

Date: February 11, 2008

Committee Meeting Date: February 21, 2008

Board Meeting Date: March 6, 2008

**BOARD MEMORANDUM**

**INFORMATION ITEM**

**TO:** Congestion Management Program and Planning Committee  
Santa Clara Valley Transportation Authority  
Board of Directors

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

**FROM:** John H. Ristow  
Chief CMA Officer

**SUBJECT:** Fund Estimates for Valley Transportation Plan and Regional Transportation Plan

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**FOR INFORMATION ONLY**

**BACKGROUND:**

The Valley Transportation Plan (VTP) is the document that establishes the long-range, 25-year transportation program for Santa Clara County. VTA is now undertaking the periodic process of re-evaluating and updating the current plan, VTP 2030 which was adopted in 2005. The new version will be called VTP 2035 and is scheduled for adoption in late 2008.

The Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP) is the document that establishes the long-range transportation program for the nine-county Bay Area. The current RTP, called T2030, was adopted by MTC in 2005 and MTC is also in the process of updating the RTP as well. The new edition will be called T2035 and is scheduled for adoption in early 2009. The VTP adopted by the VTA Board of Directors will provide project and program input to the update of the RTP.

**DISCUSSION:**

The two plans are developed concurrently and strongly influence each other. T2035 will establish a broad regional vision for transportation and develop general investment strategies designed to achieve that vision. The regional transportation plan should ultimately reflect a consensus developed in consultation with the nine Bay Area county level plans. VTP 2035 influences the regional program by expressing the VTA Board of Directors sub-regional transportation program, providing the more specific local interpretation of regional policies and listing the actual programs and projects that will implement the local and regional plan.

Transportation Plans are required to be fiscally constrained to the amount of revenue dedicated to transportation which can be reasonably expected to be available within the 25-year period of the plan. MTC develops a fund estimate for each regional plan cycle and provides each county Congestion Management Agency with estimates and/or targets to use for its countywide plan and regional plan submittals. MTC has provided the Bay Area CMA's with an overall total funding target for T2035 without specifying a breakdown by fund source. VTA is currently working with MTC to refine the total target into specific targets for each fund source and category in order to produce a reasonable, fiscally-constrained estimate for VTP 2035. VTA has developed the initial draft revenue target estimates for Santa Clara County, which are included as Attachment A.

The next steps are to refine the fund estimates in consultation with MTC and to propose program allocations for VTP 2035 for discussion by the Board over the next three to four months.

Prepared by: Marcella M. Rensi, Programming & Grants Manager

**DRAFT**

## VTP 2035 REVENUES - ESCALATED

*Revenue Estimates are Preliminary (\$ Billions)*

REVENUE SOURCE	T2035 Regional Total	Committed: Santa Clara	Discretion: Santa Clara
<b>FEDERAL</b>			
FTA Urbanized Area Formula Funds (Sec. 5307)	\$ 9.29		\$ 1.86
FTA Section 5309 - Fixed Guideway Program	\$ 5.40		\$ 1.08
Surface Transportation Program (STP)	\$ 3.10		\$ 0.78
Congestion Mitigation Air Quality (CMAQ)	\$ 2.86		\$ 0.72
Federal Bridge/Safety Program	\$ 1.77	\$ 0.44	
FTA Section 5309 - New Starts <sup>2</sup>	\$ 1.60		\$ 0.75
FTA Section 5309 - Bus & Bus Facilities Program (earmarks)	\$ 1.29	\$ 0.26	
FTA - Elderly and Persons with Disabilities (New Freedom)	\$ 0.16		\$ 0.03
Job Access Reverse Commute (JARC)	\$ 0.10		\$ 0.02
FTA Nonurbanized Area Formula (Section 5311)	\$ 0.09	\$ 0.00015	\$ -
<b>Federal Subtotal</b>	<b>\$ 25.66</b>	<b>\$ 0.70</b>	<b>\$ 5.23</b>
<b>STATE</b>			
State Highway Operations Program (SHOPP)	\$ 10.17	\$ 2.46	
Prop 111. Gas Tax Subventions to Cities & Counties	\$ 6.28	\$ 1.52	
State Transportation Improvement Program (STIP) County Shares	\$ 5.53		\$ 1.34
Prop. 42 State Transit Assistance (STA) Revenue-Based	\$ 3.08	\$ 0.42	
Prop 1B Transportation Bond Funds - Total	\$ 2.52	<i>See breakdown</i>	<i>See breakdown</i>
Prop 1B: CMIA		\$ 0.19	
Prop 1B: Public Transit (PTMISEA) - Revenue Based		\$ 0.12	
Prop 1B: Public Transit (PTMISEA) - Population Based		\$ 0.11	\$ 0.13
Prop 1B: Trade Corridors (TCIF)		\$ 0.01	
Prop 1B: Local Streets & Roads Funds to Cities & Counties		<i>TBD</i>	
Prop 1B: Local Traffic Synchronization		\$ 0.00	
Prop 1B: Transit Security		\$ 0.01	
Prop 1B: State/Local Partnership		\$ 0.05	
State Transit Assistance (STA) Revenue Based	\$ 2.31	\$ 0.34	
Interregional Road/Intercity Rail- (ITIP)	\$ 1.89		\$ 0.46
Prop. 42 STA Population-Based	\$ 1.15		
State Transit Assistance (STA) Population Based	\$ 0.86		
Traffic Congestion Relief Program (TCRP)	\$ 0.40	\$ 0.20	
Transportation Enhancement Funds (TE)	\$ 0.35		\$ 0.06
<b>State Subtotal</b>	<b>\$ 34.54</b>	<b>\$ 5.43</b>	<b>\$ 1.99</b>

