

## **TECHNICAL ADVISORY COMMITTEE**

Thursday, March 10, 2011  
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) (Capurso)**

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

- Capital Improvement Program (CIP)
- Systems Operations & Management (SOM)
- Land Use/Transportation Integration (LUTI)

**7. INFORMATION ITEM - Receive Verbal Report on High Speed Rail/Caltrain Project.**

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

**CONSENT AGENDA**

8. Approve the Regular Meeting Minutes of February 10, 2011.
9. INFORMATION ITEM - Receive FY 2011 Second Quarter Transit Operations Performance Report.

**REGULAR AGENDA**

10. ACTION ITEM - Recommend that the Board of Directors approve the programming of FY 2011/12 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.
11. INFORMATION ITEM - Review the Fiscal Year 2012 Congestion Management Work Program.
12. INFORMATION ITEM - Receive an update on the Valley Transportation Plan, Regional Transportation Plan and Sustainable Communities Strategy activities.

**OTHER**

13. Receive an update on MTC Activities and Initiatives. (Verbal Report) (Committee)
14. Receive an update from the Technical Advisory Committee (TAC) Subcommittee. (Verbal Report) (Capurso)
15. Review the TAC Committee Work Plan. (Ristow)
16. ANNOUNCEMENTS
17. ADJOURN

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, (408) 321-2330 (TTY only). VTA's Homepage is located on the Web at: <http://www.vta.org/> or visit us on Facebook <http://www.facebook.com/scvta>.

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.

**TECHNICAL ADVISORY COMMITTEE**

Thursday, February 10, 2011

**MINUTES**

**CALL TO ORDER**

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:32 p.m. by Chairperson Capurso in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

**1. ROLL CALL**

<b>Attendee Name</b>	<b>Representing</b>	<b>Status</b>
Greg Armendariz, Vice Chairperson	City of Milpitas	Present
Rajeev Batra	City of Santa Clara	Present
Todd Capurso, Chairperson	Town of Los Gatos	Present
John Cherbone	City of Saratoga	Present
Richard Chiu	Town of Los Altos Hills	Present
Dan Collen, Alternate	County of Santa Clara	Present
Don Dey	City of Gilroy	Present
Robert Kass	City of Campbell	Present
Helen Kim	City of Mountain View	Present
Larry Lind	City of Los Altos	Absent
Jaime Rodriguez	City of Palo Alto	Present
Jim Rowe, Alternate	City of Morgan Hill	Present
Mo Sharma	City of Monte Sereno	Absent
Glenn Goepfert	City of Cupertino	Absent
Lee Taubeneck, Ex-Officio	Dept. of Transportation (Caltrans)	Present
Ben Tripousis	City of San Jose	Present
Jack Witthaus	City of Sunnyvale	Present

**A quorum was present.**

**2. PUBLIC PRESENTATIONS**

There were no Public Presentations.

**3. ORDERS OF THE DAY**

There were no Orders of the Day.

**4. Committee Staff Report**

Alternate Member Rowe took his seat at 1:35 p.m.

• **Report from the General Manager**

Michael T. Burns, General Manager, provided a report, highlighting: 1) Status of VTA’s Budget; 2) Board of Directors approval of a contract with SunPower Corporation for renewable power purchase and property leasing agreements at VTA’s North, Cerone and Chaboya Divisions; 3) February 2011 Launch of the

Clipper Card™ System; 4) Status of BART Silicon Valley Project; 5) Report on VTA's Express Bus Business Plan, which will be forwarded to Board of Directors in March 2011; and 6) Report on the Caltrain funding issue, noting VTA's proposed strategies for the partners/region to consider that could provide financial relief for Caltrain in the near term.

Greta Helm, Chief of External Affairs, reported on VTA's "Drop and Give Me Ten" Campaign, a marketing effort to attract riders. VTA Advisory Committees were asked to help with the recruitment of riders for VTA.

Members of the Committee expressed appreciation for VTA's Outreach service.

**On order of Chairperson Capurso** and there being no objection, the Committee Staff Report was received.

**5. Chairperson's Report**

There was no Chairperson's Report.

**6. Reports from TAC Working Groups**

• **Capital Improvement Program (CIP)**

Celeste Fiore, Transportation Planner II, reported on the January 25, 2011, Capital Improvement Program (CIP) Working Group meeting, highlighting: 1) Discussed the Sustainable Communities Strategies; 2) Received final report on the Noise Reduction Screening Study; 3) Received the 2011 Community Design & Transportation Planning Grant Program recommendations; and 4) Next meeting on February 22, 2011.

• **Systems Operations and Management (SOM)**

Eugene Maeda, Senior Transportation Planner, reported on the January 26, 2011, Systems Operations and Management (SOM) Working Group meeting, highlighting: 1) Discussed the recent court ruling on the Mary Avenue Final Environmental Impact Report (FEIR); 2) Discussed the Traffic Signal Work Coordination; and 3) Elected 2011 SOM Working Group Chairperson and Vice Chairperson.

• **Land Use/Transportation Integration (LUTI)**

Robert Swierk, Senior Transportation Planner, reported on the January 12, 2011, Land Use/Transportation Integration (LUTI) Working Group meeting and noted that VTA was working with the Metropolitan Transportation Commission (MTC) on a Regional Parking Reform effort. VTA and MTC will be hosting a Parking Fundamentals training session on March 25, 2011, at VTA River Oaks Campus.

**On order of Chairperson Capurso** and there being no objection, the reports from the TAC Working Groups were received.

**7. High Speed Rail/Caltrain Project**

Steven Fisher, Senior Transportation Planner, provided a verbal report on the High Speed Rail/Caltrain Project, highlighting: 1) President Obama's proposed funding for High Speed Rail; 2) Delay of Peninsula Environmental Impact Report (EIR); and 3) Availability of station funding grants in the amount of \$200,000.

Members of the Committee provided a status report on High Speed Rail activities pertaining to their respective cities of San Jose, Gilroy, and Morgan Hill. Members of the Committee noted Gilroy's concern regarding High Speed Rail's timeframe to release a draft environmental document for the San Jose to Merced segment.

**On order of Chairperson Capurso** and there being no objection, the High Speed Rail/Caltrain Project Report was received.

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

**CONSENT AGENDA**

**8. Minutes of January 13, 2011**

M/S/C (Dey/Batra) to approve the Regular Meeting Minutes of January 13, 2011.

**9. Programmed Project Monitoring - Quarterly Report**

M/S/C (Dey/Batra) to receive the Programmed Projects Quarterly Monitoring Report for October 2010 - December 2010.

**REGULAR AGENDA**

**10. 2011 Community Design & Transportation Planning Grant Awards**

Celeste Fiore, Transportation Planner II, provided an overview of the staff report.

Members of the Committee referenced Attachment A, Community Design & Transportation (CDT) Planning Grants Program Cycle 3, Recommended Project List, and recommended that the cities' request be listed.

M/S/C (Batra/Tripousis) to recommend the programming of \$612,000 in Community Design & Transportation (CDT) Program Planning Grants.

**11. Local Program Reserve: Gilroy High Speed Train Station Visioning**

Marcella Rensi, Transportation Planning Manager, provided an overview of the staff report.

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

Staff noted that the Measure A Semi-Annual Reports will be placed on future TAC agendas.

Members of the Committee, representing the City of Mountain View, expressed concern regarding not being informed about the available monies for station planning.

**M/S/C (Batra/Collen)** to recommend the programming of \$150,000 in Local Program Reserve (LPR) funds for the Gilroy High Speed Train Station Comparative Visioning project.

Member Batra left the meeting at 2:45 p.m.

**12. Regional Bike Share Pilot Program – Status Update**

Aiko Cuenco, Transportation Planner I, provided an overview of the staff report.

**On order of Chairperson Capurso** and there being no objection, the Committee received an update on the Regional Bike Share Pilot Program.

**13. Proactive CMP Quarterly Report for October – December 2010**

Robert Swierk, Senior Transportation Planner, provided an overview of the staff report.

**On order of Chairperson Capurso** and there being no objection, the Committee received the Proactive CMP Quarterly Report for October through December 2010.

**14. Silicon Valley Express Lanes Program Update**

Murali Ramanujam, Senior Transportation Engineer, provided an overview of the staff report.

Members of the Committee expressed concern that the Metropolitan Transportation Commission (MTC) application to use Assembly Bill 1467 could have a negative impact on the Silicon Valley Express Lanes Program if it was included as part of the MTC legislative authority. Staff responded that a recommendation on the agency position with regards to the MTC application will be presented to TAC at its March meeting.

**On order of Chairperson Capurso** and there being no objection, the Committee received an update on the most recent activities of the Silicon Valley Express Lanes Program and previewed items that will be brought to the VTA Board of Directors for consideration in the near future.

**15. Bicycle Expenditure Plan – Project Status**

Michelle DeRobertis, Senior Transportation Planner, provided an overview of the staff report.

Members of the Committee expressed concern about the possibility of future BEP funding cycles being over-subscribed. Members of the Committee recommended the

issue be forwarded to the CIP Working Group to look at prioritizing projects for future funding cycles.

**On order of Chairperson Capurso** and there being no objection, the Committee received a report on the status of VTP 2035 BEP Projects.

Member Kass left the meeting at 3:16 p.m.

**Agenda Items #16 and #17 were heard together.**

**Agenda Items #16 to #17**

- 16. **SB 375 – Sustainable Communities Strategies Update**
- 17. **VTP 2040: Schedule and Work Plan**

Chris Augenstein, Deputy Director, Planning, reported that VTA has initiated the update of the Valley Transportation Plan (VTP) 2035, and the new plan, VTP 2040, will serve as Santa Clara County's guide and input to the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (RTP) planning process. The difference between the current VTP/RTP planning process and the previous VTP/RTP planning process is the new legislation related to SB 375 that requires that a Sustainable Communities Strategies (SCS) be incorporated into the RTP.

Mr. Augenstein noted that in anticipation of MTC conducting a RTP Call-for-Projects in March, staff has noted the necessity to begin development of transportation projects to be included first in the VTP and then sent to the region to be included in the RTP. He distributed a letter on the VTP 2040 Call-for-Projects and requested that TAC submit their project information to VTA by April 1, 2011, noting the information would also be provided to TAC via e-mail.

Members of the Committee requested the presentation on the Santa Clara County RTP/SCS Process that was presented at the SCS Ad-Hoc Committee.

Members of the Committee reported on the formation of the SCS Ad-Hoc Committee, noting its membership. The first meeting of the SCS Ad-Hoc Committee was held on January 24, 2011, and the next meeting will be held on Monday, February 14, 2011.

**On order of Chairperson Capurso** and there being no objection, the Committee received an update on the Sustainable Communities Strategy activities as part of the implementation of SB 375 and an update on the planning activities as part of the development of Valley Transportation Plan 2040 (VTP 2040).

**OTHER**

- 18. **Metropolitan Transportation Commission (MTC) Activities and Initiatives**

The update on MTC Activities and Initiatives was provided during Agenda Items #16 and #17.

**On order of Chairperson Capurso** and there being no objection, the Committee received an update on MTC Activities and Initiatives.

**19. Technical Advisory Committee (TAC) Subcommittee Report**

Chairperson Capurso provided a report on the discussions held at the Technical Advisory Committee (TAC) Subcommittee meeting regarding: 1) Community Design & Transportation Planning Grant Awards; 2) Regional Transportation Plan and Sustainable Communities Strategies; and 3) Caltrans Project Initiation documentation improvement process efforts.

**On order of Chairperson Capurso** and there being no objection, the Committee received the TAC Subcommittee Report.

**20. Committee Work Plan**

**On order of Chairperson Capurso** and there being no objection, the Committee reviewed the Work Plan.

**21. Announcements**

Alternate Member Collen announced the following: 1) February 11, 2011, deadline for the Expressway Sidewalk Program Call-for-Projects; and 2) March 9, 2011 VTA/County Bicycle & Pedestrian Advisory Committee Workshop on Popular Bicycle Rides on Country Roads. Staff recommended that the information on the Workshop be provided to staff and staff would forward to the TAC Members.

**22. ADJOURNMENT**

**On order of Chairperson Capurso** and there being no objection, the meeting was adjourned at 3:28 p.m.

Respectfully submitted,

Tracene Y. Crenshaw, Board Assistant  
VTA Office of the Board Secretary



Date: February 23, 2011  
 Current Meeting: March 10, 2011  
 Board Meeting: N/A

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Technical Advisory Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief Operating Officer, Donald A. Smith Jr.

**SUBJECT:** Transit Operations Performance Report - FY 2011 Second Quarter Report

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### FOR INFORMATION ONLY

#### **BACKGROUND:**

The fiscal year-to-date 2011 Second Quarter Performance Report presents key performance information regarding the operation of the Valley Transportation Authority (VTA). This report is routinely produced after each quarter and at the end of the fiscal year. A detailed summary of the fiscal year-to-date 2011 Second Quarter performance (July 2010 through December 2010) follows.

#### **DISCUSSION:**

##### **Ridership** (page 6 of the report)

Bus ridership through the first six months of FY 2011 totaled 15.5 million, a 5.0% decrease compared to the same period of the previous fiscal year. Average weekday ridership was 100,258, down 4.4%.

Light rail ridership recorded 5.1 million boardings through the second quarter of FY 2011, a slight increase of 0.2% compared to the same period last year. Average weekday ridership was down 1.0%.

FY 2011 second quarter system ridership (bus and rail) decreased by 3.8%. Average weekday ridership decreased by 3.6%, from 137,176 last year to 132,293 this year.

##### **Key Performance Indicators** (page 5 of the report)

Service reliability performance during the first six months of FY 2011 was 99.75%, slightly higher than last year's 99.69%. Bus recorded 9,154 miles between major mechanical schedule losses, a 10.4% increase compared to the same period in FY 2010.

Light Rail miles between major mechanical schedule losses recorded at 36,531 miles fell by 11.5%

compared to the same period in FY 2010. However, the 12-month trend miles between mechanical scheduled loss was 40,824 miles. For absenteeism, all measures met established goals with the exceptions of Light Rail Maintenance and Way, Power, and Signal.

Through FY 2011 second quarter light rail on-time performance was 87.8%, lower than last year's 88.4%. Bus on-time performance recorded 88.3%, down from last year's 89.2%.

#### **Paratransit** (page 17 of the report)

Through the first six months of FY 2011, Paratransit ridership decreased by 15.2% from 485,720 last year to 412,120 this year. The decrease is largely attributed to the continuing economic downturn, state budget cuts to related programs and client transfers to Outreach's senior transportation program. Active customers declined by 11.9% during the first two quarters of this fiscal year when compared to the same period last year.

The net operating cost during the first six months of FY 2011 was \$9.8 million, down 19.4% compared to the same period last fiscal year. In addition to reduced demand for the service, the net cost decrease is attributed to vehicle-sharing and cost-sharing strategies and reduced broker costs. Vendor fuel costs have declined due to the implementation of a more energy-efficient fleet including 112 Prius sedans. The net operating cost (including eligibility costs) per Paratransit passenger trip for the first half of FY 2011 was \$23.76, meeting the goal of less than or equal to \$27, and 5.0% less compared to the same period last year.

#### **Inter-Agency Partners and Contracted Services** (page 6 of the report)

VTA's Inter-agency partners and contracted services ridership results are as follows:

- Dumbarton Express ridership was 130,756, up by 4.2%.
- Highway 17 Express ridership was 121,799, down 18.8%.
- Monterey-San Jose Express ridership was 15,699, up by 15.0%.
- ACE ridership was 339,543, up by 4.5%.
- Caltrain ridership was 6.3million, up by 4%.
- Caltrain shuttle ridership in Santa Clara County was 370,809, down 5.9%.
- ACE shuttle ridership was 110,471, up by 15.6%.
- IBM light rail shuttle ridership recorded 11,008 riders, down 16.4%.

#### **STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Transit Planning and Operations (TP&O) Committee received this item as part of their February 2011 consent agenda. The Committee recommended the item be placed on the Consent Agenda for the March 3, 2011 Board of Directors meeting.

