

CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Friday, October 22, 2010

The CMPP Meeting will begin immediately following the conclusion of the Board of Directors' Workshop/Special Meeting or at Noon, whichever is first.

PLEASE NOTE REVISED MEETING TIME AND LOCATION

County Government Center
Board of Supervisors Chambers
70 West Hedding Street
San Jose, California

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

CONSENT AGENDA

4. Approve the Regular Meeting Minutes of August 20, 2010.

5. Approve the Regular Meeting Minutes of September 24, 2010.

REGULAR AGENDA

6. ACTION ITEM - Adopt a resolution to update VTA's implementation of CEQA through: 1) Adoption of Title 14 of the California Code of Regulations, Division 6, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (CEQA) effective January 1, 2010, and 2) Adoption of a revision to one of the Guidelines (Article 19, Categorical Exemptions, Section 15301, Existing Facilities), by adding the word “purchasing” to the first sentence between the words “leasing” and “licensing” that describes Class 1 activities.

7. ACTION ITEM - Authorize the General Manager to execute contracts of up to \$300,000 each, in accordance with the General Manager's administrative authority, from a list of 29 qualified firms for various categories of development services. The list will serve for a 3-year period and may be extended for an additional 2 years at the General Manager's discretion.

OTHER

8. INFORMATION ITEM - Receive an update on the Sustainable Communities Strategy activities as part of the implementation of SB 375.

9. **Items of Concern and Referral to Administration.**

10. **Review Committee Work Plan. (Ristow)**

11. **Committee Staff Report. (Ristow)**

12. **Chairperson’s Report. (Pyle)**

13. **Determine Consent Agenda for the November 4, 2010, Board of Directors Meeting.**

14. **ANNOUNCEMENTS**

15. **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, TDD (408) 321-2330. VTA’s Homepage is located on the Web at: <http://www.vta.org/> or visit us on Facebook <http://www.facebook.org/scvta>.

Disclosure of Campaign Contributions to Board Members (Government Code Section 84308) In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than \$250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a

license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than \$250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision. A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than \$250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

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.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY
ANY ACTION RECOMMENDED ON THIS AGENDA.**

CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Friday, August 20, 2010

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 12:03 p.m. by Chairperson Pyle in Conference Room B-104, Santa Clara Valley Transportation Authority, River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Rose Herrera	Member	Present
Chris Moylan	Member	Present
Chuck Page	Vice Chairperson	Present
Nancy Pyle	Chairperson	Present
Marshall Anstandig	Alternate Member	NA
Nora Campos	Alternate Member	NA
Jamie Matthews	Alternate Member	NA

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

John Ristow, Chief Congestion Management Agency (CMA) Officer and Staff Liaison, requested that Agenda Item #10, SB-83 Vehicle Registration Fee (VRF) Program, be changed from an action item to an information item. He noted this item will come back through the Technical Advisory Committee (TAC) and the CMPP in September.

M/S/C (Page/Moylan) to accept the Orders of the Day.

CONSENT AGENDA

4. Minutes of May 21, 2010

M/S/C (Moylan/Pyle) to approve the Regular Meeting Minutes of May 21, 2010.

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

5. **Proactive CMP Quarterly Report for April through June 2010**

On order of Chairperson Pyle and there being no objection, the Committee received the Proactive CMP Quarterly Report for April through June 2010.

6. **Programmed Projects Quarterly Monitoring Report for April 2010 - June 2010**

On order of Chairperson Pyle and there being no objection, the Committee received the Programmed Projects Quarterly Monitoring Report for April 2010 - June 2010.

REGULAR AGENDA

7. **Resolution to Accept Safe Route to Transit Funds for the VTA Plot Bike Share Program**

Ying Smith, Transportation Planning Manager, provided the staff report.

John Ristow noted that the Metropolitan Transportation Commission (MTC) requires all project applicants to adopt a resolution prior to submitting a project application for grant funding. He noted MTC has requested a much more detailed description for this project than usual. Mr. Ristow stated, although VTA may potentially be the recipient for additional funds for program expansion, the current resolution is for \$500,000 in Regional Measure 2 (RM2) Safe Route to Transit funds. He noted should more funds become available staff will come back to the Board.

