |
| 40 | City of San Jose | I-880 between Stevens Creek and I-280 (both sides) | San Jose | I-880, I-280 | H880-03: I-880/I-280/Stevens Creek Interchange Improvements Phase I | Ineligible | Planned Project |
| 41 | City of San Jose | Southwest Expressway between Stokes and DeRose | San Jose | Southwest Expressway | Not a county expressway | Ineligible | Local street |
| 42 | City of San Jose | US 101 SB between 23 rd Street and Coyote Creek | San Jose | US 101 | H101-25: US 101 SB Auxiliary Lane Widening between I880 and McKee/Julian | Ineligible | Planned Project |
| 43 | City of San Jose/ County of Santa Clara | Almaden Expressway NW and SE of Koch | San Jose | Almaden Expressway | | Eligible | NA |
| 44 | City of San Jose/ County of Santa Clara | Capitol Expressway between I-680 and Capitol Avenue | San Jose | Capitol Expressway, I-680 | | Eligible | NA |
| 45 | City of Santa Clara | I-880 near 723 Park Court | Santa Clara | I-880 | Overlaps City of San Jose Project on I-880 at Bascom | Ineligible | Duplicate |
| 46 | City of Sunnyvale | SR 237 and Fair Oaks Way EB off-ramp near Persian Drive | Sunnyvale | SR 237 | | Eligible | NA |
| 47 | City of Sunnyvale | SR 85 east side immediately north of the Fremont Avenue on-ramp | Sunnyvale | SR 85 | H85-09: Fremont Avenue Improvements at SR 85, H85-10: SR 85 Auxiliary lanes between Homestead and Fremont | Ineligible | Planned Project |
| 48 | City of Sunnyvale | US 101 SB on-ramp from NB Fair Oaks Avenue | Sunnyvale | US 101 | Adjacent residences built after freeway (1986) | Ineligible | Developed after freeway |
| 49 | County of Santa Clara | Almaden Expressway East side between Winfield and Redmond | San Jose | Almaden Expressway | | Eligible | NA |

**Noise Reduction Screening Program
Project Eligibility**

| | | | | | | | |
|----|-----------------------|---|---------------|---------------------------|--|------------|----------------------------|
| 50 | County of Santa Clara | Almaden Expressway NE of Foxchase | San Jose | Almaden Expressway | X03 - Widen Almaden Expwy to 8 lanes between Coleman and Blossom Hill | Ineligible | Planned Project |
| 51 | County of Santa Clara | Almaden Expressway NW of Cherry | San Jose | Almaden Expressway | X30 - Widen Almaden Expwy to 8 lanes between Blossom Hill and Branham | Ineligible | Planned Project |
| 52 | County of Santa Clara | Almaden Expressway SW of Trinidad | San Jose | Almaden Expressway | | Eligible | NA |
| 53 | County of Santa Clara | Capitol Expressway NE and SE of Senter | San Jose | Capitol Expressway | | Eligible | NA |
| 54 | County of Santa Clara | Capitol Expressway NW and SE of Vista Park | San Jose | Capitol Expressway | Adjacent residences built after expressway (1978). | Ineligible | Developed after expressway |
| 55 | County of Santa Clara | Capitol Expressway NW of Bluefield | San Jose | Capitol Expressway | Adjacent residences built after expressway (1978). | Ineligible | Developed after expressway |
| 56 | County of Santa Clara | Capitol Expressway south side between Vista Park and Bluefield | San Jose | Capitol Expressway | Adjacent residences built after expressway (1978). | Ineligible | Developed after expressway |
| 57 | County of Santa Clara | Capitol Expressway SW of Seven Trees | San Jose | Capitol Expressway | | Eligible | NA |
| 58 | County of Santa Clara | Central Expressway NW of Moffett Boulevard | Mountain View | Central Expressway | | Eligible | NA |
| 59 | County of Santa Clara | Central Expressway North side between SR 85 and Whisman | Mountain View | Central Expressway, SR 85 | Noise data for Meadow Oak Apartments in Tasman Corridor EIS/EIR. 1992 noise levels (Ldn) is 75 dB. | Eligible | NA |
| 60 | County of Santa Clara | Foothill Expressway North side between El Monte and Springer | Los Altos | Foothill Expressway | | Eligible | NA |
| 61 | County of Santa Clara | Foothill Expressway North side between San Antonio and El Monte | Los Altos | Foothill Expressway | X09 - Extend existing WB deceleration lane at San Antonio Road | Ineligible | Planned Project |
| 62 | County of Santa Clara | Foothill Expressway North Side West and East of Grant | Los Altos | Foothill Expressway | | Eligible | NA |
| 63 | County of Santa Clara | Foothill Expressway North Side West of Newcastle | Los Altos | Foothill Expressway | | Eligible | NA |
| 64 | County of Santa Clara | Foothill Expressway South Side between Magdalena and East of Loyola | Los Altos | Foothill Expressway | | Eligible | NA |
| 65 | County of Santa Clara | Foothill Expressway South side Between St Joseph and Vineyard | Los Altos | Foothill Expressway | | Eligible | NA |
| 66 | County of Santa Clara | Foothill Expressway South Side West of Magdalena | Los Altos | Foothill Expressway | | Eligible | NA |