Prepared By: Joonie Tolosa, Operations Analysis, Reporting, & Systems Manager  
Memo No. 2842

# Transit Operations Performance Report

FY 2011 Second Quarter Report  
(July 1, 2010 – December 31, 2010)

**Santa Clara Valley Transportation Authority  
FY 2011 Second Quarter Transit Operations Performance Report**

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# **Executive Summary**

# SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

## SUMMARY OF PERFORMANCE

### FY 2011 Second Quarter Transit Operations Performance Report

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#### **Ridership** (page 6 of the report)

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY  
EVENT HIGHLIGHTS  
FY 2011 Second Quarter Transit Operations Performance Report  
(July 1, 2010 to December 31, 2010)**

July 2010 – Unleaded fuel averaged \$3.16 a gallon.

July 1, 2010 – California Transportation Commission funded \$40 million to VTA’s BART Silicon Valley Extension Project.

July 4, 2010 – July 4<sup>th</sup> Fireworks canceled in San Jose.

July 12, 2010 – Bus stop changes at San Jose Diridon Transit Center to smooth out the routing for various VTA bus lines.

July 12, 2010 – Bus Service changes implemented. Major Service changes for Routes 11, 34, 57 and 58.

July 12, 2010 – Line 203 (River Oaks Shuttle) discontinued.

July 21, 2010 –VTA takes a look back at its accomplishments in ensuring transit accessibility and providing paratransit services in honor of the 20<sup>th</sup> anniversary of the Americans with Disabilities Act.

July 24, 2010 –San Jose Convention Center held Plug-In 2010, a four-day electric-transportation conference which attracted more than 900 attendees.

July 29, 2010 – Higher tolls on all seven state-owned bridges changed driver behavior, lessened congestion in Bay Area, and benefited BART.

July 29, 2010 – VTA supported National Night Out Community Event in San Jose area.

July 2010 – San Jose had the coolest July since 1958.

August 2010 – Governor Schwarzenegger released a new executive order to require State workers to take 3 furlough days per month starting August 2010.

August 4, 2010 – VTA exercised the option to purchase 20 additional 40-foot low-floor Hybrid buses.

August 13, 2010 –Bankruptcy filings in the San Jose area increased 37.4% during the 12-month period ending in June 2010 compared to the same period of 2009.

August 2010 – Spare the Air Days: August 23 and August 24.

September 2, 2010 – Temporary hiring began rising in January compared to last year in San Jose metro region.

September 18 and September 19, 2010 – Dance in Transit Festival brought people to downtown San Jose while promoting the use of public transit.

September 2010 – Santa Clara County unemployment rate was 11.1%.

September 2010 – Spare the Air days: Sep. 1 -3, Sep. 25, and Sep. 28.

September 2010 – Unleaded fuel averaged \$3.06 a gallon.

October 12-13, 2010 – Dalai Lama visited San Jose.

October 2010 – Spare the Air days: Oct. 12 and Oct. 13, 2010.

October 2010 – Santa Clara County unemployment rate was 10.6%.

November 1, 2010 – First of VTA’s 90-hybrid buses hit the streets.

November 23, 2010 – VTA completed second phase of 19 bus stop improvements in East San Jose.

November 30, 2010 – Holiday shopping in November increased 13% compared to the same period last year.

December 1, 2010 – Spare the Air day.

December 8, 2010 – Job openings reached its highest level in two years.

December 18, 2010 – Congress extended the \$230-a-month transit commuter benefit through 2011.

December 22, 2010 – California’s total population rose 10% for the past decade but nine-county Bay Area lost its population to inland communities.

December 31, 2010 – VTA offered free and extended services on New Year’s Eve.

December 2010 – Rain struck Bay Area for 18 days.

December 2010 – Santa Clara County unemployment rate was 10.4%.

December 2010 – Unleaded fuel averaged \$3.295 a gallon.

# **Key Performance Indicators**

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY**  
**KEY PERFORMANCE INDICATORS**  
**FY 2011 Second Quarter Transit Operations Performance Report**

	FY 2008 Annual	FY 2009 Annual	FY 2010 Annual	FYTD 2011	Met Goal?	FYTD 2011 Goals
<b>SYSTEM (Bus &amp; Light Rail)</b>						
Total Boarding Riders (in millions)	43.55	45.26	41.73	<b>20.58</b>	No	>= <b>21.22</b>
Average Weekday Boarding Riders	139,716	146,125	134,930	<b>132,293</b>	No	>= <b>143,500</b>
Boardings per Revenue Hour	30.7	32.0	30.8	<b>31.4</b>	YES	>= <b>31.3</b>
Percent of Scheduled Service Operated	99.64%	99.72%	99.72%	<b>99.75%</b>	YES	>= <b>99.30%</b>
Miles Between Major Mechanical Schedule Loss <sup>1</sup>	8,155	9,047	9,505	<b>10,006</b>	YES	>= <b>6,600</b>
Miles Between Chargeable Accidents	96,369	102,562	100,113	<b>130,345</b>	No	>= <b>178,500</b>
Passenger Concerns per 100,000 Boardings	10.1	9.7	11.7	<b>13.4</b>	No	<= <b>7.0</b>
<b>BUS OPERATIONS</b>						
Total Boarding Riders (in millions)	33.10	34.51	31.98	<b>15.51</b>	No	>= <b>16.14</b>
Average Weekday Boarding Riders	106,673	111,820	103,575	<b>100,258</b>	No	>= <b>109,500</b>
Boardings per Revenue Hour	25.8	27.0	26.2	<b>26.4</b>	YES	>= <b>26.3</b>
Percent of Scheduled Service Operated	99.61%	99.69%	99.69%	<b>99.72%</b>	YES	>= <b>99.25%</b>
Miles Between Major Mechanical Schedule Loss <sup>1</sup>	7,520	8,289	8,670	<b>9,154</b>	YES	>= <b>6,000</b>
Miles Between Chargeable Accidents	88,190	92,503	90,049	<b>120,417</b>	No	>= <b>160,000</b>
On-time Performance	90.1%	88.6%	89.1%	<b>88.3%</b>	No	>= <b>95.0%</b>
Operator Personal Time-off	6.9%	7.7%	9.2%	<b>9.6%</b>	YES	<= <b>10.0%</b>
Maintenance Personal Time-off	6.1%	7.2%	7.1%	<b>9.1%</b>	No	<= <b>8.0%</b>
Passenger Concerns per 100,000 Boardings	12.4	11.8	14.4	<b>16.5</b>	No	<= <b>9.0</b>
<b>LIGHT RAIL OPERATIONS</b>						
Total Boarding Riders (in millions)	10.45	10.75	9.75	<b>5.07</b>	No	>= <b>5.09</b>
Average Weekday Boarding Riders	33,043	34,305	31,355	<b>32,035</b>	No	>= <b>34,000</b>
Boardings per Revenue Hour	76.5	78.8	73.1	<b>76.4</b>	No	>= <b>78.9</b>
Percent of Scheduled Service Operated	99.96%	99.97%	99.98%	<b>99.97%</b>	YES	>= <b>99.90%</b>
Miles Between Major Mechanical Schedule Loss <sup>1</sup>	28,511	38,223	43,657	<b>36,531</b>	No	>= <b>40,000</b>
Miles Between Chargeable Accidents <sup>2</sup>	444,765	1,108,479	1,091,425	<b>365,308</b>	No	>= <b>1,095,923</b>
On-time Performance	87.4%	90.1%	88.2%	<b>87.8%</b>	No	>= <b>95.0%</b>
Operator Personal Time-off	6.1%	7.3%	8.8%	<b>8.8%</b>	YES	<= <b>10.0%</b>
Maintenance Personal Time-off	7.7%	5.6%	7.5%	<b>9.5%</b>	No	<= <b>8.0%</b>
Way, Power, & Signal Personal Time-off	5.0%	3.8%	4.5%	<b>11.0%</b>	No	<= <b>8.0%</b>
Passenger Concerns per 100,000 Boardings	2.8	2.4	2.9	<b>3.7</b>	No	<= <b>3.0</b>
<b>PARATRANSIT</b>						
Passengers per Revenue Hour	2.36	2.39	2.50	<b>2.57</b>	YES	>= <b>2.30</b>
Net Cost per Passenger	\$25.29	\$24.84	\$24.51	<b>\$23.76</b>	YES	<= <b>\$27.00</b>

Note: Ridership goals were developed using budget projections.

1 Mechanical failure that prevents the vehicle from completing a scheduled service due to limited vehicle movement or safety concerns.

2 Goal is no more than one chargeable accident in a year.

# Ridership Summary

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY  
RIDERSHIP SUMMARY  
(Directly Operated, Inter-Agency Partners, and Contracted Services)  
FY 2011 Second Quarter Transit Operations Performance Report**

	<b>FY 2011</b>	<b>FY 2010</b>	<b>% Change</b>
<b>Directly Operated Services</b>			
<b>Bus</b>	15,509,624	16,329,422	-5.0%
Average Weekday Riders	100,258	104,822	-4.4%
<b>Light Rail</b>	5,067,186	5,057,540	0.2%
Average Weekday Riders	32,035	32,354	-1.0%
<b>Total Directly Operated Services</b>	20,576,810	21,386,962	-3.8%
Average Weekday Riders	132,293	137,176	-3.6%
<b>Inter-Agency Partners</b>			
<b>Dumbarton Express</b>	130,756	125,509	4.2%
Average Weekday Riders	1,014	981	3.3%
<b>Highway 17 Express</b>	121,799	149,964	-18.8%
Average Weekday Riders	774	936	-17.4%
<b>Monterey-San Jose Express</b>	15,699	13,651	15.0%
Average Weekday Riders	85	76	11.8%
<b>Altamont Commuter Express (ACE)</b>	339,543	324,890	4.5%
Average Weekday Riders	2,632	2,558	2.9%
<b>Caltrain</b>	6,318,809	6,075,457	4.0%
Average Weekday Riders	38,966	38,047	2.4%
<b>Caltrain Shuttles (in Santa Clara County)</b>	370,809	394,070	-5.9%
Average Weekday Riders	2,874	2,985	-3.7%
<b>Contracted Services</b>			
<b>Paratransit</b>	412,120	485,720	-15.2%
Average Weekday Riders	2,886	3,352	-13.9%
<b>ACE Shuttles</b>	110,471	95,574	15.6%
Average Weekday Riders	877	753	16.5%
<b>IBM Light Rail Shuttle</b>	11,008	13,169	-16.4%
Average Weekday Riders	87	104	-16.3%
<b>Total Contracted / Inter-Agency</b>	3,822,303	3,808,337	0.4%
<b>Combined Total Ridership (in Santa Clara County) <sup>1</sup></b>	24,399,113	25,195,299	-3.2%

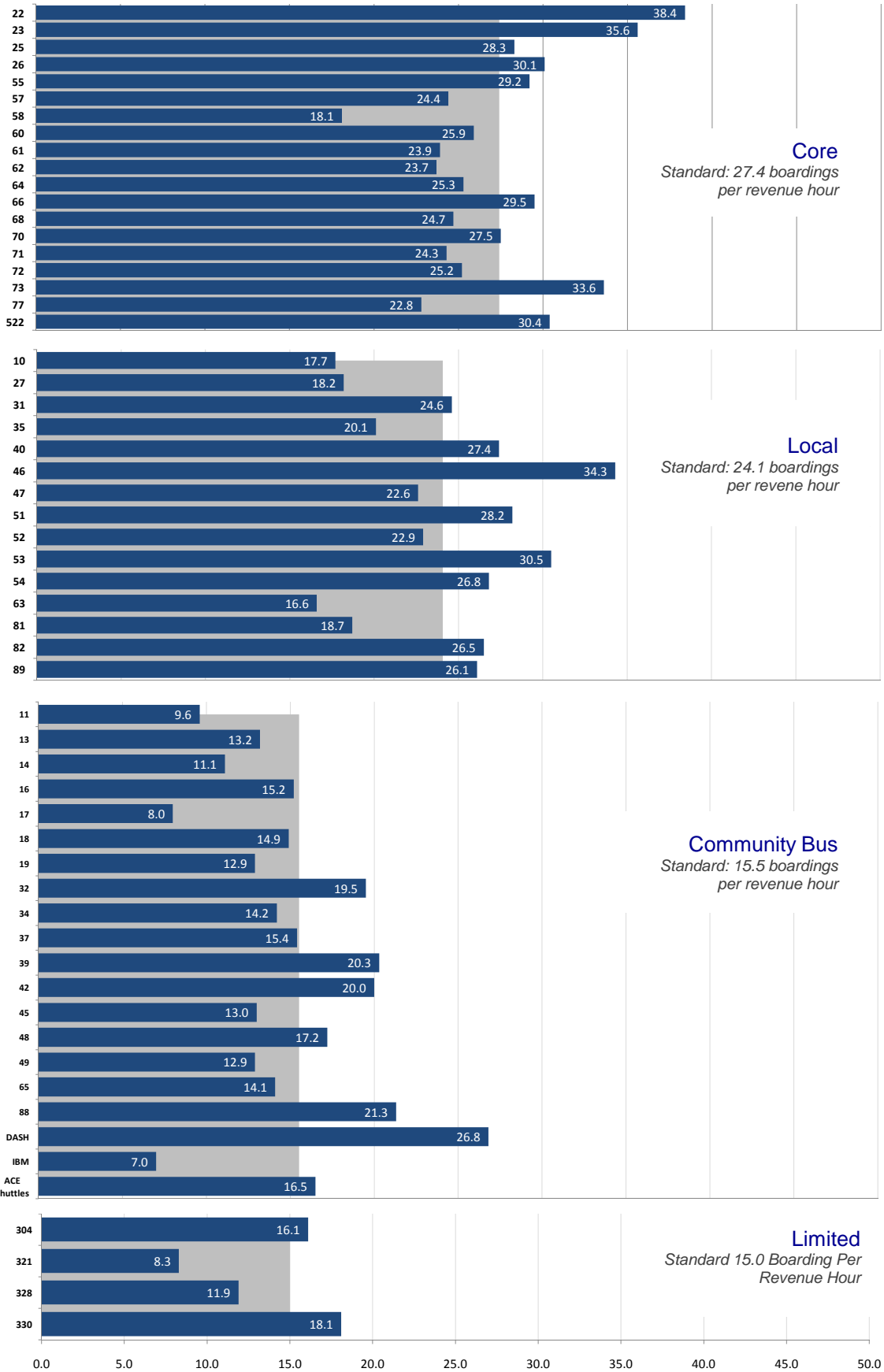
<sup>1</sup> These figures are based on estimated ridership in the VTA service area for Caltrain, ACE, Highway 17 Express, Dumbarton Express, and Monterey-San Jose Express. Paratransit, Light Rail Shuttles, ACE Shuttles, and Caltrain Santa Clara County Shuttles are operated wholly within the service area, therefore, 100% of the ridership is included.