Member Moylan suggested the Board determine a better way to streamline the process for submitting these grant applications, especially for those requiring a quick-turnaround time. Michael T. Burns, General Manager, noted this would require a Board action delegating this authorization to the General Manager.

Member Moylan noted his comments were not solely directed toward MTC, but for all potential grants. He stated if the Board has already identified a specific project to staff as a priority, and staff has the ability to obtain grant funding for that project, staff should not have to take the time to bring the request back before the Board. Vice Chairperson Page noted his agreement with Member Moylan's comments.

M/S/C (Page/Moylan) to approve submitting a recommendation to the Board to adopt a resolution and authorize the General Manager to enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to accept \$500,000 in RM2 Safe Routes to Transit funds for the purpose of implementing a pilot bike share program in Santa Clara County.

8. **School-Based Vehicle Emissions Reduction Program**

Marcella Rensi, Transportation Planning Manager, provided the staff report.

Ms. Rensi noted MTC has set aside approximately \$4 million in Federal Congestion Mitigation and Air Quality (CMAQ) funding for this program. She stated VTA must establish a process and criteria for evaluating this project. Ms. Rensi identified this as an air quality program with its primary goal to reduce emissions by encouraging individuals

to walk, bicycle, or carpool to school.

Member Herrera took her seat at 12:15 p.m.

Ms. Rensi noted the program will fund both infrastructure and non-infrastructure projects. She identified non-infrastructure projects as including education through training programs, with infrastructure projects to include, for example, building a bridge across a creek that would save a mile of walking.

Members Moylan and Herrera noted this was a good program, especially at the elementary school level. They suggested the use of incentives, such as tokens for free lunches, would motivate the children to walk to school.

Member Herrera stated school principals are concerned that traffic in the school parking lots are creating unsafe conditions for students. She also noted the safety concerns parents have with children who walk to school.

Member Page questioned how air quality improvements would be measured. Ms. Rensi stated VTA would be drawing on the Air District's experience.

Member Herrera confirmed with Ms. Rensi that part of the infrastructure work would include the restriping of crosswalks and bicycle lanes.

Member Moylan questioned the mechanism for refining this project. Mr. Ristow noted everything is dependent upon data received. He stated upon Board approval a call for projects will go out the next day.

Vice Chairperson Page recommended changing the name of the program from School Based Vehicle Emissions Reductions (SBVER) to Vehicle Emissions Reductions Based at Schools (VERBS).

M/S/C (Page/Herrera) to approve submitting a recommendation to the Board to approve the evaluation criteria and procedures for selecting projects and awarding School-Based Vehicle Emissions Reduction Program grants.

9. Cooperative Site Plan Agreement with City of Morgan Hill

Mr. Ristow provided the staff report.

Revised Agenda Item #9a was provided as a handout. The revisions to this handout, a map defining the Downtown Morgan Hill area bordered by Depot Street, E. Main Avenue, and Butterfield Boulevard, included adding streets names, as well as the (former) location of the Superior Court Building.

M/S/C (Herrera/Page) to approve submitting a recommendation to the Board to authorize the General Manager to execute a Cooperative Agreement with the City of Morgan Hill to engage in a site planning process to determine the optimal replacement parking solution for the Morgan Hill Caltrain ParkNRide Lot.

10. SB-83 Vehicle Registration Fee (VRF) program

Mr. Ristow provided the staff report.

He noted this item was changed from an action to an information item under the Orders of the Day.

Mr. Ristow stated upon reviewing this item the TAC determined they had a number of questions that require answers prior to moving this item forward to the Board.

Member Moylan questioned why the same criterion was not used to determine the share of funds for the cities and the County. Mr. Ristow stated staff believes the best metric is via registered vehicles within the jurisdiction, but the zip codes do not follow jurisdictional lines. Staff's second choice was via population, but the County has a lower population and relatively higher vehicle miles. Ultimately, the TAC membership recommended and the Board adopted the existing criterion when the expenditure plan was established. Mr. Ristow stated the goal is to eventually modify the criterion and base it upon vehicle registration.