**Noise Reduction Screening Program
Project Eligibility**

| | | | | | | | |
|----|-------------------------|--|-----------------|-----------------------------|--|-------------------|--|
| 67 | County of Santa Clara | Foothill Expressway North Side West of Moana Court and adjacent to Residences along Blue Oak | Palo Alto | Foothill Expressway | | Eligible | NA |
| 68 | County of Santa Clara | I-280 near Eastbrook Drive at Magdalena | Los Altos Hills | I-280 | | Eligible | NA |
| 69 | County of Santa Clara | I-280 near Eastbrook Drive between Putter Way and Loyola Drive | Los Altos Hills | I-280 | | Eligible | NA |
| 70 | County of Santa Clara | I-280 near Loyola and Oakridge Drive | Los Altos Hills | I-280 | | Eligible | NA |
| 71 | County of Santa Clara | I-280 near Quail Meadow Drive (at Mora) | Los Altos Hills | I-280 | | Eligible | NA |
| 72 | County of Santa Clara | Oregon/Page Mill Expressway between US 101 and Alma | Palo Alto | Oregon/Page Mill Expressway | Oregon Expressway Improvement Plan (2009/2010) | Eligible | Planned Project will not change noise levels |
| 73 | County of Santa Clara | San Tomas Expressway NW of Winchester ramp | Campbell | San Tomas Expressway | | Eligible | NA |
| 74 | County of Santa Clara | San Tomas Expressway East Side near Sunnyhaven Drive | San Jose | San Tomas Expressway | | Eligible | NA |
| 75 | County of Santa Clara | San Tomas Expressway West Side between Williams to South of Payne | San Jose | San Tomas Expressway | | Eligible | NA |
| 76 | Town of Los Altos Hills | I-280 near 26075, 26101, 26045, 26100 Duval Way | Los Altos Hills | I-280 | | Eligible | NA |
| 77 | Town of Los Altos Hills | I-280 near 27400 Elena Road | Los Altos Hills | I-280 | The location of the complaint is not eligible because date of construction (2000) is after freeway was built (1975). Adjacent property which was not named in the complaint was eligible (1923). | Ineligible | NA |
| | | | | | TOTALS: | Ineligible | 29 |
| | | | | | | Eligible | 48 |



Date: September 3, 2008
 Current Meeting: September 11, 2008
 Board Meeting: October 2, 2008

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Pilot Litter Control Program

FOR INFORMATION ONLY

BACKGROUND:

In July 2007, Caltrans and VTA signed a Memorandum of Understanding (MOU) for development of a Litter Control Pilot Program. The Pilot Program was one of the recommendations in the Litter Control and Landscape Maintenance Study for Freeways in Santa Clara County, December 2005. This Study raised the questions of "how much effort is needed and how much will it cost to maintain the visual standard." The Study recommended a minimum visual standard of "Slightly Littered". A 6-month pilot program focused on one or two freeways was recommended to determine the level of effort required to maintain a freeway at a "Slightly Littered" level.