# Route Performance

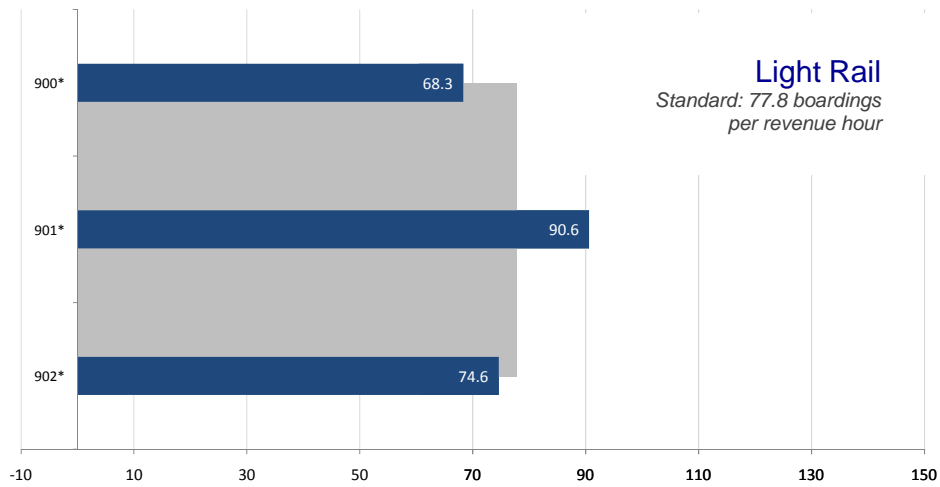
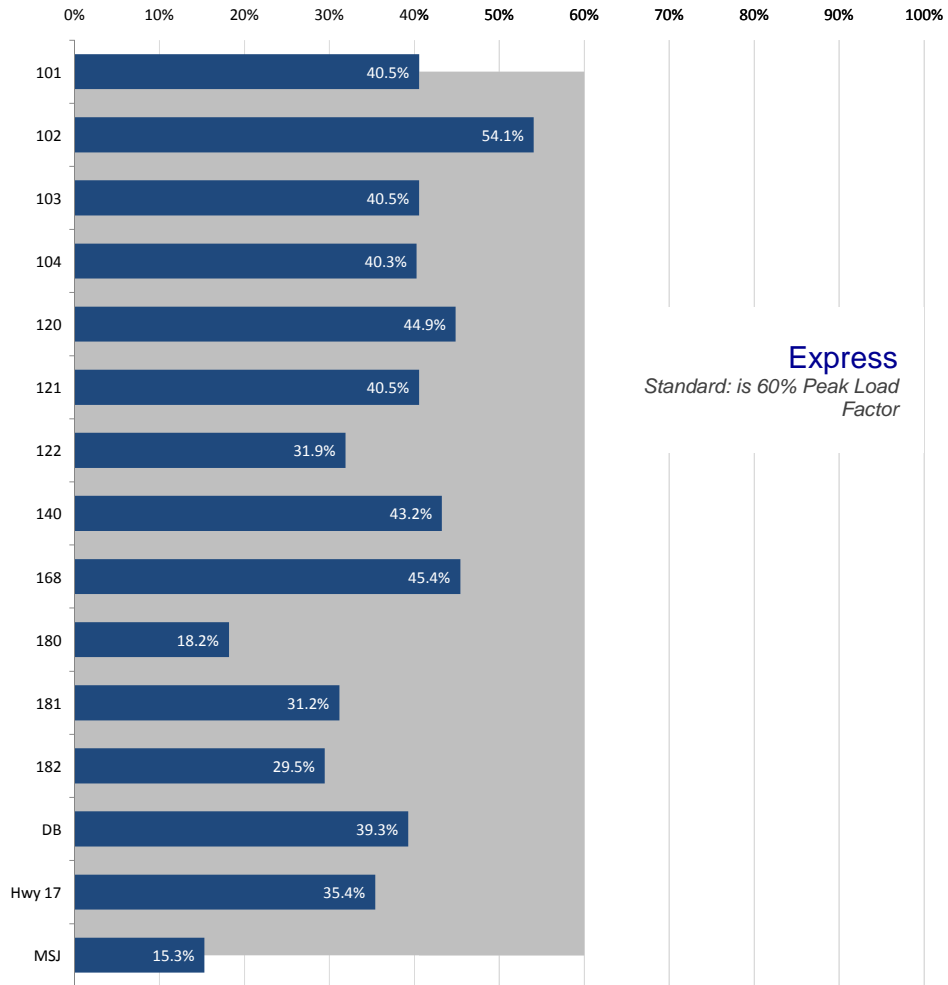
# SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

## Weekday Boardings per revenue hour

### FY 2011 Second Quarter Transit Operations Performance Report



**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY**  
**Weekday Boardings per revenue hour**  
**FY 2011 Second Quarter Transit Operations Performance Report**

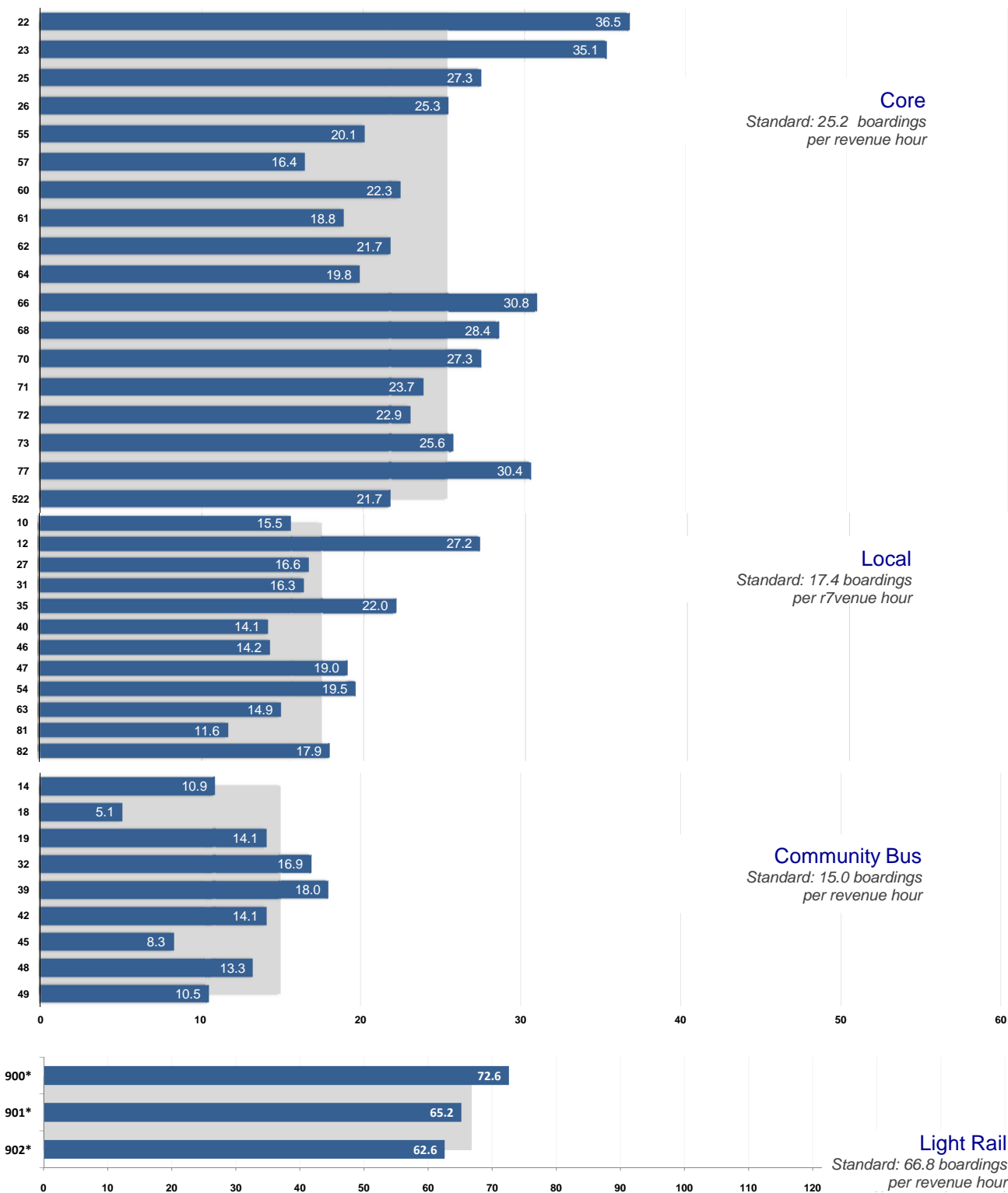


\* Line 900 is the Ohlone/Chynoweth – Almaden line  
Line 901 is the Alum Rock to Santa Teresa Line  
Line 902 is the Mountain View to Winchester Line

# SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

## Saturday Boardings per revenue hour

### FY 2011 Second Quarter Transit Operations Performance Report

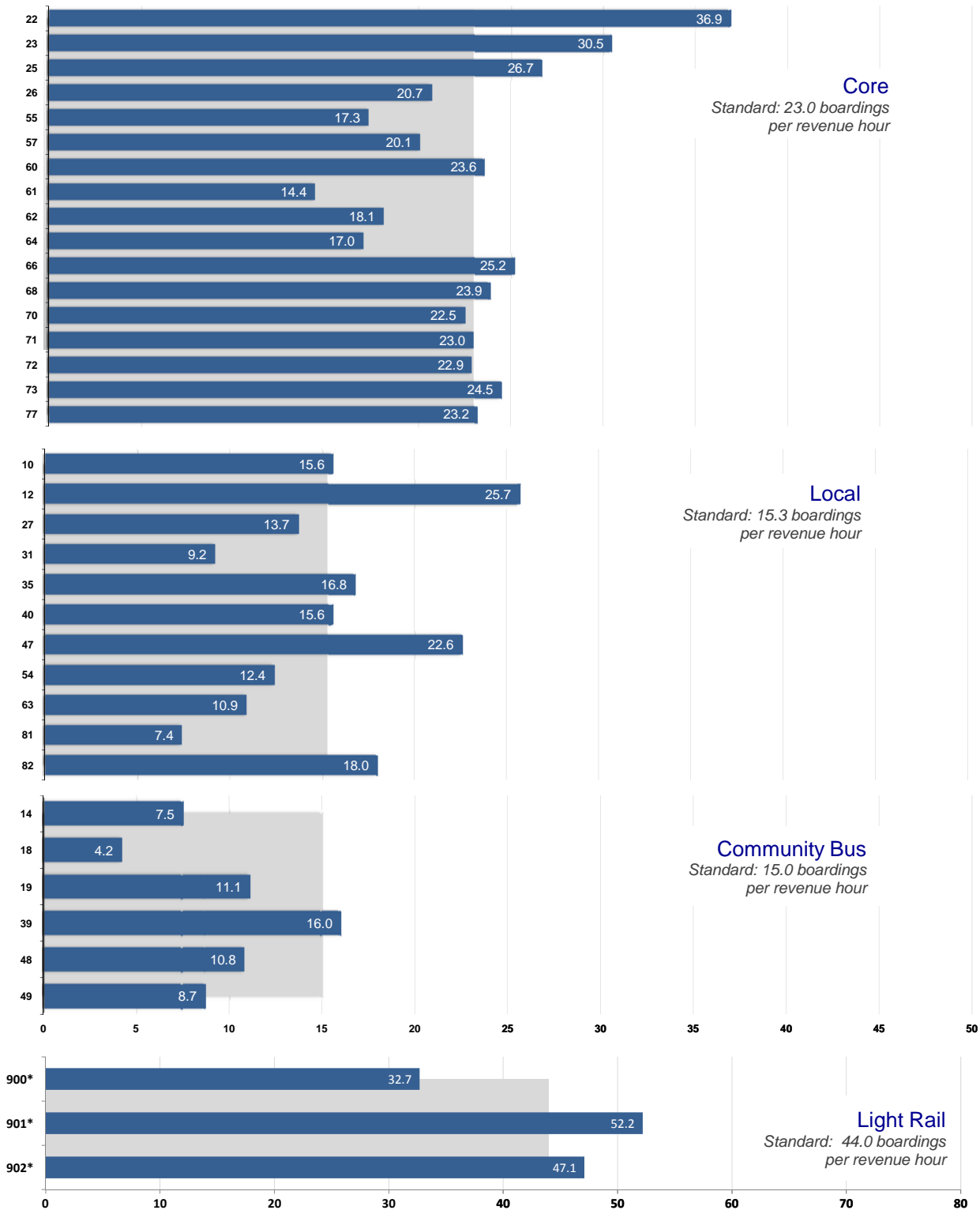


\* Line 900 is the Ohlone/Chynoweth – Almaden line  
 Line 901 is the Alum Rock to Santa Teresa Line  
 Line 902 is the Mountain View to Winchester Line

# SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

## Sunday Boardings per revenue hour

### FY 2011 Second Quarter Transit Operations Performance Report



\* Line 900 is the Ohlone/Chynoweth – Almaden line  
 Line 901 is the Alum Rock to Santa Teresa Line  
 Line 902 is the Mountain View to Winchester Line



## Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

### Core Routes

#### WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
22	38.5	39.5	35.6	38.4
23	34.1	38.0	32.6	35.6
25	27.4	29.7	25.7	28.3
26	31.7	31.1	18.3	30.1
55	31.9	27.1	19.0	29.2
57	20.7	31.1	16.4	24.4
58	18.0	22.3	14.6	18.1
60	23.7	31.4	17.9	25.9
61	22.1	27.3	16.0	23.9
62	22.1	27.5	14.8	23.7
64	25.3	26.8	17.2	25.3
66	28.1	33.4	21.2	29.5
68	23.5	27.0	22.7	24.7
70	26.2	30.1	21.7	27.5
71	21.5	30.0	20.5	24.3
72	23.6	28.4	19.6	25.2
73	29.9	38.9	26.0	33.6
77	22.2	24.6	16.3	22.8
522	31.8	28.6	36.3	30.4
<b>Standard</b>	<b>26.4</b>	<b>30.1</b>	<b>21.7</b>	<b>27.4</b>

#### Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM



## Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

### Core Routes

#### SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	39.9	35.4	36.5	36.5
23	31.8	34.9	38.9	35.1
25	30.5	27.5	23.1	27.3
26	25.5	25.4	24.7	25.3
55	21.3	20.3	18.0	20.1
57	15.6	17.1	13.0	16.4
60	19.6	22.8	21.9	22.3
61	14.3	21.1	14.4	18.8
62	20.2	23.7	13.9	21.7
64	19.7	21.6	14.0	19.8
66	22.3	34.1	30.1	30.8
68	25.0	30.3	25.6	28.4
70	29.1	27.0	26.6	27.3
71	21.0	23.3	27.1	23.7
72	25.9	22.9	19.7	22.9
73	19.6	26.7	25.6	25.6
77	28.0	31.5	25.1	30.4
522	14.7	22.1		21.7
<b>Standard</b>	<b>23.6</b>	<b>26.0</b>	<b>23.4</b>	<b>25.2</b>

#### Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

#### SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	35.6	37.1	37.4	36.9
23	30.2	30.6	30.4	30.5
25	25.4	27.5	24.5	26.7
26	20.3	20.7	21.8	20.7
55	23.4	17.2	14.9	17.3
57	15.4	21.3	16.5	20.1
60	16.7	24.6	25.2	23.6
61	12.2	15.5	11.4	14.4
62	11.8	19.7	15.9	18.1
64	13.2	18.9	13.5	17.0
66	22.2	25.2	29.9	25.2
68	18.9	24.5	27.6	23.9
70	22.3	22.7	21.5	22.5
71	23.0	24.3	18.8	23.0
72	20.9	23.7	20.9	22.9
73	14.0	26.9	25.8	24.5
77	25.6	23.1	21.0	23.2
<b>Standard</b>	<b>20.7</b>	<b>23.7</b>	<b>22.2</b>	<b>23.0</b>

#### Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

<b>Below standard</b>
<b>No Service</b>



## Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

### Local Routes

#### WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
10	2.3	20.6	36.7	17.7
27	16.0	20.6	28.8	18.2
31	20.6	32.7	13.1	24.6
35	21.3	20.5	13.1	20.1
40	27.5	29.6	16.4	27.4
46	34.7	33.3		34.3
47	22.3	24.4	16.5	22.6
51	27.2	29.6		28.2
52	22.6	23.1		22.9
53	32.5	28.7		30.5
54	26.7	27.3	24.2	26.8
63	15.7	18.0	14.6	16.6
81	18.9	19.2	11.8	18.7
82	24.6	30.1	17.7	26.5
89	30.4			30.4
<b>Standard</b>	<b>22.9</b>	<b>25.6</b>	<b>19.3</b>	<b>24.4</b>

#### Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

#### SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	16.9	15.5	14.6	15.5
12		27.2	25.8	27.2
27	10.3	18.5	10.0	16.6
31	14.7	16.8	14.5	16.3
35	17.0	23.9	16.6	22.0
40	17.9	13.7	15.1	14.1
46	6.7	14.5		14.2
47	14.3	19.3	19.0	19.0
54	18.2	19.5	21.0	19.5
63	18.9	14.3	13.4	14.9
81		11.6		11.6
82	15.8	18.2	17.8	17.9
<b>Standard</b>	<b>15.1</b>	<b>17.8</b>	<b>16.8</b>	<b>17.4</b>

#### Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

#### SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	9.6	15.5	18.4	15.6
12		25.8	24.1	25.7
27		13.7		13.7
31		9.2		9.2
35	13.7	17.5	14.3	16.8
40		15.6		15.6
47		23.2	18.8	22.6
54		11.9	16.8	12.4
63		10.9		10.9
81		7.4		7.4
82		18.0		18.0
<b>Standard</b>	<b>15.0</b>	<b>15.3</b>	<b>18.5</b>	<b>15.3</b>

#### Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

#### Legend:

<b>Below standard</b>
<b>No Service</b>

## Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

### Community Bus

#### WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
11	9.0	10.3		9.6
13	13.0	13.4		13.2
14	8.9	13.4		11.1
16	21.2	8.4		15.2
17	6.1	9.9		8.0
18	12.4	17.7		14.9
19	10.8	15.6	13.8	12.9
32	18.7	21.5	15.9	19.5
34		14.2		14.2
37	14.4	16.6		15.4
39	18.1	25.4	11.3	20.3
42	20.4	19.9	13.5	20.0
45	14.1	12.1	9.1	13.0
48	15.7	21.5	10.1	17.2
49	11.4	16.1	6.6	12.9
65	13.9	14.4		14.1
88	28.2	14.5		21.3
201	28.4	24.4		26.8
<b>Standard</b>	<b>15.6</b>	<b>16.1</b>	<b>15.0</b>	<b>15.5</b>

#### Weekday Service Periods

Peak 5:00 AM to 9:00 AM &  
3:00 PM to 7:00 PM  
Midday 9:00 AM to 3:00 PM  
Off Peak 7:00 PM to 5:00 AM

#### SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14	9.8	11.1	8.3	10.9
18		5.1		5.1
19	12.1	14.6		14.1
32		16.9		16.9
39	20.0	17.6	20.6	18.0
42		14.1		14.1
45		8.3		8.3
48	7.9	14.6	11.1	13.3
49	12.9	11.3	5.3	10.5
<b>Standard</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>

#### Saturday Service Periods

AM 5:00 AM to 9:00 AM  
Base 9:00 AM to 6:00 PM  
Night 6:00 PM to 5:00 AM

#### SUNDAY

ROUTE	BASE
14	7.5
18	4.2
19	11.1
39	16.0
48	10.8
49	8.7
<b>Standard</b>	<b>15.0</b>

#### Sunday Service Periods

Base 9:00 AM to 6:00 PM

Legend:

**Below standard**  
**No Service**



## Boardings per Revenue Hour by Time Period FY 2011 Second Quarter Transit Operations Performance Report

### Light Rail

#### WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
900	64.8	68.5	75.0	68.3
901	79.5	100.0	100.0	90.6
902	58.8	92.5	107.3	74.6
<b>Standard</b>	<b>67.7</b>	<b>87.0</b>	<b>94.1</b>	<b>77.8</b>

#### Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

#### SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900	35.0	79.2	67.8	72.6
901	32.9	73.0	72.2	65.2
902	40.5	70.6	63.0	62.6
<b>Standard</b>	<b>36.1</b>	<b>74.3</b>	<b>67.7</b>	<b>66.8</b>

#### Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

#### SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900	28.3	35.7	27.3	32.7
901	27.9	61.3	49.4	52.2
902	26.7	56.5	43.6	47.1
<b>Standard</b>	<b>27.6</b>	<b>51.2</b>	<b>40.1</b>	<b>44.0</b>

#### Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

<b>Below standard</b>
<b>No Service</b>

# **Paratransit Operating Statistics**

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY  
PARATRANSIT OPERATING STATISTICS  
FY 2011 Second Quarter Transit Operations Performance Report**

	2nd Quarter FY 2011	2nd Quarter FY 2010	Percent Change	FYTD 2011	FYTD 2010	Percent Change
<b>RIDERSHIP</b>						
Clients	147,318	168,104	-12.4%	302,352	356,522	-15.2%
Attendants	47,747	58,475	-18.3%	100,780	121,913	-17.3%
Companions	6,126	3,414	79.4%	8,988	7,285	23.4%
Total Ridership	201,191	229,993	-12.5%	412,120	485,720	-15.2%
Average Weekday Trips	2,822	3,185	-11.4%	2,886	3,352	-13.9%
Average Weekday Client Trips	2,098	2,348	-10.6%	2,143	2,481	-13.6%
Active Clients	N/a	N/a	-	7,507	8,520	-11.9%
Average Trips per Client	N/a	N/a	-	40.28	41.85	-3.8%
<b>PREMIUM SERVICES</b>						
Same Day Trips	505	1,013	-50.1%	928	2,387	-61.1%
Second Vehicles	259	379	-31.7%	558	807	-30.9%
Open Returns	146	330	-55.8%	331	1,833	-81.9%
Service Area Surcharge Trips	1,508	1,256	20.1%	2,940	2,357	24.7%
Subscription Trips	27,192	34,650	-21.5%	58,740	71,792	-18.2%
Total Premium Services Ridership	29,610	37,628	-21.3%	63,497	79,176	-19.8%
<b>LEVEL OF SERVICE</b>						
Revenue Miles	1,453,433	1,660,945	-12.5%	2,961,195	3,525,423	-16.0%
Revenue Hours	78,185	92,820	-15.8%	160,609	197,335	-18.6%
Passenger Miles (NTD)	1,984,878	2,179,945	-8.9%	3,968,807	4,560,854	-13.0%
<b>ELIGIBILITY</b>						
Total Data Cards Received	2,155	2,250	-4.2%	4,262	4,739	-10.1%
New Applicants Certified	613	659	-7.0%	1,220	1,396	-12.6%
New Applicants Denied	162	114	42.1%	310	228	36.0%
Clients Recertified	706	845	-16.4%	1,350	1,566	-13.8%
Clients Denied Recertification	165	181	-8.8%	363	393	-7.6%
Total Eligibility Assessments	1,646	1,799	-8.5%	3,243	3,583	-9.5%
<b>EXPENSES AND REVENUES</b>						
<b>EXPENSES</b>						
Eligibility Certification Costs	\$124,436	\$151,729	-18.0%	\$258,274	\$294,315	-12.2%
Broker Costs	\$932,876	\$1,124,112	-17.0%	\$1,888,960	\$2,264,569	-16.6%
Vendor Costs	\$4,367,521	\$5,169,048	-15.5%	\$9,022,654	\$10,999,729	-18.0%
Total Operating Costs	<b>\$5,424,833</b>	<b>\$6,444,889</b>	<b>-15.8%</b>	<b>\$11,169,888</b>	<b>\$13,558,613</b>	<b>-17.6%</b>
<b>REVENUES</b>						
Client Fare	\$556,815	\$642,129	-13.3%	\$1,148,291	\$1,269,747	-9.6%
Other Fare	\$78,667	\$61,904	27.1%	\$203,555	\$123,380	65.0%
Non-VTA Broker Revenue	\$13,234	\$5,712	131.7%	\$26,497	\$13,305	99.2%
Total Revenue	\$648,716	\$709,745	-8.6%	\$1,378,343	\$1,406,432	-2.0%
Net Expenses	<b>\$4,776,117</b>	<b>\$5,735,144</b>	<b>-16.7%</b>	<b>\$9,791,545</b>	<b>\$12,152,181</b>	<b>-19.4%</b>
Fare Recovery Rate	11.71%	10.92%	7.2%	12.10%	10.27%	17.8%
Capital Expenses	\$46,651	\$12,292	279.5%	\$94,058	\$64,567	45.7%
Total Expenses	<b>\$4,822,768</b>	<b>\$5,747,436</b>	<b>-16.1%</b>	<b>\$9,885,603</b>	<b>\$12,216,748</b>	<b>-19.1%</b>
<b>COST PER PASSENGER TRIP (excludes capital expenses)</b>						
Total Reported Costs	26.96	28.02	-3.8%	\$27.10	\$27.91	-2.9%
Fare Revenue	3.16	3.06	3.2%	\$3.28	\$2.87	14.4%
Non-fare revenue	0.07	0.02	250.0%	\$0.06	\$0.03	100.0%
Net Cost	23.73	24.94	-4.8%	\$23.76	\$25.02	-5.0%
<b>PERFORMANCE</b>						
Passengers / Revenue Hour	2.60	2.50	4.0%	2.566	2.461	4.2%
Passenger Miles / Passenger Trip	9.90	9.50	4.2%	9.600	9.400	2.1%
Late Rate	3.1%	3.1%	0.0%	3.0%	3.1%	-3.2%

# Glossary

## GLOSSARY

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**AVERAGE FARE PER BOARDING** – This measure is calculated by dividing the total fare revenue (cash, passes, tokens, and Eco Pass) by total boarding riders. It measures the rider contribution towards the farebox recovery ratio.

**AVERAGE WEEKDAY BOARDINGS** – The average number of persons who board the transit system on a day that normal weekday revenue service is provided.

**BOARDINGS PER REVENUE HOUR** – This is a productivity measure comparing the number of boardings to the number of total hours operated. It is used to measure service utilization per unit of service operated. Total hours are defined as the scheduled service hours operated from the time transit vehicles leave the operating division to the time they return.

**BRT (BUS RAPID TRANSIT) ROUTES** – The BRT route is a multi-component transit improvement that includes preferential treatment at traffic signals to improve bus operating speed and on-time performance. It operates in mixed traffic and relies on priority for buses at traffic signals to provide much of its time advantage over conventional buses. Currently, VTA operates line 522, the only BRT route in the system.

**COMMUNITY BUS ROUTES** – Community Bus service is characterized by weekday frequencies of 30 minutes or more in both the peak and midday periods. Service span is 14 hours or less, usually 12 hours for weekdays. Community Bus services operate 7 days per week or less. These routes are defined as neighborhood-based circulator and feeder routes that travel within a limited area. They may be distinguished from Core and Local service by a unique and smaller vehicle.

**CORE ROUTES** – Core network routes are defined as bus routes or shared corridors that feature weekday frequencies of 15 minutes or less during the peak and midday periods and/or service spans of 18 hours or more. Core routes operate 7 days per week. They typically travel on long distance corridors, which connect major trip generators such as universities, regional shopping malls and high-density housing and employment sites. Multiple core routes will sometimes operate on the same corridor where demand warrants, providing additional service frequency and transfer opportunities. Core network corridors are typically large arterial streets and intersect with freeways and expressways.

**EXPRESS & LIMITED SERVICE ROUTES** – Express routes generally operate during peak periods and are primarily commuter oriented. Midday, evening, and weekend service may be offered on regional express lines. Express routes emphasize direct service, use freeways and expressways to reduce travel time, and make few stops. Limited Service routes are characterized by limited stops.

**FEEDER ROUTES** – Feeder routes are short-length lines, usually less than 10 miles in length, that provide feeder or distribution service to and from major stops, transit centers, activity centers or rail stations. This classification of service includes neighborhood lines, which link residential areas to rail stations, activity centers, and/or transit centers; and shuttle lines, which serve industrial areas from nearby rail stations or transit centers.

**LIMITED STOP ROUTES** – Limited-stop service generally operates during peak periods and is primarily commuter oriented. Midday, evening, and weekend service may be offered on limited-stop

lines. Limited-stop routes use major arterials, freeways, and/or expressways; and make fewer stops than grid routes, but more stops than express routes.

**LOCAL ROUTES** – Local network routes are defined as bus routes or corridors that feature weekday frequencies of 30 minutes or more during the peak and midday periods and/or service spans less than 18 hours. Local Network routes operate 7 days per week or less. They typically travel on medium distance corridors, serving minor trip generators such as schools, hospitals and medium-density housing and employment. They also provide feeder service to the core network or to rail stations and transit centers.

**MILES BETWEEN CHARGEABLE ACCIDENTS** – Safety measure that captures the number of total scheduled miles traveled between each occurrence of a preventable accident. A preventable accident is defined as accidents in which the transit driver is normally deemed responsible or partly responsible for the occurrence of the accident.

**MILES BETWEEN MECHANICAL SERVICE LOSS** – Service quality measure capturing the number of total scheduled miles traveled between each mechanical breakdown that result in a loss of service to the public.

**SPECIAL SERVICE ROUTES** – Special services routes only operate on certain days of the week or on a seasonal basis to address a specific service need.

**NATIONAL TRANSIT DATABASE (NTD)** – The Federal Transit Administration's (FTA's) primary national database for statistics on the transit industry. Recipients of FTA's Urbanized Area Formula Program (Section 5307) grants are required by statute to submit data to the NTD. Each year, NTD performance data are used to apportion over \$4 billion of FTA funds to transit agencies in urbanized areas (UZAs). Annual NTD reports are submitted to Congress summarizing transit service and safety data. The NTD is the system through which FTA collects uniform data needed by the Secretary of Transportation to administer department programs. The data consist of selected financial and operating data that describe public transportation characteristics. The legislative requirement for the NTD is found in Title 49 U.S.C. 5335(a).

**ON-TIME PERFORMANCE** – A reliability measure capturing the percentage of transit vehicles departing or arriving at a location on time. On-time performance is measured only for specific locations called timepoints for which a schedule is published. A bus transit vehicle is considered “on time” if it departs a location within 3 minutes before and 5 minutes after its published scheduled time. A light rail transit vehicle is considered “on time” if it departs a location within 1 minute before and 5 minutes after its published scheduled time. At the first timepoint location of a trip, the vehicle is measured based on arrival time, not departure time. At the last timepoint location of a trip, early arrival regardless of the number of minutes is considered on-time.

**PASSENGER CONCERNS PER 100,000 BOARDINGS** – A customer service measure that captures the number of passenger complaints/concerns per 100,000 boardings. This measure reports the amount of customer complaints received on the service that is attributed to an operating division.

**PERCENT SCHEDULED SERVICE OPERATED** – This service reliability measure indicates the percent of service hours completed based on published schedule. A service is considered not completed when scheduled service hours are lost due to equipment failure, missed or late pull-outs caused by operator absenteeism, pullouts, accidents/incidents, or natural causes.

**PERSONAL TIME OFF (PTO)** – This is defined as time off for non-scheduled absences such as: sick, industrial injury, FMLA (Family Medical Leave Act.), excused/unexcused leave, union business, and suspensions.

**TOTAL BOARDINGS** – The total number of boarding riders using VTA directly operated bus service and light rail service. Riders are counted each time they board a bus or light rail vehicle.



Date: February 25, 2011  
 Current Meeting: March 10, 2011  
 Board Meeting: April 7, 2011

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Technical Advisory Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief CMA Officer, John Ristow

**SUBJECT:** 2011 TFCA Program Manager Fund

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Recommend that the Board of Directors approve the programming of FY 2011/12 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.

### BACKGROUND:

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

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

At its December 9, 2004 meeting, the VTA Board of Directors set aside up to 25% of the annual TFCA 40% allocation to bicycle projects in the Countywide Bicycle Expenditure Plan (BEP) for FY2010/11-FY2029/30.

### DISCUSSION:

There is a total of \$2,195,176 available for TFCA 40% projects this year. VTA received 10 applications from project sponsors requesting a total of \$2,423,226. Of these applications, 3 were

for BEP projects and 7 were for competitive projects. Attachment A presents staff's entire recommended FY 2011/12 TFCA 40% program. Attachment B provides a brief description of each project. The recommended project list is based on BAAQMD's TFCA County Program Manager Fund Expenditure Program Guidance and the VTA Board of Directors' TFCA 40% Policies and Criteria as revised on December 9, 2010.

### **BEP Projects:**

This year, project sponsors submitted 3 BEP projects. The total grant request of these projects is \$214,450. Staff recommends funding the 3 BEP projects as requested.

### **Competitive Program:**

The total grant request for the 7 competitive project applications was \$2,208,776, in excess of the \$1,980,726 remaining available funds. On February 15, 2011, a scoring subcommittee of the Technical Advisory Committee's Capital Improvement Program Working Group met to evaluate the competitive applications. The committee evaluated the 7 projects, which are ranked below in Attachment A. Because the total grant request exceeded the available funds, the two lowest ranked projects are not being recommended for funding.

### **ALTERNATIVES:**

The VTA Board may request other programming alternatives. All projects submitted for consideration in the TFCA program must adhere to BAAQMD policies, including cost-effectiveness requirements.