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# VTP 2035 REVENUES - ESCALATED

Revenue Estimates are Preliminary (\$ Billions)

REVENUE SOURCE	T2035 Regional Total	Committed: Santa Clara	Discretion: Santa Clara
<b>REGIONAL</b>			
AB 1107 1/2 cent sales tax in 3 BART counties	\$ 11.26	\$ -	\$ -
Bridge Toll: Seismic Retrofit Funds	\$ 3.07		
Regional Measure 2 (RM2) Bridge Toll funds	\$ 3.07	\$ 0.01	
AB1171	\$ 0.50		\$ -
Bridge Toll: Seismic Surcharge	\$ 3.07	\$ -	
Other BATA Toll Revenues	\$ 2.95	\$ -	
AB 434/CARB Funds <sup>3</sup>	\$ 0.53		\$ 0.13
AB664: East & West Bay Transit Operations	\$ 0.32		\$ -
Service Authority for Freeway and Expressways (SAFE)	\$ 0.20		
Rail Extension East Bay <sup>2</sup>	\$ 0.19		
Rail Extension West Bay <sup>2</sup>	\$ 0.08		
<b>New Regional Funds - Unspecified (Avail. After 2015)</b>	<b>\$ 13.00</b>		<b>\$ 3.25</b>
<b>Regional Subtotal</b>	<b>\$ 38.24</b>	<b>\$ 0.01</b>	<b>\$ 3.38</b>
<b>LOCAL</b>			
Existing Local Transportation Sales Taxes	\$ 32.97	\$ 13.17	
<b>New Santa Clara (SCL) Local Revenue Source</b>	<b>\$ 4.36</b>	<b>\$ 4.36</b>	
Transit Fare Revenues	\$ 24.54	\$ 1.47	
Local Streets & Roads Salestaxes & General Fund Contributions	\$ 20.36	TBD	
Transportation Development Act (TDA)	\$ 16.72	\$ 4.43	
General Fund/Parking Revenue (MUNI)	\$ 9.05	\$ -	
Prop 42 Local Streets & Roads Subventions	\$ 5.64	\$ 1.37	
Golden Gate Bridge	\$ 2.73	\$ -	
BART Seismic <sup>3</sup>	\$ 1.56	\$ -	
Property Tax/Parcel Tax <sup>3</sup>	\$ 1.22	\$ -	
AB 434 - Local Program Manager Funds	\$ 0.31	\$ 0.08	
High Occupancy Toll (HOT) Lane Revenue	\$ 5.27		\$ 2.64
San Mateo VRF	\$ 0.04	\$ -	
<b>Local Subtotal</b>	<b>\$ 124.77</b>	<b>\$ 24.87</b>	<b>\$ 2.64</b>
<b>GRAND TOTAL (pgs A1 and A2)</b>	<b>\$ 223.21</b>	<b>\$ 31.01</b>	<b>\$ 13.23</b>

Notes:

1) All revenue estimates are preliminary and subject to change.

2) Revenue figures are based on Resolution 3434 commitments, and based on the 2006 update. These figures may be escalated within the strategic plan process.

3) Revenue figures are placeholders and currently reflect the T2030 figures in escalated dollars.