DISCUSSION:

As part of the MOU, Caltrans agreed to implement a 6-month Pilot Litter Control Program to maintain a minimum standard of "Slightly Littered" on the segment of U.S. 101 between I-880 and Blossom Hill Road. Caltrans was able to initiate the increased staffing and probationer/inmate crews to achieve the "Slightly Littered" visual standard in October 2007. The program continued through March 2008.

The program included litter control on the roadway, removal of homeless debris, and sweeping of the highway and shoulder. This was initially accomplished with Caltrans employees and probationers. However, as workload increased during the winter, contractors were hired to perform the work that Caltrans employees had planned to perform. The number of hours of Caltrans staff and probationers were recorded for each month to quantify the level of effort required. Litter and homeless cleanup contractor efforts were also quantified.

An annual budget of approximately \$450,000 would be required to maintain a "Slightly Littered" level throughout the 10-mile Pilot Program test section with probationer help. If probationers were unavailable and Caltrans/contractor staff needed to perform all of the clean-up, the cost

would be an additional \$153,000 every six months or approximately \$756,000 annually.

Estimates have been made assuming the same level of effort that was expended on the Pilot Program 10-mile stretch of U.S. 101 were applied to the 248 miles of Caltrans facilities in Santa Clara county. To maintain a "Slightly Littered level, the annual countywide cost would be approximately \$11.2 million assuming a sufficient number of probationers were available. If billable Caltrans crews were to be used instead of probationers, the annual countywide cost would be approximately \$18.7 million. This assumes a sufficient number of Caltrans crews were available. For comparison purposed, Caltrans currently expends approximately \$1 million in Santa Clara County for litter control.

The primary recommendation of the Litter Control Pilot Program is to increase the level of effort of probationers and/or through the Adopt-A-Highway program. Although increasing the level of effort by crews that require little if any compensation will aide in litter removal, there is still the need for an increase in the number of special equipment operators and resources such as sweepers and homeless removal contractors.

Prepared By: Tom Fitzwater

Litter Control Pilot Program

US 101 between I-880 and Blossom Hill Road
(Post Mile 28.295 to 38.295)

Santa Clara Valley Transportation Authority
California Department of Transportation



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Section 1.0 Introduction

At its December 9, 2004 meeting, the Santa Clara Valley Transportation Authority (VTA) Technical Advisory Committee (TAC) requested that VTA initiate a study investigating the problems of freeway litter and landscaping maintenance on the freeways within Santa Clara County. Subsequently VTA, in its capacity as Congestion Management Agency for Santa Clara County, Caltrans, and with the input of VTA Member Agency and Caltrans staffs, prepared a Litter Control and Landscape Maintenance Study (December 2005), which included a scope of work for a Pilot Litter Removal Program. In May 2006 the Santa Clara County Litter Taskforce was formed consisting of staff from VTA, Caltrans, the County of Santa Clara, and the City of San Jose. The taskforce was established to find solutions to the problems, including traffic congestion and safety caused by litter in Santa Clara County.

On June 1, 2006, the VTA Board of Directors approved the VTA Litter Control and Landscape Maintenance Study, adopted a minimum standard for litter on the freeway network in Santa Clara County of “Slightly Littered”, and approved the implementation of a 6-month Pilot Program to quantify the level of effort required to maintain the “Slightly Littered” standard. The Pilot Program required Caltrans’ assistance for maintenance on freeways.

A Memorandum of Understanding (MOU) between the VTA and Caltrans was developed to implement, monitor, and report on the findings of the Litter Control Pilot Program. The MOU identified US 101 between I-880 and Blossom Hill Road (Post Mile 28.295 to 38.295) as the pilot program test area.