On order of Chairperson Pyle and there being no objection, the Committee received a presentation on the SB-83 Vehicle Registration Fee (VRF) program.

11. VTA Deficiency Plan Requirements Update

Eugene Maeda, Senior Transportation Planner, provided the staff report.

Two handouts were provided to the Committee: Attachment A: Draft Deficiency Plan Requirements Update – August 2010; and Attachment B, highlighting: 1) Congestion Management Program (CMP) Intersections; 2) Figure 1: 2008 CMP Intersection Level of Service; 3) Congestion Management Program (CMP) Freeways; 4) Figure 2: 2009 CMP Freeway Segments Operating at level of service (LOS) E-F (AM Peak Period); and Figure 3: 2009 CMP Freeway Segments Operating at LOS E-F (PM Peak Period).

Member Moylan noted when he was on the County's Expressway Policy Board they reversed a decision not allowing vehicles to make a left turn from the Kaiser Permanente Hospital property onto Homestead Road. He asked staff for a current LOS report for the Homestead Road/Lawrence Expressway intersection, questioning whether the LOS had improved once that change had been made. Mr. Ristow noted staff would provide this information to Member Moylan.

M/S/C (Herrera/Page) to approve submitting a recommendation to the Board to adopt the updated VTA Deficiency Plan Requirements document.

OTHER

12. Grand Boulevard Initiative Multimodal Transportation Corridor Plan

Robert Swierk, Senior Transportation Planner, provided a handout entitled, "Grand Boulevard Initiative Multimodal Transportation Corridor Plan – August 2010, highlighting: 1) Grand Boulevard Initiative Overview; 2) El Camino State Route 82;

3) Grand Boulevard Multimodal Corridor Plan; 4) Existing Conditions & Planning Improvements; 5) Multimodal Access & Design; 6) Street Design Prototypes – Examples; 7) Analysis of Future Transit & Land Use; 8) Future Transit Needs & Recommended Service; 9) Corridor Operations & Management; and 10) Moving Forward.

Vice Chairperson Page noted he had visited the Grand Boulevard Initiative (GBI) website and was impressed both by the website and the overall initiative.

Chairperson Pyle questioned whether the GBI was a push toward regionalism. Mr. Ristow defined the GBI as regional coordination.

Chairperson Pyle stated she was pleased with the historical aspect of the GBI and is excited about this project.

Member Herrera questioned whether any cities beyond San José had discussed relinquishment of the roadway. Mr. Swierk noted the City of Santa Clara has discussed options for relinquishment as part of their General Plan update.

Member Herrera noted, based on the modeling summary, land use appears to play a large role in determining transit ridership on the corridor.

Member Herrera questioned whether the GBI is looking at economic development and encouraging job creation, because these go hand-in-hand with transportation and land-use policies. Mr. Swierk noted there is a parallel effort under the GBI called the Economic and Housing Opportunities (ECHO) study that is looking at the economic feasibility, opportunities, and challenges to achieve the GBI vision.

Chairperson Pyle questioned whether the GBI represents a step toward regionalism. Mr. Swierk stated it is in the same spirit, but the agencies involved have taken a bottom-up approach. He noted the GBI could also be a model for corridor planning in the SB 375 / Sustainable Communities Strategy process.

On order of Chairperson Pyle and there being no objection, the Committee received a report on the Grand Boulevard Initiative Multimodal Transportation Corridor Plan.

13. SR 152 Trade Corridor Project

Casey Emoto, Deputy Director Project Development, provided the staff report.

Two handouts were provided. The first, entitled SR152 Trade Corridor Project Status – September 2, 2010, highlighted: 1) Project Goals & Objectives; 2) Corridor Significance; 3) Project Description Route Characteristics; 4) Truck Data: E-W Crossing Distribution; 5) Need For Corridor Improvements; 6) Highway Improvements – Traffic and Revenue Study; 7) Order of Magnitude Costs; 8) Tolling Alternatives – Full Corridor & Western Alignment; 9) Financing Capacity Assessment; 10) Traffic & Revenue Study Summary; 11) Alternative 3-A (Shared Corridor); 12) Stakeholder Outreach; 13) Schedule Overview; and 14) Next Steps – SR 152.