### **FISCAL IMPACT:**

There is direct fiscal impact as a result of this action. As the program manager for Santa Clara County, VTA distributes the TFCA 40% grant funds directly to the project sponsors, retaining 5% to cover administrative expenses, which staff expects to be approximately \$107,000 in FY2011/12. This will be included in the FY2011/12 CMA budget. The grant revenue for the Light Rail Shuttles project, for which VTA is the project sponsor, will be reflected in the FY2011/12 VTA Transit Enterprise Fund Operating Budget.

Prepared by: Bill Hough  
Memo No. 2957

**Attachment A**  
**Santa Clara County FY 2011/12 TFCA 40% Program**

Rank	Project Sponsor	Project Name	Total Cost	Grant Request	Match	Match %	TFCA Cost/Ton	Grant Recommended*	Total Score
<b><u>Competitive Projects</u></b>									
1	Santa Clara	Traffic Signal Timing Project	\$1,636,000	\$1,168,526	\$467,474	29%	\$59,991	<b>\$1,168,526</b>	80
2	S.C. County	Alamden/Capitol Weekend Traffic Responsive Signal Timing	\$120,000	\$96,000	\$24,000	20%	\$22,648	<b>\$96,000</b>	77
3	VTA	Light Rail Shuttles	\$1,381,184	\$557,000	\$824,184	60%	\$89,963	<b>\$557,000</b>	76
4	Santa Clara	Stevens Creek Colorized Bike Lanes	\$85,000	\$59,200	\$25,800	30%	\$43,966	<b>\$59,200</b>	66
5	Mountain View	Permanante Creek Trail	\$330,000	\$100,000	\$230,000	70%	\$63,126	<b>\$100,000</b>	63
<b><u>Unfunded Competitive Projects</u></b>									
6	Santa Clara	Scott Boulevard Bike Lanes	\$196,000	\$102,650	\$93,350	48%	\$89,999	<b>\$0</b>	62
7	Morgan Hill	Butterfield South Extension	\$10,456,900	\$125,400	\$10,331,500	99%	\$89,955	<b>\$0</b>	48
<i>Subtotal Competitive:</i>			<i>\$14,205,084</i>	<i>\$2,208,776</i>	<i>\$11,996,308</i>			<i>\$1,980,726</i>	
<b><u>BEP projects</u></b>									
	San Jose	Park/San Fernando/San Antonio	\$61,500	\$43,000	\$18,500	30%	\$38,605	<b>\$43,000</b>	N.A.
	San Jose	Hedding Street Bike Lanes	\$123,500	\$86,450	\$37,050	30%	\$31,980	<b>\$86,450</b>	N.A.
	Sunnyvale	Pastoria Avenue Bike Lanes	\$85,000	\$85,000	\$0	0%	\$89,429	<b>\$85,000</b>	N.A.
<i>Subtotal BEP:</i>			<i>\$270,000</i>	<i>\$214,450</i>	<i>\$55,550</i>			<i>\$214,450</i>	
<b>Total</b>			<b>\$14,474,084</b>	<b>\$2,423,226</b>	<b>\$12,151,858</b>			<b>\$2,195,176</b>	

\*NOTE: "Grant Recommended" amounts are subject to revision due to verification of adequate TFCA interest and BAAQMD cost-effectiveness requirements.

Attachment B  
Santa Clara County FY 2011/12 TFCA 40% Program  
Project Descriptions

Recommended:

Santa Clara                      Traffic Signal Timing Project

City will install communications infrastructure for traffic signals on El Camino Real, Scott Boulevard and De La Cruz Boulevards to improve signal timing to reduce vehicle stop/start times and delays.

S.C. County                      Alamden/Capitol Weekend Traffic Responsive Signal Timing

County will develop and implement weekend traffic responsive signal timing system on Almaden and Capitol Expressways.

VTA                                      Light Rail Shuttles

VTA will use TFCA funds to help support operations of Downtown Area Shuttle (DASH) and the IBM/Hitachi shuttles.

Santa Clara                      Stevens Creek Colorized Bike Lanes

City will add bicycle lanes to Stevens Creek Boulevard between Calvert Drive and the south on-ramp to Lawrence Expressway.

Mountain View                      Permanante Creek Trail

City will extend Permanante Creek Trail from Old Middlefield Way to Rock Street and Crittenden Middle School.

San Jose                              Park/San Fernando/San Antonio Bikeway (BEP Project)

City will construct bikeway improvements on Park Avenue from Newhall to Montgomery and San Antonio Street from 17<sup>th</sup> to Jackson.

San Jose                              Hedding Street Bike Lanes (BEP Project)

City will construct class 2 bicycle lanes with pavement markings on Hedding Street between Park Avenue and 17<sup>th</sup> Street.

Sunnyvale                              Pastoria Avenue Bike Lanes (BEP Project)

City will construct class 2 bicycle lanes on Pastoria Avenue between El Camino Real and Evelyn Avenue.

Not Recommended:

Santa Clara                      Scott Boulevard Bike Lanes

City proposes to construct bicycle lanes along Scott Boulevard between Central Expressway and Monroe Street.

Morgan Hill                              Butterfield South Extension

City proposes to construct bicycle lanes as part of the extension of Butterfield Boulevard from Tennant Avenue to Watsonville Road.



Date: February 25, 2011  
 Current Meeting: March 10, 2011  
 Board Meeting: May 5, 2011

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Technical Advisory Committee

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief CMA Officer, John Ristow

**SUBJECT:** FY 2012 CMP Work Program

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**Policy-Related Action:** Yes

**Government Code Section 84308 Applies:** No

## INFORMATION ITEM

### RECOMMENDATION:

Review the Fiscal Year 2012 Congestion Management Work Program.

### BACKGROUND:

Congestion Management Agencies (CMAs) were created in 1990 by Proposition 111 and its accompanying legislation that required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support and compliment the transportation system investments.

The Santa Clara County CMA was established in 1991 through a Joint Powers Agreement entered into by the CMA's Member Agencies, which are the County of Santa Clara and the fifteen cities and towns within the county. In January 1995, the Santa Clara County CMA and the Santa Clara County Transit District merged to form Santa Clara Valley Transportation Authority (VTA), which was designated as the CMA for Santa Clara County. The Congestion Management Program (CMP) functions are now performed by CMA Division staff at VTA.

CMAs must contain five elements: 1) a system definition and traffic level of service (LOS) standard element; 2) a multimodal performance measures element; 3) a transportation demand management and trip reduction element; 4) a land use impact analysis element; and 5) a capital improvement program (CIP). In addition to these five elements, other actions, such as the development of a countywide transportation model and deficiency plans, are necessary to meet the requirements of the CMP legislation. The FY 2012 CMP Work Program is composed of the

following main work areas:

- Capital Improvement Program (CIP)
- Congestion Management Program Conformance
- Land Use and Transportation Integration
- Plans and Studies

### **DISCUSSION:**

The proposed FY 2012 CMP Work Program is a result of a number of inputs including statutory requirements, Board initiated activities, and staff recommended initiatives reacting to federal, state and regional issues. Based on these inputs, the Work Program reflects more focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to new state mandates and member agency assistance.

#### **CMP Work Program**

The proposed FY 2012 CMP Work Program is included as Attachment A.

#### **CMP Budget and Fees**

The proposed FY 2012 CMP Budget as summarized below supports the major tasks outlined in the CMP Work Program for the upcoming year, including the total estimated cost of VTA staff, consultant services, and other goods and services to accomplish each task.

The projected revenue is comprised of the following:

#### **FY 2012 Projected Revenue**

Member Agency Fees	\$ 2,407,274
MTC STP Planning Grant	\$ 1,367,000
TFCA 40% Local Program Manager Administrator Fee	\$ 110,000
2010 Measure B (SB83) Program Administration Fee	\$ 120,000
STIP Programmed Project Monitoring (PPM) Funds	\$ 486,500
Local Partnership Funds	\$ 75,000
<b>Total:</b>	<b>\$ 4,565,774</b>

Member Agency fees are based on the fee schedule adopted by the Board in June 2005, which specifies annual increases of 3.5%. However, VTA staff recommends that the fee structure for FY 2012 remain unchanged from FY 2011 by deferring the 3.5% increase.

New revenue of \$120,000 is for the administration of the 2010 Measure B (SB83) Program which was approved by Santa Clara County voters in November 2010. The CMP will be

distributing approximately \$14 million to Cities and countywide through the Measure B (SB83) Program.

The projected expenditures are comprised of the following:

**FY 2012 Projected Expenditures**

1.	Capital Improvement Program (CIP)	\$ 1,121,611
2.	Congestion Management Program (CMP) Conformance	\$ 930,855
3.	Land Use and Transportation Integration	\$ 1,117,026
4.	Plans and Studies	\$ 1,396,282
	<b>Total:</b>	\$ 4,565,774

The proposed FY 2012 CMP Budget of \$4,565,774 is \$114,080 less than the adopted FY 2011 CMP Budget of \$4,679,854.

The FY 2012 CMP Work Program is scheduled as an information item at the TAC, PAC and CMPP committees in March and as an action item at these committees in April. In May, it will be scheduled for review and approval by the Board of Directors.

**ALTERNATIVES:**

The CMP Work Program could be altered through additions, deletions and modifications to the proposed Work Program that is attached.

**FISCAL IMPACT:**

Funds for the Recommended FY 2012 CMP Work Program are included in VTA's FY 2012 and FY 2013 Biennial Operating Budget. VTA's FY 2012 and FY 2013 Biennial Operating Budget is being submitted for approval by VTA Board of Directors at its June 2, 2011 meeting.

Prepared by: Jane Shinn  
Memo No. 2882

**Attachment A****Santa Clara Valley Transportation Authority  
Congestion Management Program****Work Program for Fiscal Year 2012 (FY 2012)****Introduction**

Congestion Management Agencies (CMA) were created in 1990 by Proposition 111 and its accompanying legislation that required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support, and compliment transportation system investments.

The Congestion Management Agency (CMA) for Santa Clara County was established in 1991 through a Joint Powers Agreement entered into by the CMA's Member Agencies, which are the fifteen cities within the county and the County of Santa Clara. The CMA functions in Santa Clara County are referred to collectively as the Congestion Management Program (CMP). In 1994, the Santa Clara County Transit District and the CMA were merged to form Santa Clara Valley Transportation Authority (VTA). The CMP functions previously performed by the CMA are now performed by VTA.

Policy and administrative decisions that affect the CMP are made by the VTA Board of Directors (VTA Board). The members of the VTA Board are comprised of elected officials from throughout Santa Clara County: five members from the city of San Jose, five members from other Santa Clara County cities/towns, and two County of Santa Clara Supervisors.

The Board receives input from five advisory committees, with four of these committees providing direction on CMP-related matters: the Policy Advisory Committee (PAC), the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle and Pedestrian Advisory Committee (BPAC). The PAC consists of one elected official from each of the county's 15 cities and one County Supervisor; its mission is to ensure that all jurisdictions within the county have access to the development of VTA's policies.

The major responsibilities of the CMP include the development, implementation, and administration of the long-range countywide transportation plan for Santa Clara County; promoting land use and transportation integration with Member Agencies; programming of discretionary federal, state, regional and local funds; monitoring projects programmed by the VTA Board; serving as the program manager for certain countywide grant funds; preparation and implementation of the countywide plans and programs; and a range of other planning and programming activities.

The CMP is a distinct program within the Congestion Management Agency (CMA) Division of VTA, under the general direction of the Chief CMA Officer. The fiscal resources of the CMP are distinct from those of the VTA Transit Enterprise.

This work program outlines the major tasks that the CMP will address during Fiscal Year 2012. These tasks, with the total estimated cost of VTA staff, consultant services, and other goods and services for each task shown in brackets, are:

1. Capital Improvement Program (CIP)	[\$1,121,611]
2. Congestion Management Program (CMP) Conformance	[ \$930,855]
3. Land Use and Transportation Integration	[\$1,117,026]
4. Plans and Studies	[\$1,396,282]
Total	[\$4,565,774]

Each of these activities is discussed in detail in the following text.

## **1. Capital Improvement (CIP)**

The biennial Congestion Management Program includes a Capital Improvement Program (CIP) element that consists of the priority capital transportation projects that are currently programmed in Santa Clara County with CMA-monitored federal, state, regional and local funds and/or included in the first 10 years of the most current Valley Transportation Plan (VTP).

The major activities of the CIP are:

### **1.1. Grant Programming and Policy Development (Policy and Plan Development)**

VTA's authority to provide grants ultimately comes from Article 1, Sections 8 & 9 of the US Constitution. California Government Code Section 65802(b) and California Streets & Highways Code Sections 182.6(d)1 and 182.7(d)2, combined with the Metropolitan Transportation Commission (MTC) policies provide VTA, acting as the CMA for Santa Clara County, with more specific requirements for planning, policy development, and programming transportation capital funds.

VTA has prioritization and funding responsibilities in the following programs:

- **State Transportation Improvement Program (STIP)**  
VTA, as the CMA for Santa Clara County, has the responsibility for prioritizing and programming Santa Clara County's Regional Improvement Program (RIP) share of the State Transportation Program (STIP). The STIP is updated every two years. This year, staff will monitor and provide assistance to projects programmed in the 2010 STIP.
- **Program Manager for Transportation Fund for Clean Air (TFCA) 40%**  
These funds are programmed annually in the spring. As the Program Manager for these funds in Santa Clara County, VTA staff will continue to work with Member Agencies and the BAAQMD to evaluate local guidelines for future programs. VTA staff will also participate in the development of the regional criteria for the BAAQMD 60% funds. VTA staff will also continue to monitor progress of previously programmed TFCA projects.

- 2006 Transportation Infrastructure Bond Programs  
The Highway Safety Traffic Reduction Air Quality and Port Security Bond Act of 2006 (I-Bond) was passed by the voters in November 2006, and the State is now in a multi-year process of authorizing and selling up to \$19.1 Billion in general obligation bonds to fund 12 separate new and existing transportation programs, including:
  - State – Local Partnership Program (SLPP)
  - Corridor Mobility Improvement Account Program (CMIA)
  - Trade Corridors Improvement Fund (TCIF)
  - High Speed Rail Crossing Account (HRCSA)
  - Traffic Light Synchronization Program (TSLP)

While the baseline programming and policies for each of these was developed in previous years, the State's continuing fiscal crisis and subsequent inability to sell bonds has severely impacted these programs. VTA staff has been active at the State and Regional levels in developing allocation plans for the limited funds that have been available, and developing and implementing creative strategies for keeping individuals projects on track. These activities increased in FY 2011, and are anticipated to continue at that level through FY 2012.

- American Reconstruction & Recovery Act (ARRA) & Potential Successors

On February 18, 2009, President Obama signed the American Reconstruction & Recovery Act (ARRA) into law, providing new Federal Economic Stimulus funding for “shovel ready” transit, roadway, and aviation capital projects. Since that date, VTA staff have been fully engaged developing regional and state policies to deal with the new funds, assembling and submitting member agency and VTA's own projects for funding, and conveying information to member agencies, the media, and the general public. While the level of effort associated with ARRA is declining as projects are delivered and closed out, ARRA-related activity will continue through at least September 2013, when all funds must be expended.

- Regional Transportation Plan Implementation: Surface Transportation Program/ Congestion Mitigation Air Quality (STP/CMAQ) Related Programs

In FY 2011, MTC combined three of its previous CMA administered funding programs (Local Streets & Roads Rehabilitation, Transportation Livable Communities and Regional Bicycle) into one “Block Grant” program, creating a new “Safe Routes to School” program and tasked the CMAs with delivering them on the local level. VTA staff programmed the first cycle in FY' 11, and is assisting project sponsors through the fund obligation process. Solicitation for the second cycle will begin in the summer/fall of 2011 (FY 2012), and a high level of activity around these new programs is anticipated to continue through FY 2012.