This report summarizes the levels of effort required during the 6-month Pilot Program to maintain the litter control standard for a specific 10-mile test section of one of Santa Clara County’s most littered freeways. The report also estimates the level of effort required to maintain the litter control standard annually for that section of freeway, as well as annually throughout the county on 248 miles of freeway.

Section 2.0 Description of Pilot Program

2.1 Implementation of Program

The Pilot Program was implemented successfully with the commitment of Caltrans Maintenance staff during the life of the project. Beginning in September 2007, the program was initiated on the segment of US 101 between I-880 and Blossom Hill Road (Post Mile 28.295 to 38.295). Specifically, Caltrans:

- 1) Increased staffing and probationer/inmate crews as necessary to meet or exceed the “Slightly Littered” visual standard (shown below).
- 2) Conducted a baseline clean-up to the “Slightly Littered” standard along the Pilot Program freeway section prior to commencement of the six-month pilot program.
- 3) Worked with Adopt-A-Highway (AAH) participants to increase the frequency of pick up along the Pilot Program section from 1 time per month to 2 times per month during the Pilot Program period.

- 4) Recorded the frequency of litter pick up and the level of effort by AAH participants necessary to maintain the “Slightly Littered” standard.
- 5) Submitted reports to VTA describing all work performed during the reporting period, including work performed, resource expenditure data, and person-hour data.

2.2 Slightly Littered Standard

The Litter Control and Landscape Maintenance Study defines “Slight Littered” as;

“A small amount of litter [that] is obvious to the observer. The litter along the freeway could be collected by one or two individuals in a short period of time. While the freeway has a small amount of litter, the eye is not continually grabbed by litter items.”

Pictures 1 and 2 below are examples of “Slightly Littered” roadside.



Picture 1 – Slightly Littered Location A



Picture 2 – Slightly Littered Location B

Section 3.0 Results of Pilot Program

3.1 Results

In September 2007, implementation of the 6-month Pilot Program began with heightened efforts by Caltrans Maintenance crews to conduct a baseline clean-up of the Pilot Program test section. This heightened level of effort consisted of increasing the number and frequency of maintenance crews and probationers to perform litter pick up, homeless debris removal, and additional street sweeping to bring the 10 mile test section to a “Slightly Littered” level.

The 6-month Pilot Program was implemented from October 2007 to March 2008.

Tables 1-5 below present the monthly totals of litter control, homeless debris removal, and street sweeping through the duration of the 6-month Pilot Program. Note that these totals do not include regularly scheduled Caltrans landscape maintenance.

Table 1 – Monthly Litter Control

| Month | Days Responded | Number CT Employees | Probationers Hours | CT Hours | Person Years | Total Prod | **Unit Measure | Total |
|---------------------|----------------|---------------------|--------------------|----------------|---------------|----------------|----------------|---------------------|
| October | 30 | 105 | 1390.00 | 733.00 | 0.4146 | 726.48 | CUYD | \$37,471.27 |
| November | 33 | 98 | 704.00 | 672.00 | 0.3801 | 314.28 | CUYD | \$31,620.85 |
| December | 15 | 38 | 0.00 | 220.50 | 0.1247 | 91.21 | CUYD | \$12,423.83 |
| January | 17 | 43 | 48.00 | 288.50 | 0.1632 | 74.00 | CUYD | \$19,333.23 |
| February | 16 | 38 | 48.00 | 256.00 | 0.1448 | 95.56 | CUYD | \$18,222.11 |
| March | 11 | 49 | 304.00 | 286.50 | 0.1620 | 106.85 | CUYD | \$17,903.71 |
| Litter Total | 122 | 371 | 2494.00 | 2456.50 | 1.3894 | 1408.38 | CUYD | \$136,975.01 |

* Person Years (P.Y.'s)

** Caltrans Standard 1 cubic yard = 7 bags

Table 2 – Monthly Homeless Debris Removal Totals

| Month | Days Responded | Number CT Employees | Probationers Hours | CT Hours | Person Years | Total Prod | Unit Measure | Total |
|-----------------------|----------------|---------------------|--------------------|---------------|---------------|--------------|--------------|--------------------|
| October | 2 | 6 | 0.00 | 31.00 | 0.0175 | 16.00 | CUYD | \$5,376.66 |
| November | 5 | 26 | 0.00 | 146.50 | 0.0829 | 26.00 | CUYD | \$12,563.94 |
| December | 1 | 4 | 0.00 | 32.00 | 0.0181 | 0.00 | CUYD | \$3,193.50 |
| January | 0 | 0 | 0.00 | 0.00 | 0.0000 | 0.00 | CUYD | \$0.00 |
| February | 0 | 0 | 0.00 | 0.00 | 0.0000 | 0.00 | CUYD | \$0.00 |
| March | 0 | 0 | 0.00 | 0.00 | 0.0000 | 0.00 | CUYD | \$0.00 |
| Homeless Total | 8 | 36 | 0.00 | 209.50 | 0.1185 | 42.00 | CUYD | \$21,134.10 |

Table 3 – Highway and Shoulder Sweeping Totals

| Month | Days Responded | Number CT Employees | Probationers Hours | CT Hours | Person Years | Total Prod | Unit Measure | Total |
|--------------------|----------------|---------------------|--------------------|---------------|---------------|---------------|--------------|-------------------|
| October | 1 | 4 | 0.00 | 24.00 | 0.0136 | 7.00 | CUYD | \$1,027.26 |
| November | 0 | 0 | 0.00 | 0.00 | 0.0000 | 0.00 | CUYD | \$0.00 |
| December | 0 | 0 | 0.00 | 0.00 | 0.0000 | 0.00 | CUYD | \$0.00 |
| January | 1 | 3 | 0.00 | 23.00 | 0.0130 | 16.00 | CUYD | \$1,075.50 |
| February | 5 | 22 | 0.00 | 175.00 | 0.0990 | 104.00 | CUYD | \$7,626.97 |
| March | 0 | 0 | 0.00 | 0.00 | 0.0000 | 0.00 | CUYD | \$0.00 |
| Sweep Total | 7 | 29 | 0.00 | 222.00 | 0.1256 | 127.00 | CUYD | \$9,729.73 |

Table 4 – Resource Totals

| Month | Litter Contractor | Homeless Contractor | Bags | Dump Fees | Monthly Total |
|--------------|--------------------|---------------------|-------------------|--------------------|--------------------|
| October | \$0.00 | \$3,936.00 | \$0.00 | \$9,789.90 | \$13,725.90 |
| November | \$3,409.92 | \$6,601.00 | \$0.00 | \$1,683.00 | \$11,693.92 |
| December | \$3,031.04 | \$1,968.00 | \$727.26 | \$1,870.00 | \$7,596.30 |
| January | \$7,577.60 | \$0.00 | \$246.33 | \$791.00 | \$8,614.93 |
| February | \$7,956.48 | \$0.00 | \$94.50 | \$416.00 | \$8,466.98 |
| March | \$5,872.64 | \$0.00 | \$69.72 | \$1,306.00 | \$7,248.36 |
| Total | \$27,847.68 | \$12,505.00 | \$1,137.81 | \$15,855.90 | \$57,346.39 |

Table 5 – Combined Monthly Totals

| Month | Days Responded | Number CT Employees | Probationers Hours | CT Hours | Person Years | Total Prod | Total |
|--------------|----------------|---------------------|--------------------|-------------|---------------|------------|---------------------|
| October | 33 | 115 | 1390 | 788 | 0.4457 | 23 | \$57,601.10 |
| November | 38 | 124 | 704 | 819 | 0.4630 | 26 | \$55,878.72 |
| December | 16 | 42 | 0 | 253 | 0.1428 | 0 | \$23,213.62 |
| January | 18 | 46 | 48 | 312 | 0.1762 | 16 | \$29,023.66 |
| February | 21 | 60 | 48 | 431 | 0.2438 | 104 | \$34,316.06 |
| March | 11 | 49 | 304 | 287 | 0.1620 | 0 | \$25,152.07 |
| TOTAL | 137 | 436 | 2494 | 2888 | 1.6335 | 169 | \$225,185.24 |