- Senate Bill 83 (SB 83)

SB 83 was signed into law in 2009. This legislation authorizes a countywide transportation agency, such as VTA, to implement a vehicle registration fee (VRF) of up to \$10 on motor vehicles registered within the county for transportation programs

and projects. The statute requires that the fee be approved by a simple majority of voters in the county. The VTA Board placed ballot measure 2010 Measure B before voters of Santa Clara County, and it was approved in November 2010. Staff will work on implementing the Board approved expenditure plan for the VRP program.

- **Lifeline Transportation Program**

VTA and the County of Santa Clara are jointly designated as the administrators for Santa Clara County and work under a memorandum of understanding. This year, staff will continue work with MTC and county staff to update project selection criteria and solicit another programming cycle.

VTA staff serves on numerous regional and statewide committees and associations that help develop funding policies and procedures that impact the CMP and VTA's capital programs. They have become increasingly important in forging consensus on issues of regional and statewide significance and creating consistency among congestion management agencies. These activities include:

- Advocacy for state and federal transportation funds with the MTC, California Transportation Commission (CTC), and California Department of Transportation (Caltrans)
- Participation in regional and state agency committees involving the planning and allocation of transportation resources
- Monthly participation in CMA regional meetings and MTC Bay Area Partnership and participation in ad hoc subcommittees on issues of topical interest

This year, staff will continue to work with the appropriate federal, state and regional agencies and local project sponsors to manage the grant funds and monitor the progress of those projects through the development and implementation process. There will be a particular focus on implementation of programs previously discussed.

## **1.2. Programmed Projects Monitoring (PPM)**

Two regional bodies and two state bodies have a significant impact on the CMP's capital programs and policies: the MTC, the Bay Area Air Quality Management District (BAAQMD), the CTC, and Caltrans.

VTA staff serves on numerous committees and task forces, and working groups organized by these bodies that develop planning and programming policies and procedures affecting VTA's projects, programs and the interests of VTA's Member Agencies. Examples include: MTC's Partnership Technical Advisory Committee (PTAC) and its associated working groups; the Arterial Operations Committee; the Bay Area ITS Architecture Maintenance Committee; the Bay Area ITS Plan Steering Committee; Caltrans' District 4 Bicycle Advisory Committee; the California Bicycle Advisory Committee; the Regional Bicycle Working Group; and the Regional Pedestrian Committee. In addition, staff serves on numerous committees and working groups associated with

the development of the 2013 Regional Transportation Plan (RTP) and the implementation of SB 375 – Sustainable Communities Strategies.

Staff analyzes state and regional issues, develops the appropriate countywide response, and distributes relevant information to Member Agencies. Staff will play key roles on activities through FY 2012 on the initial development of the 2013 Regional Transportation Plan (RTP) update and the 2012 countywide transportation plan update, VTP 2040.

### **1.3. Agency Project Delivery Assistance Fund (Program Administration, Project Monitoring and Assistance)**

The processes that project sponsors need to follow in order to obtain state and federal funds programmed to their projects are extremely complex. The grant funds are also subject to multiple use-it-or-lose-it deadlines at the regional, state, and federal levels for fund obligation, expenditure, and close-out. MTC is using the congestion management agencies as its agent to communicate these requirements, monitor project progress, and assist local agencies in meeting these requirements.

The CMP provides active oversight of the delivery of CIP projects. This oversight includes a significant level of direct involvement by VTA staff, utilizing consulting engineering assistance where necessary, on high profile state highway projects managed by Caltrans, and occasionally on local road or bicycle projects as requested by Member Agencies.

VTA staff also prepares the Programmed Projects Quarterly Monitoring Report, which is provided to the VTA Board, one Board standing committee, and four advisory committees. It is also available on the VTA website. This report details the progress of projects funded through programming actions by the Board and identifies projects at risk of losing funds due to delivery difficulties.

Staff will continue to work with the appropriate federal, state and regional agencies and local project sponsors to manage the grant funds and monitor the progress of those projects through the development and implementation process.

These responsibilities will be carried out in the programs mentioned previously in Section 1.1.

## **2. Congestion Management Program Compliance**

The CMP statutes require that the CMP system is monitored a minimum of every two years (biennially) for compliance with the CMP Level of Service (LOS) standard. However, to obtain a more accurate and useful understanding of system performance, the VTA Board adopted a policy of annual monitoring. If a Member Agency is found to not conform to the CMP standard, it risks losing its gas tax subventions generated by Proposition 111 (Streets and Highways Code Section 2105) and other funding for its capital improvement projects.

Member Agencies are requested to provide this land-use monitoring data to VTA by October 1<sup>st</sup> of the monitoring year. The traffic LOS monitoring results and land use impact analyses are summarized by VTA staff in an annual Monitoring and Conformance Report. The 2010 Monitoring and Conformance

Report is targeted for VTA Board approval in May 2011. Work will begin in FY 2011 on the 2011 Monitoring and Conformance Report.

The land use information is also used as an input to the Countywide Transportation Demand Model database and for coordinating land use information at the regional level with Association of Bay Area Governments (ABAG) Projections. As Countywide Model land use databases are updated, this information is reviewed and checked against other information to ensure that these databases are as accurate as possible. The land use database is emerging as a critical component of work being conducted region-wide in efforts stemming from the implementation of Assembly Bill (AB) 32 and Senate Bill (SB) 375 and the development of related Sustainable Community Strategies (SCS). This process has assigned additional responsibilities to the region's CMAs, and the VTA CMP Work Program reflects these responsibilities.

Chapter 8 of the 2009 CMP describes the monitoring program in detail. In summary, the monitoring requirements consist of the following:

### **2.1. Traffic Level of Service (LOS) Monitoring**

Member Agencies provide VTA staff with LOS analysis data for CMP intersections. Staff, utilizing consultant assistance, collects traffic volume data on freeways and rural highways and analyzes the data. The freeway data collected with aerial photography is used to calculate vehicle density to determine LOS. Rural highway data is collected using tube counters for 24-hour traffic counts over three days. Travel time data is calculated using a "floating car" method on specified routes in the county to assess average speeds, travel times and bottlenecks. County of Santa Clara Roads and Airports Department staff collects travel time data for expressways.

### **2.2. Land Use Impact Analysis Program**

Member Agencies have two responsibilities as part of the Annual Monitoring and Conformance Report with respect to the Land Use Impact Analysis Program:

- They must certify that they have used the VTA CMP adopted methodology to prepare transportation impact analyses (TIAs) for all appropriate development projects and have submitted these reports to VTA.
- They must submit an annual report documenting all development project approvals and major land use changes during the year.

### **2.3. Development Review Program Reports**

One way of improving transportation and land use decision-making is through VTA's Development Review Program. Under the existing program, VTA staff annually reviews, on average, over 400 proposed private development projects to ensure compatibility with existing and future transit services and transportation projects, including a review to assess impacts on the multimodal transportation system. VTA provides written comments to cities recommending project changes, conditions or mitigation measures. The Community Design and Transportation (CDT) Program has an integral role in this process. In addition, at the request of city staff or in

relation to VTA projects, VTA staff actively participates in the early review of city projects including participation in team/committee meetings and field visits.

The CMP Development Review Program includes a monitoring and evaluation program. VTA staff provides a quarterly report on VTA's comments and recommendations (the Proactive CMP Reviewed and Approved Projects Quarterly Status Report, commonly known as the Proactive CMP Report) to the VTA Board, one Board standing committee and four advisory committees that summarizes VTA's comments and recommendations on development projects reviewed. In addition, VTA staff reports on the responses received from Member Agencies on VTA's recommendations, which provide the VTA Board with critical information on the factors, impacts and trade-offs of their land use decision-making processes.

Staff continues to implement improvements to this program including a feedback loop with cities to track development approvals and a better tracking system for developments utilizing Geographic Information System (GIS).

## **2.4. Countywide Transportation Model**

### **2.4.1. Countywide Model Update**

The following are planned activities for the upcoming year:

- § Improve the transit forecasting capabilities of the model using a variety of new data sources to provide more accurate corridor and station-level boarding estimates.
- § Include additional traffic analysis zones to the countywide model to improve vehicle and transit forecasting capabilities and conform to proposed changes in census tracts.
- § Update the non-work trip models using recent Household Survey Data.
- § Improve heavy-duty truck vehicle forecasting capabilities.
- § Begin development of Direct Demand Models to better capture the affects of land use changes.
- § Establish "testing" components to more efficiently test alternative land use and transportation scenarios.
- § Develop model components and improvements necessary to address requirements stemming from SB 375 / AB 32.
- § Incorporate Roadway Pricing and High Speed Rail (HSR) into the model.

### **2.4.2. Maintenance of the Countywide Model and Database**

Maintaining the countywide model requires continued updating and refinement of the socio-economic input. It also requires making refinements to the model itself to develop more accurate transportation forecasts. Specific tasks include the following:

- § Revise the countywide model to maintain consistency with MTC and ABAG increments through 2035.

- § Complete revisions to the model forecasts based upon results of the current CIP.
- § Develop methodology to prepare zone-level estimates of jobs, housing and workers based on and consistent with ABAG's Projections 2005.
- § Update countywide annual land use and transportation conditions based upon approved projects and major land use decisions provided to VTA by Member Agencies.
- § Update the model as necessary to address implementation of AB 32/SB 375.

### **2.4.3. Transportation Modeling Assistance**

Another task will be using the model to assist VTA staff, Member Agencies and other regional partners in developing transportation plans and analyzing the impacts of land use decisions. Specific tasks to be accomplished include:

- § Perform Year 2005/10 through 2035/40 model runs with updated land use and transportation parameters and new land use databases to support highway and transit corridor projects performed by the VTA.
- § Perform model run and analysis of annual Member Agency land use approvals and transportation system improvements as well as a scenario reflecting adopted General Plans.
- § Perform model development and demand forecasting for specific agencies, organizations or projects.
- § Function as adjunct staff to other transportation agencies to perform transportation modeling tasks.

### **2.4.4. Local Transportation Modeling Support**

The CMP also provides technical support to Member Agencies on local transportation modeling issues. For example, model input and output data (transportation as well as socio-economic) is produced in electronic format for use by Member Agencies and assistance and resources are provided for agencies preparing their own local transportation models. VTA CMP staff also provides training to Member Agency staff on the application of the new countywide models. Specific tasks include:

- § Develop sub-area modeling techniques to allow implementation of an abbreviated version of the full countywide models by Member Agencies,
- § Assist Member Agency staff to allow for application of the full countywide models by in-house member agency staff if desired.
- § Advise Member Agencies and regional partners on strategies for meeting the requirements of SB 375/AB 32.

## **2.5. Development Impact Fee/Deficiency Plans**

To ensure that a CMP directly addresses congestion, state law requires mitigation of deficiencies on the CMP roadway system. In Santa Clara County, a deficiency on a facility exists when the traffic level-of-service (LOS) falls below LOS E, when it previously operated at LOS E or better in 1991. If LOS declines to LOS F on a CMP roadway and this decline in LOS cannot be restored to LOS E or better, then the local jurisdiction with the deficient roadway must complete a Deficiency

Plan (DP) outlining the measures it will take to mitigate the deficiency. Without a DP, the local jurisdiction risks non-conformance with the CMP and the potential loss of 1990 Proposition 111 State Gas Tax funds.

With increasing traffic congestion, the need to address deficiencies on the CMP roadway system will remain an annual issue. One approach to addressing deficiencies on the regional system is with the preparation of a DP. Implementing a DP could address:

- Existing LOS policy that conflicts with VTA and Member Agency policies of concentrating development to support transit investments and a multi-modal environment.
- The impacts of new development that may be addressed at a very local level, but exacerbates the traffic conditions on the regional CMP network.
- Fee programs that assists Member Agencies with projects and programs to offset – or mitigate – the impacts of development and improve community livability.

A DP that covers the entire county would eliminate the need for local jurisdictions to develop a deficiency plan as each deficiency occurs and create opportunities for additional transportation funding at both local and countywide levels. The development of a countywide DP would take an estimated two to three years to complete. The results of the countywide DP could be incorporated into future countywide long-range transportation plan (VTP) updates.

VTA staff will continue to assist Member Agencies in developing local DPs as needed by providing technical assistance, providing data for use in local DPs, reviewing local DPs, coordinating and advising on local and countywide modeling efforts, and taking the plans through the VTA approval process. In 2010, VTA updated its Deficiency Plan Guidelines, and is reviewing options /needs for a second update during 2011/12 to address emerging issues.

## **2.6. Update of Congestion Management Program (Documents, Guidelines, etc.)**

The activities of the CMP are documented in certain documents, some of which have already been referred to earlier in this document. The following is a listing of the key CMP documents, including the date of the most recent update of the document.

- *Transportation Impact Analysis Guidelines* (March 2009)
- *Traffic LOS Analysis Guidelines* (June 2003)
- *Local Transportation Model Consistency Guidelines* (May 2009)
- *Requirements for Local Deficiency Plans* (November 2010)
- *Annual Monitoring and Conformance Requirements* (September 2010)

Each document is reviewed and updated as needed. Work is planned for an update to the *Transportation Impact Analysis Guidelines* to address issues remaining from the 2009 update and also assess if an update is needed to reflect a recent court ruling related to traffic analysis scenarios. In addition, the *Annual Monitoring and Conformance Requirements* are updated each year to meet the needs of the monitoring program.

## **3. Land Use and Transportation Integration**

Improved integration of land use and transportation decision-making is a long-standing goal of VTA and its predecessor agencies, and is a key element of VTA's Long-range and Strategic Planning efforts. Various VTA documents frame policies to better integrate land use and transportation. This includes technical tools and assistance, and local incentives for cities to craft and adopt land use policies that encourage alternatives to the single occupant automobile, and that promotes innovative planning and development practices and high-quality project planning and design.

VTA staff is available to answer Member Agency questions about specific CMP requirements and to provide information on a wide array of activities including the Congestion Management Program document, the development of deficiency plans, transportation planning, community/urban design, transit-and-pedestrian oriented design, traffic and transportation engineering, systems engineering, Intelligent Transportation Systems (ITS) engineering and planning, bicycle and pedestrian design, and capital improvement funding programs. VTA staff responds to Member Agencies on these requests for information and advice on a daily basis, and works closely with Member Agency staffs to address local transportation and development issues.

In 2002, VTA Board adopted the CDT Program as its primary program for integrating transportation and land use. This action included the adoption of the *CDT Manual of Best Practices for Integrating Transportation and Land Use (CDT Manual)* and an implementing resolution (No. 02.11.35) incorporating the concepts, principles, practices and actions set forth in the CDT Program and manual into VTA projects and programs. In 2003, the VTA Board adopted the *Pedestrian Technical Guidelines (PTG)* to support further development of the CDT Program, and pedestrian projects and environments in general. During 2011/12, the *CDT Manual* will undergo a comprehensive review to update all sections, incorporate guidelines for new State and Federal requirements for developing Complete Streets Programs, and add new sections such as parking practices and design.

### **3.1. Bicycle Program Planning Activities Format**

An update to the Countywide Bicycle Plan was adopted by VTA Board in October 2008 and included a number of new elements designed to improve across barrier connections, the development of integrated countywide bicycle corridors, closing gaps in the existing bicycle network. In 2009, the VTA Board adopted an updated Bicycle Expenditure Plan (BEP) consisting of approximately \$160 million in projects. Both of these documents are scheduled for review and possible updates during 2011/12 as the VTP and RTP planning processes develop.

The Bicycle Planning Program develops the Countywide Bicycle Plan, the BEP resulting from the plan and administers and distributes funds from several different funding sources to Member Agencies to implement and construct the projects in the BEP. The Bicycle Planning Program also identifies new capital projects including an unconstrained master list of bicycle infrastructure needs, contains policies and implementing actions that will improve bicycle facilities and coordination, and describes programs that will promote bicycling and bicycle safety in Santa Clara County.

In addition to the *PTG*, VTA staff prepares the *Bicycle Technical Guidelines (BTG)*. These documents provide planning guidelines and technical details to Member Agencies to assist them with designing bicycle- and pedestrian-friendly facilities and to ensure consistency in the design

and construction of these facilities. The *BTG* is currently being updated with cross-references to both the *PTG* and the *CDT Manual*, as well as being reformatted so that pages can be updated individually, enabling VTA to keep the document more current and relevant.