3.2 Analysis of Results

During the beginning of the Pilot Program, levels of effort were heightened to maintain the “Slightly Littered” standard throughout the test section, and Caltrans maintenance crews were more readily available. Various reasons account for the decline in spending over the life of the Pilot Program such as economic downturn resulting in maintenance personnel relocating, maintenance staff reductions, winter storms requiring maintenance crews to respond to safety related incidents elsewhere in the region, and regional construction projects.

To prepare for the winter storms, a litter control contractor was hired to perform litter removal specifically in the Pilot Program test section. They began working in November 2007.

Homeless encampments were removed as a part of the Pilot Program and after the first 3 months of the program, the homeless debris removal contractor’s services were no longer required. Overall, a total of 34 homeless encampments were removed during the Pilot Program.

Sweeping was performed at various times throughout the program. Sweeping frequency could have been more regular; however there has been a decrease in available equipment operators in addition to sweeper priority to other projects such as paving, drainage, and bridge maintenance throughout the region.

Section 4.0 Recommendations

The results of the Pilot Program can be used to estimate the levels of effort and resources required to maintain the litter control standard for all freeways in Santa Clara County. An annual budget of \$450,371 would be required to maintain a “Slightly Littered” level throughout the 10-mile Pilot Program test section with probationers providing some of the labor. If the litter removal that probationers performed along the 10-mile test section were to be performed by a billable Caltrans maintenance crew (based on \$61.06 per hour), this would add an additional \$152,284 every 6 months. This would increase the 6-month Pilot Program cost to \$377,469. The projected annual cost would be \$754,938 if billable Caltrans crews were utilized instead of probationers.

Estimates have been made assuming the same level of effort that was expended on the Pilot Program 10-mile stretch of US 101 between I-880 and Blossom Hill Road were applied to the 248.11 miles of Caltrans facilities in Santa Clara County. To maintain a “Slightly Littered” level, the annual countywide cost would be \$11.2 million assuming a sufficient number of probationers were available. If billable Caltrans crews were to be utilized instead of probationers, the annual countywide cost would be \$18.7 million. However, this assumes a sufficient number of Caltrans crews are available.

Reviewing the total costs and resources required to maintain the roadways and littered landscaped areas at the litter control standard, the primary recommendation is to increase the level of effort with probationers and/or through the Adopt-A-Highway program.

Although increasing the level of effort by crews that require little if any compensation will aid in providing additional labor to remove litter, there will still be the need for an increased number of special equipment operators and resources such as sweepers, and homeless removal contractors.

Additional analysis should be performed to target locations where litter levels are higher and homeless encampments are greater. Such analysis should include reviewing past and present work orders, locations, time of year, weather conditions, and resource expenditure. This would result in a more accurate assessment of the level of effort required to maintain a “Slightly Littered” condition on countywide freeways.



Date: September 3, 2008
 Current Meeting: September 11, 2008
 Board Meeting: October 2, 2008

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: High Occupancy Toll (HOT) Lanes - Preliminary Recommendation

FOR INFORMATION ONLY

BACKGROUND:

VTA HOT Lanes Development

The VTA Ad Hoc Financial Stability Committee requested that staff present an informational report on High Occupancy Toll (HOT) Lanes to the VTA Board of Directors at its September 19, 2003 workshop. Following the report, the VTA Board directed staff to proceed with a HOT Lane Feasibility Study to assess the potential for implementation within Santa Clara County. The HOT Lane Feasibility Study, commenced in April 2004, concluded HOT lane operations on Santa Clara County freeways to be feasible. The study recommended carrying forward two corridors, US 101 and SR-85, for further study.

In the fall of 2005, the VTA Board of Directors authorized VTA staff to proceed to the preliminary engineering (PE) phase for the development of HOT lanes based on the findings from the feasibility study. The PE phase of the project development process involves refining parameters such as the limits of HOT lane operations in the SR-85 and US 101 corridors, location of access points, defining lane geometrics, and conducting public outreach.

Relevant HOT Lane Legislation

On September 9, 2004, Governor Arnold Schwarzenegger signed into state law Assembly Bill 2032 which allows VTA to conduct, administer and operate a value pricing program on any two of the transportation corridors included in the carpool lane system in Santa Clara County. The bill requires net toll revenue generated after payment of direct expenses to be allocated to the improvement of highway and transit services within the HOT lane corridor according to an expenditure plan adopted by VTA.

VTA is to enter into a cooperative agreement with the Bay Area Toll Authority (BATA) to distribute the Fastrak transponders and electronic collection of tolls. BATA, operated by MTC, is responsible for tolling operations for the six state-owned bridges crossing San Francisco Bay.

The legislation outlines implementation of the program in cooperation with the State Department of Transportation (Caltrans) through a cooperative agreement that addresses matters related to design, construction, maintenance and operation of state highway system facilities in connection with the value pricing program. Additionally, agreements between VTA, Caltrans and the California Highway Patrol (CHP) are necessary to identify the respective obligations and liabilities of these entities and to assign responsibilities related to the program.

On October 11, 2007, Assembly Bill 574 was passed to allow VTA to operate the HOT Lane program indefinitely without being limited to a demonstration project of four-year period after toll collection. AB 574 also authorizes VTA to issue bonds, backed by program revenues, which could be used to finance construction of the HOT lanes system.

Regional HOT Lanes Update

On July 23, 2008, MTC approved a \$223 billion Bay Area transportation plan that includes approximately \$6 billion of net toll revenues anticipated from a network of Bay Area wide HOT lanes also known as Express Lanes. Express lanes are planned to be implemented on over 800 miles of Interstates 680, 580, 80, 880 and 280 and Highways 85, 101, 237, 87, and 84. The construction cost for the Bay Area HOT network is estimated at \$3.7 billion. The Bay Area HOT network would consist of converting 500 miles of carpool lanes to Express lanes and building another 300 miles of Express lanes to complete gaps. There is currently no state legislation for a Bay Area wide Express lane network.

Express Lanes have been in operation in California in Orange and San Diego Counties for more than a decade and have proven to be very popular with commuters. Express lanes have also been successful in Minneapolis, Denver, and Seattle. In 2011, Alameda County will open the I-680 Express Lane. Additionally, Express Lanes are being implemented in Miami, Houston, Los Angeles, North Carolina, Virginia and the Washington, D.C. area.

SR-85 and US 101 Express Lanes

The SR-85 and US 101 Express Lanes (the HOT lane projects in the Bay Area are being called Express Lanes) project is one of the several tools to help reduce congestion in the freeway by better utilizing the existing carpool network. The projects are also identified as part of the Countywide transportation plan, VTP 2035. The project includes the conversion of existing carpool lanes on 24 miles of SR-85 and 34 miles of U.S. 101 (between Morgan Hill and the San Mateo County line) into express lanes.

Proven extremely popular in other areas of the country, express lanes would allow solo drivers the option of paying a toll for their use. The toll would vary based on the level of congestion in the express lane. Such dynamic pricing would be used to influence the number of single occupant vehicles entering the express lane to ensure that traffic in the express lane continues to flow smoothly.

Carpools with two or more occupants, motorcycles, transit buses, and eligible hybrid vehicles would continue to be able to use express lanes free of charge as exists today.

The express lanes would be separated from general freeway lanes by a painted striped buffer, except at specific entry and exit points. Each access point would be clearly marked and equipped with overhead electronic signs displaying the current toll.

Informational materials consisting of fact sheet, Frequently Asked Questions (FAQ) on express lanes, video and website to provide information on this project is being prepared for this project and will be made available soon. There are also focus groups and a phone survey being conducted to gather public and stakeholder opinion on this project. More detailed information on the outreach findings will be provided at the October Advisory/November Board meetings.