A key task of the focus of FY 2012 will be to continue to promote their use of the *BTG* and the Countywide Bike Plan among Member Agencies and to deliver training to local planners and engineers.

The Bicycle Planning Program is also responsible for reviewing planning and design documents to ensure they are consistent with the *BTG* and BEP policies and procedures, conducting special studies, and developing bike programs. Staff provides technical and policy assistance to the VTA Highway Program regarding the inclusion of bike accommodations in project conceptual development and design. Other services include assisting with the Development Review process to ensure impacts on bicyclists have been addressed and to help identify conditions of approval that can promote bike and pedestrian access to the site. In addition, as part of ongoing bike planning and program development activities, VTA staff participates in various regional and state technical and advisory committees and working groups.

In 2009, the Bicycle Planning Program was charged by the VTA Board to develop and implement a Bike Sharing Pilot Program. The development of this program will continue through 2012, using a combination of VTA funds, a Safe Routes to School grant, and an MTC Climate Initiatives Program grant. The Bike Share Pilot Program will be implemented in three Santa Clara County cities and will be coordinated with a regional effort involving San Mateo and San Francisco jurisdictions.

The Bicycle Planning Program, in conjunction with other VTA departments, administers the bike locker rental program at VTA light rail and Park & Ride lots to facilitate bicycle usage on transit and the Bike Rack program that provides bike racks to Member Agencies who agree to install them in pre-approved locations and in conformance with the *BTG*. New electronic lockers were implemented at certain locations during FY 2010, and will continue over the next two years.

### **3.2. Pedestrian Program Planning Activities**

In 2001, at the request of the VTA Board, the Bicycle Advisory Committee was re-established as the Bicycle and Pedestrian Advisory Committee (BPAC) and its modified duties included pedestrian issues. The first major product of the Pedestrian Program was the *PTG*. The *PTG* was adopted by the VTA Board in October 2003 and comprehensively updated in 2008. It is both a companion document to the *CDT* Program and a standalone technical planning and design document, and will be updated within the next two years.

VTA assists as needed with pedestrian issues raised by the VTA Board or at VTA BPAC meetings. VTA also assists in Development Review regarding pedestrian impacts and improvements, and provides technical and policy assistance to the Highway Program regarding the inclusion of pedestrian accommodations in each project's conceptual development and design.

VTA will continue development of the Pedestrian Program during FY 2012. Included will be continued development of the assessment study to determine countywide pedestrian issues and

needs, with specific emphasis placed on access to transit stops and stations and downtown areas. In addition, staff will explore ways to expand capital project funding for pedestrian projects, including investigating potential funding for county expressways pedestrian projects. The CDT Planning and Capital Grants Programs will provide support for the implementation of pedestrian capital projects and encourage utilization of and incorporation of the *PTG*.

### **3.3. Complete Streets System & Community Design and Transportation Program**

A key element of meeting VTA's Strategic Planning goal of integrating land use and transportation is the continued development of the Community Design & Transportation (CDT) Program and evolution of a land use/transportation investment strategy. The VTA Board approved development of the CDT Program, with the understanding that the Program requires commitment from Member Agencies to address topics that include smart growth, urban design, building and site design, transit station area design, street standards, right-of-way dedication, and parking management when making land use decisions.

In addition, to support implementation of the CDT Program VTA created two new grant fund programs: the CDT Planning Grants and CDT Capital Grants Programs. These programs offer grants to Member Agencies on a competitive basis. The CDT Planning Grants are intended for planning projects such as pedestrian streetscape improvements, or policy planning projects such as revising zoning standards, Pedestrian Master Plans, or preparing Specific Plans for Station Areas. The CDT Capital Grants program implements pedestrian capital projects as described the CDT Program Area presented in VTP 2035 and discussed later in this document.

CDT Program development activities expected to occur in 2012 include an update to the *CDT Manual*. Staff will continue development of the CDT Program.

VTA staff is available to assist Member Agencies with research, technical and design-related aspects of issues dealing with Smart Growth, Joint Development, Transit-Oriented Development (TOD), and integrating transportation and land use as part of the VTA Board adopted CDT Program. Program assistance may include assisting Member Agencies with review of development proposals, developing technical design guidelines and standards related to buildings, pedestrian environments, and street design, and developing specific plans and urban designs for station areas, corridors and districts.

The El Camino/Grand Boulevard Initiative (GBI) project is a coordinated multi-agency effort involving transportation agencies and cities in Santa Clara and San Mateo counties. VTA is participating in the El Camino/Grand Boulevard Project as a funding partner and as a full participant in all committee and steering group activities. This effort is focusing on land use, aesthetic/urban design, and transit opportunities to enhance the El Camino Real Corridor in both counties. Project goals include transforming El Camino into a vibrant corridor of origins and destinations by providing jobs, housing, recreational, shopping, civic, and educational activities that are interconnected by an attractive, transit-oriented, walkable environment. The goals of the GBI are being implemented in Santa Clara County through the development of a Bus Rapid Transit (BRT) project along El Camino Real.

transportation planning help, VTA formed a Land Use Transportation Integration (LUTI) subcommittee of the Technical Advisory Committee (TAC) in 2010. LUTI is intended to provide local jurisdiction planning department a forum for discussion and information sharing regarding mutually related issues. LUTI activity reports are provided to the TAC at each meeting.

#### **4. Plans and Studies**

VTA staff has conducted engineering and planning studies in concert with local agencies to refine projects to move forward for specific funding consideration. In 2010/11, highway planning activities continued in various areas of the county. Two of these were efforts led by the MTC: a study of the US 101/I-880 interchange and the Integrated Corridor Management (ICM) study of I-880. Additionally, work continued to further expand the implementation of ramp metering and associated systems. After studies were conducted for the recently implemented US 101 ramp metering, an implementation of new metering along I-880 also occurred. This work was coordinated through the VTA TAC Systems Operations & Management (SOM) Working Group. This work was conducted jointly with Caltrans and MTC under a countywide memorandum of understanding (MOU) for ramp metering that was signed by Caltrans and by VTA on behalf of the Member Agencies.

For 2011/12, work will continue to complete implementation of the metering on I-880 mentioned above with completion of an “after” study planned. Also, work to support Caltrans and MTC on implementation of new metering system under construction by Caltrans for I-280 in San Jose is envisioned. In addition, VTA staff participates in a range of transportation corridor and special studies including transit capital projects, highway/roadway capital projects, and multimodal transportation studies.

VTA staff also participates in efforts led by regional or state agencies. Examples of recent such efforts are Caltrans’ Project Initiation Document (PID) streamlining effort, Caltrans’ Highway Design Manual update, the continuing efforts for the development of a connected system of express lanes, and activities associated with AB 32 and SB 375 climate protection bills. Lastly, VTA staff participates and supports Member Agency efforts for specific plan developments and general plan updates.

##### **4.1. Transportation Management Information Systems (TMIS)**

A management information system using the existing Geographic Information System (GIS) software must be developed and maintained to effectively store and utilize the transportation and land use data being collected.

There are four ongoing TMIS projects:

###### **4.1.1. County Land Use Database**

VTA has developed a GIS land use database for the county using information from the County Assessor, Member Agencies, and other county and regional agencies. It is updated and expanded as part of the annual CMP monitoring process.

Development of a more complete land use database will allow VTA to more accurately allocate future growth using ABAG projections data properly aligned with the general plans and

development policies of the Member Agencies. The land use database improves the countywide model, VTA transit and highway project forecasts and the quality of information provided to ABAG, which should improve ABAG's forecasts for Santa Clara County and reduce the requests for data made by ABAG to Member Agency planning staffs. VTA staff has a lead role in the update of Projections associated with SB 375.

The land use database is provided to Member Agencies for their use in planning and engineering projects.

#### **4.1.2. CMP Transportation Model Data Distribution**

Member Agencies frequently prepare transportation models for use in their own jurisdictions that provide more detail on local transportation conditions than the countywide model. The CMP statute requires that local transportation models be consistent with the countywide model. A significant amount of data is required to develop local models that are consistent with the countywide model. Data from the transportation model database is upon request electronically provided to Member Agencies using the Travel Demand Models or GIS.

#### **4.1.3. CMP Transportation System Database**

The CMP and Member Agencies are responsible for collecting and evaluating information on the CMP System condition and performance. This data is used to develop capital and operating transportation system improvement programs.

#### **4.1.4. CMP Information via the Internet**

VTA's web site includes information about its transit services and other activities. Specifically, the site includes general information about VTA, meeting agendas and minutes, employment information, service and fare information, transit schedules, route maps, selected transit stops, the Countywide Bikeways Map, policies regarding bikes on VTA Transit, and links to other sites. The site has been updated to include interactive Bike Maps and LOS Maps, and will continue to be expanded to include VTA-developed policies and programs, and information generated specifically by the CMP such as related policies and statutes, roadway congestion, project specific information, capital improvement summaries, summary text of the *2007 Congestion Management Program* document, the countywide long-range transportation plan (VTP 2035), the CDT Program, research and reports, and technical guidelines and documents. The website also provides information on VTA grant programs and their associated project solicitations. Additionally, the website will contain the Programmed Projects Quarterly Monitoring Report, which details the progress of projects funded through programming actions by the VTA Board and identifies projects at risk of losing funds due to delivery difficulties, and the Pro-Active CMP which provides a quarterly review of VTA comments provided on development projects.

VTA staff provides ITS planning services to Member Agencies and participates on regional ITS initiatives with MTC, Caltrans and others. ITS planning activities include: prioritization of ITS improvements for countywide planning purposes; working in partnership with Member Agency staffs on ITS initiatives; integration of highway ITS into construction projects; working

with Caltrans and Member Agency staffs on Caltrans Traffic Operations Systems (TOS) and ramp metering issues; and working on countywide initiatives that ensure the consideration of ITS-related operational improvements for the transportation system.

#### **4.2. Transportation Systems Monitoring Program (TSMP)**

VTA has developed and implemented the TSMP. The purpose of this program is to provide local jurisdictions, VTA advisory committees, and the VTA Board with information on the health and performance of transportation systems in Santa Clara County in a single, public friendly report format. The monitoring program also functions as an asset management tool for Santa Clara County's transportation system infrastructure. The data collected is also useful for transportation planning purposes, for identifying areas in the transportation system needing improvements, and for building a case for allocating resources to make improvements or correct deficiencies. The TSMP is updated annually as part of the CMP work program.

#### **4.3. Transportation Systems Planning and Project Development**

VTA staff continues to provide support to local agencies and assist in the coordination of planning and project development work related to transportation improvements, especially those on the regional transportation system. The projects range from interchange improvement projects to freeway overcrossings to rapid transit improvements on State highways. VTA staff will continue to play a key role in ensuring that transportation system improvements address the needs of all modes of travel supported by the CMP and local agencies.

#### **4.4. Countywide Transportation Plan (VTP 2040) and Follow-up Activities**

VTP 2035 is the countywide long-range transportation plan for Santa Clara County, which drives overall planning and programming efforts of VTA. The VTA Board adopted it on January 8, 2009. VTP 2035 includes programs and policies for delivering a multimodal transportation system for Santa Clara County by providing a framework for making key transportation decisions, a plan for investing in our transportation system, and strategic direction for VTA's involvement in land use and other livability issues. VTP 2035 contains programs that:

- Improve the relationship between land use and transportation decisions, and responds to heightened awareness of the link between transportation and open space preservation, urban design, and in general, the county's quality of life and economic vitality.
- Focus on maintaining and managing our existing system, while providing the capacity to expand elements of the transportation system.
- Provide multimodal transportation improvements, effectively distribute transportation resources and plans their future use, and effectively upgrades the existing state and local roadway system.
- Address new legislation related to climate protection
- Provide a Strategic Planning Framework for VTA

VTP 2035 identifies transportation improvements for transit, roadway, bicycle, and pedestrian systems, and a financial plan for implementing the related projects. The next plan update is

scheduled for adoption in early 2013, following a schedule similar to that of MTC's update of the RTP. However, due to significant new legislation regarding climate protection and the preparation of the RTP, work on the plan began in early 2010 and continue through 2013.

## Santa Clara Valley Transportation Authority Congestion Management Program

### Major Accomplishments in FY 2011

The summary below details the major accomplishments for the Congestion Management Program in FY 2011.

#### Programming & Grants:

- Developed and programmed the first round of the Federal STP/CMAQ funded “Block Grant” program.
- Developed and programmed the Santa Clara Vehicle Emissions Reductions Based at Schools (VERBS) program.
- Developed administrative procedures for the newly enacted SB-83/2010 Measure B Vehicle Registration Fee program.
- Developed and programmed the FY 2011 TFCA 40% Program.
- Developed and programmed FY 2011 TDA Article 3 Program, which funds the backbone of most member agencies sidewalk and ADA curb ramp programs.
- In partnership with the County, developed and programmed several rounds of Lifeline program funding to support expanded transportation services.

#### Planning:

- Initiated update of VTP 3035 (VTP 2040)
- Updated Annual Monitoring and Conformance Requirements.
- Completed of 2009 CMP Monitoring and Conformance Report.
- Updated CMP Guidelines.
- Conducted research on traffic impact fees.
- Prepared Proactive CMP reports on a quarterly basis.
- Continued implementation of the 2008 Countywide Bicycle Plan.
- Initiated the Bike Share Pilot Program
- Initiated update of the CDT Manual
- Assisted local jurisdictions with transportation planning and programs (e.g. station area planning and General Plan updates)
- Established the Land Use Transportation Integration (LUTI) sub-committee of the TAC

#### Project Development:

- Continuing SOM working Group liaison activities working with Member Agencies including assessments of the TIA Guidelines and traffic signal coordination strategies.
- Complete update to Transportation System Monitoring Program with acceptance by VTA Board planned for June meeting.
- Completed southbound US 101 ramp metering and implemented southbound I-880 ramp metering working with TAC and SOM Working Group.
- Updated Project Initiation Document (PID) Work Program working with Member Agency staff.
- Continued to represent Member Agencies on various regional and state initiatives and groups.

- Completed review of 56 documents (traffic studies, environmental documents, notices of preparation, etc.) as part of the Proactive CMP process for the period of July 1, 2010 through February 23, 2011.



Date: February 23, 2011  
 Current Meeting: March 10, 2011  
 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:** Valley Transportation Plan, Regional Transportation Plan and Sustainable Communities Strategies Updates

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### **FOR INFORMATION ONLY**

#### **BACKGROUND:**

Regional and local planning agencies are currently engaged in a comprehensive planning process intended to better unite transportation and land use planning in the Bay Area. The passage of SB 375 in September 2008 introduced significant new complexities and challenges into the RTP planning processes including the requirement for inclusion in the RTP of Sustainable Communities Strategies (SCS). The RTP sets a transportation planning framework for the entire nine-county Bay Area by establishing a regional “vision” for transportation policy issues, transportation program development and project funding. Countywide long-range transportation plans, such as VTA’s countywide long-range transportation plan, Valley Transportation Plan (VTP), provide county-level vision and input into the RTP. This memorandum is part of VTA’s program to provide regular updates on efforts related to the development of the Regional Transportation Plan (RTP), Sustainable Communities Strategy and VTP 2040.

#### **DISCUSSION:**

This month’s update focuses on the development of project lists, the Initial Vision Scenario and public outreach.

#### **Call-for-Projects**

As with past plans, the development of VTP 2040 is proceeding on a schedule slightly ahead of the RTP to allow for VTA Board actions to serve as input to the regional process. VTA issued a VTP Call-for-Projects in early February (Attachment A) followed by MTC on February 14<sup>th</sup> (Attachment B). As with past RTP’s, MTC’s looking to the region’s Congestion Management

Agencies (CMAs) to coordinate project submittals for each respective county. VTA has asked Member and Partner Agencies to review and update information for projects in VTP 2035 and submit new projects as applicable for Highways, Expressways, Local Streets & County Roads, Transportation Systems Management (TSM) & Intelligent Transportation Systems (ITS), and Bicycle/Pedestrian projects.

MTC has provided county target funding estimates that are intended to provide a starting point to guide each CMA in developing a project lists for submittal to MTC. These estimates do not set parameters for ultimate financially constrained RTP/SCS budget. Policy development to guide RTP funding will be the primary underpinning of the plan's development, and a key topic for VTA and local agency decision-making and advocacy over the next 12-18 months.

Staff is working closely with Member and Partner Agencies in reviewing the current project lists and developing new projects or make modifications. These submittals will serve as Santa Clara County's list of projects to be included in both the 2040 VTP and RTP.

### **Release of Initial Vision Results**

As one of the first steps toward crafting a Sustainable Communities Strategy for the region, the Regional Agencies are preparing an unconstrained Initial Vision Scenario designed to accommodate all of the housing needs for all economic groups, and to direct development to Priority Development Areas and other locally-identified areas. The Initial Vision Scenario will serve as the starting point for public comment on the development, analysis and discussion of detailed SCS alternatives over the summer. These detailed scenarios will be evaluated against a set of performance targets, including the regional housing target and the regional greenhouse gas targets for 2020 and 2035, and other performance targets. These evaluations will in-turn be used to craft RTP funding policies. The Regional Agencies (ABAG and MTC) are expected to release the Initial Vision Scenario for public discussion in early March 2011. Public workshops throughout the region will occur between March and July 2011.

### **Public Outreach**

For this RTP update, MTC is requesting CMAs to implement the public outreach efforts in a manner consistent with its Public Participation Plan. The Plan is placing greater emphasis documenting outreach activities and on involving "communities of concern" and requires that the public involvement process provide underserved communities access to the project submittal process as in compliance with Federal requirements.

VTA is developing a comprehensive approach to conduct public and stakeholder outreach to solicit meaningful input into the VTP/RTP process. This approach will be based on our past experience in developing VTP's and other VTA comprehensive planning efforts such as Transit Service Plans, the 2008 Comprehensive Operations Analysis, and Community-Based Transportation Plans.

### **Upcoming Key RTP/SCS Milestones**

Release of Initial Vision Scenario:	March 11, 2011
Project Submittals due to VTA:	April 1, 2011
Public outreach on potential projects:	Mid-April, 2011
Project Submittals due to MTC:	April 29, 2011
SCS Detailed Scenario Development:	June-August 2011
VTP 2040 Adoption:	January 2013
Final RTP/SCS:	April 2013

Prepared By: Ying Smith  
Memo No. 2933



February 9, 2011

Santa Clara Valley Transportation Authority  
Capital Improvement Program (CIP) Working Group

Subject: Countywide Transportation Plan - Request for Valley Transportation Plan (VTP) 2040  
Project Information

Dear CIP Working Group Member:

As the Congestion Management Agency for Santa Clara County, the Valley Transportation Authority (VTA) is responsible for preparing and adopting the countywide transportation plan, the Valley Transportation Plan (VTP). The VTP planning process is aligned with the Regional Transportation Plan (RTP) process conducted by the Metropolitan Transportation Commission, and accordingly, VTA has started the process to update the currently adopted plan, VTP 2035. The new plan, VTP 2040, will serve as our county's guidance for and input to the RTP planning process.

#### Changes from last VTP

In 2008, the California State Legislature passed Senate Bill (SB) 375 (Steinberg)<sup>1</sup>. SB 375 is intended to build on the existing framework of regional planning to tie together the regional housing needs allocation (RHNA) and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips. Regional (Bay Area-wide) GHG emissions reductions targets were set by the California Air Resources Board (CARB) for the years 2020 and 2035.

This legislation has set in motion a comprehensive review and re-working of the regional planning processes that shape the RTP. For example, the RTP must include a Sustainable Communities Strategy (SCS), and the SCS must incorporate the region's RHNA to show how the region can meet its emissions reductions targets through land use changes and transportation investments. Accordingly, we anticipate that the 2040 RTP will push for greater emphasis on projects that support intensified land use development patterns focused on transit corridors and stations and that reduce GHG emissions.

#### VTP 2040 Project List Development

As part of this process, VTA is requesting that agencies review and update information for projects in VTP 2035 and submit new projects as applicable for Highways, Expressways, Local

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<sup>1</sup> SB 375 - Transportation planning: travel demand models: sustainable communities strategy: environmental review

CIP WG Member  
Request for VTP 2040 Project Information  
February 9, 2011  
Page 2

Streets & County Roads, Transportation Systems Management (TSM) & Intelligent Transportation Systems (ITS), and Bicycle/Pedestrian projects. This information must be received by VTA no later than April 1, 2011. This information will be compiled by VTA and submitted to MTC as a list of projects to be included in the RTP. The VTP 2035 project lists by program area are provided in Attachment A. This and all other attachments referenced in the letter can be found at [www.vta.org/vtp](http://www.vta.org/vtp)

login: **vtpaccess**  
password: **properties2385**

An example Project Submittal/Update Form and instructions on how to fill out the form are provided in Attachment B. As general rules, projects submittals for new VTP projects should:

- Result from a planning study and public review process.
- Be sufficiently defined to have project descriptions and reasonable cost estimates.
- Be sponsored by a jurisdiction or public agency (such as a city, the County, Caltrans or Caltrain).
- Reflect MTC's Draft Guidance for the Call-for-Projects (Attachment C).
- Reflect the design guidelines and policies developed by VTA and MTC such as VTA's Community Design and Transportation (CDT) *Manual of Best Practices for Integrating Transportation and Land Use*, *Pedestrian Technical Guidelines* and *Bicycle Technical Guidelines*, and MTC's Routine Accommodations Policy.

Additionally, submittals should include:

- Project descriptions (location, limits, alignment, etc.)
- Estimated capital cost
- Estimated operating and maintenance cost
- Projects that have been completed or that should be removed from a list in your jurisdiction
- Identified or prospective fund sources (local, State or Federal)
- Project timeline; including start and completion or planning, design and/or construction phases
- Whether a project is in a Priority Development Area as outlined in ABAG's FOCUS Program.

***VTA will be accepting new and revised project information through Friday April 1<sup>st</sup> 2011***

#### Next Steps

As noted above, these submittals will serve as Santa Clara County's list of projects to be included in both the 2040 VTP and RTP. Throughout the development of both plans, we anticipate there will be additional opportunities to refine the project lists that will be included in the final adopted RTP.

CIP WG Member  
Request for VTP 2040 Project Information  
February 9, 2011  
Page 3

Updated VTP project information will periodically be discussed at VTA's Capital Improvement Program (CIP) and the Land Use / Transportation Integration (LUTI) Working Groups of the Technical Advisory Committee (TAC), and other committees as needed. Where applicable, VTP Projects will undergo review using Board-adopted criterion and draft lists will be prepared for Board and public review. In April, VTA will hold a series of public meetings to solicit public input. The VTA Board of Directors is scheduled to take action on the final draft list at its May 2011 meeting, and this list will serve as input to the RTP. If you have any questions about this process please contact John Sighamony at (408) 321-5767 [john.sighamony@vta.org](mailto:john.sighamony@vta.org) or me at (408) 321-7093 [chris.augenstein@vta.org](mailto:chris.augenstein@vta.org).

Sincerely,



Chris Augenstein, AICP  
Deputy Director, Planning Department

Attachments:

- A. VTP 2035 Project Lists
- B. VTP 2040 Request for Project Form
- C. Overview schedule of VTP and RTP processes
- D. MTC Draft Guidance for the RTP Call-for-projects



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February 14, 2011

*Scott Haggerty, Chair*  
Alameda County

*Adrienne J. Tissier, Vice Chair*  
San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

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Marin County and Cities

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Cities of Santa Clara County

*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Jon Rubin*  
San Francisco Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Sperling*  
Solano County and Cities

*Amy Rein Worth*  
Cities of Contra Costa County

*Vacancy*  
City and County of San Francisco

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

RE: Regional Transportation Plan/Sustainable Communities Strategy – Call for Projects

**To: Caltrans, Congestion Management Agencies, and Multi-County Transit Operators**

The Metropolitan Transportation Commission (MTC) is issuing an open “call for projects” for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC requests the assistance of each of the nine Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Caltrans and multi-county transit operators may submit directly to MTC, but coordination with the CMAs are encouraged. Attached is the Call for Projects Guidance that lays out required elements to be carried out in the local call for projects.

**Project submittals are due to MTC on April 29, 2011.** Projects/programs will undergo a project-level performance evaluation, which MTC will initiate starting in May 2011. MTC requests all partner agencies to adhere to this deadline. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later. As such, there will be ongoing opportunities for these discussions to occur.

The SCS legislation requires closer integration between land use and transportation planning. With this in mind, MTC and ABAG have adopted goals that direct local agencies to consider how their projects support SCS principals as promulgated by SB 375.

MTC is developing a web-based application form for sponsors to fill out and submit their projects. Sponsors will be able to (a) remove projects in the current plan (Transportation 2035) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the RTP/SCS, and (c) add new projects. The web-based project application will be available

on March 1, 2011. At that time, MTC will provide instructions to CMAs on how to access and use the web-based form. Upon request, MTC staff will also provide a brief tutorial to the CMAs and its technical advisory committee.

MTC looks forward to receiving your project submittals. If you have any questions about the submittal process, please contact Grace Cho of my staff at (510) 817-5826 or [gcho@mtc.ca.gov](mailto:gcho@mtc.ca.gov).

Sincerely,



Ann Flemer  
Deputy Executive Director, Policy

AF: GC

J:\PROJECT\2013 RTP\_SCS\Call for Projects\Final Version\Call for Projects Letters\Call for Projects Letter.doc

Attachments:

- Attachment A: Call for Projects Guidance
- Attachment A.1: Goals and Performance Targets
- Attachment A.2: Programmatic Categories
- Attachment A.3: MTC's Draft Transportation Project Performance Assessment Methodology
- Attachment A.4: MTC Policy Advisory Council Members

## Attachment A Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

### 1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm). CMAs are expected, at a minimum, to:
  - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
  - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
  - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
  - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
  - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
  - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
  - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
  - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
  - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
  - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

## 2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
  - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
  - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
  - Developing transit improvements in coordination with MTC and transit agency staff.

## 3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
  - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
  - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)

#### 4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
  - To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
  - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
  - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

##### **County Target Budgets (in billions)**

Alameda: \$11.76

Contra Costa: \$7.84

Marin: \$2.24

Napa: \$1.12

San Francisco: \$6.16

San Mateo: \$5.60

Santa Clara: \$14.0

Solano: \$3.36

Sonoma: \$3.92

#### 5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
  - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction ([http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w98.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf))
  - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates ([http://www.dot.ca.gov/hq/oppd/pdpm/chap\\_pdf/chapt20.pdf](http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf))
  - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide ([http://ccta.net/assets/documents/Cost\\_Est\\_Guide\\_Documentation.pdf](http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf))
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

#### 6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
  - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
  - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

- major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).
  - Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
  - Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).
- **Assess how well the project meets basic criteria**  
 Project sponsors are welcome to use MTC's qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

## 7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

## Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

## Attachment A.1 RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
<p><b><u>Climate Protection</u></b> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%
<p><b><u>Adequate Housing</u></b> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident
<p><b><u>Healthy &amp; Safe Communities</u></b> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>	<ul style="list-style-type: none"> <li>○ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> <li>● Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%</li> <li>● Reduce coarse particulate emissions (PM10) by 30%</li> <li>● Achieve greater reductions in highly impacted areas</li> </ul> </li> </ul> <p style="margin-left: 20px;">Associated Indicators</p> <ul style="list-style-type: none"> <li>● Incidence of asthma attributable to particulate emissions</li> <li>● Diesel particulate emissions</li> </ul> <ul style="list-style-type: none"> <li>○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)</li> <li>○ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)</li> </ul>
<p><b><u>Open Space &amp; Agricultural Preservation</u></b> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>	<p>Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)</p> <ul style="list-style-type: none"> <li>● Scenarios will be compared to 2010 urban footprint</li> </ul>

Goal	Performance Target (from 2005 levels unless noted)
<p>should focus growth in existing urban areas rather than pursue additional development in outlying areas.</p>	<p>for analytical purposes only</p>
<p><b><u>Equitable Access</u></b>                      A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p>	<p>Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing</p>
<p><b><u>Economic Vitality</u></b>                      A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>	<p>Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)</p>
<p><b><u>Transportation System Effectiveness</u></b>                      Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.</p>	<ul style="list-style-type: none"> <li>○ Decrease average per-trip travel time by 10% for non-auto modes</li> <li>○ Decrease automobile vehicle miles traveled per capita by 10%</li> <li>○ Maintain the transportation system in a state of good repair:                             <ul style="list-style-type: none"> <li>• Increase local road pavement condition index (PCI) to 75 or better</li> <li>• Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>• Reduce average transit asset age to 50% of useful life</li> </ul> </li> </ul>
<p><b><u>Infrastructure Security</u></b>                      The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.</p>	

## Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink<sup>®</sup>, Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

**Attachment A.3 – MTC’s Draft Transportation Project Performance Assessment Methodology**

	<b>Transportation 2035</b>	<b>SCS/RTP Approach – Initial Thoughts</b>
<b>Goals Assessment</b> (largely qualitative)	<ul style="list-style-type: none"> <li>All projects (700+) assessed, grouped into 13 project type</li> <li>How well projects address each goal/number of goals addressed</li> <li>Conducted by panel of MTC staff and stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on:                             <ul style="list-style-type: none"> <li>support for focused growth</li> <li>statutory goals to reduce carbon dioxide and accommodate future housing demand</li> </ul> </li> <li>For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction</li> </ul>
<b>Benefit-Cost Assessment</b> (quantitative)	<ul style="list-style-type: none"> <li>60 large-scale uncommitted projects as well as uncommitted regional programs</li> <li>MTC model analysis</li> </ul> <ol style="list-style-type: none"> <li>B/C ratio in 2035 including                             <ul style="list-style-type: none"> <li>Delay</li> <li>CO2</li> <li>PM10 and PM2.5</li> <li>Injuries &amp; fatalities</li> <li>Direct user costs (vehicle operating/ownership)</li> <li>Cost savings for on-time maintenance</li> </ul> </li> <li>Cost per reduction on CO2</li> <li>Cost per reduction in VMT</li> <li>Cost per low-income household served by new transit</li> </ol> <p>Goals not reflected in B/C are captured through the qualitative assessment</p>	<ul style="list-style-type: none"> <li>Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects</li> <li>MTC model analysis</li> </ul> <ol style="list-style-type: none"> <li>B/C ratio - over 25 yrs instead of horizon year (if time allows)                             <ul style="list-style-type: none"> <li>Travel time (see notes below)</li> <li>CO2</li> <li>PM10 and PM2.5</li> <li>Health costs associated with changes in active transportation levels</li> <li>Injuries &amp; fatalities</li> <li>Direct user costs (vehicle operating/ownership)</li> <li>Cost savings for on-time maintenance</li> </ul> </li> </ol> <p>Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion</p>
<b>Synthesis &amp; Use of Information</b>	<ul style="list-style-type: none"> <li>Bubble chart mapping B/C and number of goals addressed</li> <li>Sponsors “justify” projects with low-B/C before inclusion in the draft plan</li> </ul>	<ul style="list-style-type: none"> <li>Bubble chart mapping B/C and number of goals addressed</li> <li>Sponsors must “justify” projects with                             <ol style="list-style-type: none"> <li>low B/C or meeting few goals</li> <li>increase in CO2 emissions</li> <li>that do not support draft land use</li> </ol> </li> </ul>
<b>Considerations</b>	<ul style="list-style-type: none"> <li>Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result</li> </ul>	<ul style="list-style-type: none"> <li>Consider approaches to address to concern that current B/C model is dominated by travel time                             <ul style="list-style-type: none"> <li>Sensitivity tests of impact of travel time on relative ratings of projects</li> <li>Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability )</li> <li>Assess significance of B/C results for each project</li> </ul> </li> </ul>

**Attachment A.4**  
**MTC Policy Advisory Council Members**

Naomi Armenta  
Representing the Disabled Community of  
Alameda County  
[narmenta@actia2022.com](mailto:narmenta@actia2022.com)

Cathleen Baker  
Representing the Low-Income Community of  
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Paul S. Branson  
Representing the Senior Community of Marin  
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