DISCUSSION:

Preliminary Engineering Design Phase Update

The assessment underway as part of the ongoing preliminary engineering (PE) phase for the SR-85 and US 101 Express Lanes project indicates that the SR-85 corridor likely would be the initial choice for implementation of express lanes based on the available capacity in the carpool lanes as well as the available right-of-way within the corridor. The initial project recommendation could also include parts of US 101 north and south of SR-85, with the remaining segments of US 101 implemented with express lanes in an ensuing phase.

Evaluation of the US 101 corridor shows a need for a two-lane express lane corridor to accommodate the projected travel demand. Further evaluation of the US 101 corridor along with the final recommendations for the SR-85 corridor will be presented at the VTA November Committees/December Board meetings.

Draft SR-85 Express Lanes Design Update

The PE phase has developed several express lane alternatives for SR-85. The alternatives have been developed based on various arrangements of access points and geometric constraints. The alternatives are being designed in coordination with several stakeholders, namely Caltrans, CHP and MTC. Additional traffic operations analysis is ongoing to further fine-tune the development of alternatives.

The draft recommendation for SR-85 Express Lanes calls for the conversion of existing carpool lanes to a one-lane express lane operation stretching the entire length of the 24-mile SR-85 corridor. The long term goal would be to eventually provide a two-lane Express Lanes for improved traffic operations. Caltrans have also highlighted the preference to have two-lane express lane operation as it allows traffic to enter and exit express lane smoothly as well as allows faster vehicles to overtake slower moving vehicles. Existing carpool lane operations show that slow downs occur within carpool lanes due to slow moving vehicles or when there are entry and exit movements occurring next to general purpose lanes that are at bottleneck locations.

Access points to get in/out of the SR-85 Express Lanes would be provided throughout the corridor. As per Caltrans recommendations, these access points have been designed by separating the entry and exit points. At present, six entry and six exit points are planned for each direction of the SR85 corridor. Several factors were taken into consideration in establishing the access point locations such as existing traffic bottleneck locations, safe distance for merging into

and out of the express lanes and adjacent ramps, available right-of-way and traffic patterns within the corridor. On an average, there would be an access point every three to four miles within the corridor. This would be similar to the existing carpool lane operation in Southern California. A draft of the access locations are shown in the attached figure.

In addition to the draft recommendation, the SR-85 Express Lane design potentially would also include stretches of US 101 adjacent to the existing carpool-to-carpool direct connectors at either end of SR-85. In addition, investigation into the potential need for a two-lane express lane system at certain locations between SR87 and I-280 on SR-85 for operational reasons is also being evaluated.

A final recommendation for the SR-85 Express Lanes is planned to be presented at the VTA November Committees/December Board meetings.

Prepared By: Murali Ramanujam



Date: August 27, 2008
 Current Meeting: September 11, 2008
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: CMP Work Program-Review Existing Work Program Required Activities:
 System Definition, Level of Service, Multi-Modal Performance Measures

FOR INFORMATION ONLY

BACKGROUND:

The Congestion Management Agency is undertaking a review of its statutory core and Board adopted responsibilities. At the September meeting, staff will provide a verbal report and handouts related to key elements of the Congestion Management Program (CMP) work plan. Staff is looking for feedback from TAC members on ways to improve and update the program. The overarching goals are to update elements of the CMP to reflect new information and policies, provide more value-added services for Member Agencies, to assist VTA with achieving its Board-adopted goals, to better address growth-related livability and economic vitality issues, and to better compete for regional, state and federal funds.

DISCUSSION:

At the September TAC meeting, staff will review the existing CMP system definitions, level of service, and performance measures. Information will be provided on changes related to these areas introduced by MTC as well as staff thoughts for improvements. The TAC is requested to participate in these discussions and provide comment either at or following the meeting. Proposed changes to the CMP work plan will be considered in the 2009 update, scheduled for adoption by the VTA Board of Directors in December 2009.

Prepared By: Chris Augenstein, Marcella Rensi, Casey Emoto