The second handout, entitled Fact Sheet: Highways, Route 152 Trade Corridor Project, highlighted: 1) Project Description; 2) Objectives; 3) Project Funding; 4) Project Schedule; 5) How to Reach Us; and 6) A map of the Route 152 Trade Corridor Project.

Members of the Committee expressed support for continued work on the project.

On order of Chairperson Pyle and there being no objection, the Committee received a status report on SR 152 Trade Corridor Project.

14. Items of Concern and Referral to Administration

The Committee requested VTA look at ways to streamline the process to receive grants from MTC.

Member Moylan asked staff to look at current level of service at Homestead Road and Lawrence Expressway, near Kaiser Hospital.

15. Committee Work Plan

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

16. Committee Staff Report

Mr. Ristow provided a handout to the Committee noting: 1) VTA received the first delivery of the new hybrid buses scheduled for deployment into revenue service in November 2010; 2) Proposed new pedestrian overcrossing of Monterey Highway and the Union Pacific Railroad tracks at Blossom Hill Road in South San Jose is scheduled to be released for construction bids on September 3, 2010, with construction to commence later in the year; 3) On September 3, 2010, VTA will host the Association of Bay Area Governments (ABAG) and MTC for a leadership roundtable on the development of Sustainable Communities Strategy following the requirement of SB375. The VTA Board Chairperson, Vice Chairperson, Santa Clara County elected offices that serve on regional boards of ABAG, MTC, Bay Area Air Quality Management District (BAAQMD), and the San Francisco Bay Conservation and Development Commission (BCDC) are invited to attend along with planning officials from the County of Santa Clara and the cities within Santa Clara County; 4) VTA received a Record of Decision (ROD) for the Silicon Valley Rapid Transit Extension to Berryessa project; 5) VTA will begin the first phase of implementation from the Light Rail Systems Analysis by operating peak period express trains from south San Jose into downtown in October, 2010; 6) High Speed Rail released proposed alternative analysis reports for both San Jose to Merced and San Jose to San Francisco segments. The alternatives described will be what are carried forth for review within the environmental documents for the project; 7) The I-680 Express Lanes project is scheduled to open for toll operations on September 20, 2010; 8) At its September 2010 meeting, the California Transportation Commission (CTC) is scheduled to consider project funding allocations for the first phases of the Capital Expressway pedestrian improvement construction and right of way acquisition; 9) Bids received on CMIA funded Route 101 Tully Improvement project came in at \$23,500,000 – approximately 35% under the Engineer’s estimate; 10) Seven of the nine Bay Area CMAs adopted SB83 resolutions placing the measure on the November 2010 ballot. Counties not moving

forward with ballot measures were Napa and Solano; 11) VTA issued a call for projects for the second round of funding for the Community Design and Transportation Program grants on August 6, 2010, and project applications are due October 4, 2010.

17. Chairperson's Report

Chairperson Pyle noted staff has a hybrid bus in the parking lot available for the Committee to tour.

Mike Hursh, Deputy Director Maintenance & Security, reported that VTA utilized federal funding from the American Recovery Reinvestment Act (ARRA) and the California Proposition 1B funds to purchase 90 Low-Emission Diesel Electric Hybrid Buses. The hybrid buses are built by Gillig LLC in Hayward, California, and meet the newest clean air standards issued by the Federal Environmental Protection Agency (EPA). Mr. Hursh reviewed the features of the hybrid bus.

18. Consent Agenda for the September 2, 2010, Board of Directors Meeting

CONSENT:

Agenda Item #5. Receive a presentation on the Proactive CMP Quarterly Report for April through June 2010.

Agenda Item #6. Receive the Programmed Projects Quarterly Monitoring Report for April 2010 - June 2010.

Agenda Item #7. Adopt a Resolution and authorize the General Manager to enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to accept \$500,000 in RM2 Safe Routes to Transit funds for the purpose of implementing a pilot bike share program in Santa Clara County.

Agenda Item #8. Approve the evaluation criteria and procedures for selecting projects and awarding School-Based Vehicle Emissions Reduction Program grants.

Agenda Item #9. Authorize the General Manager to execute a Cooperative Agreement with the City of Morgan Hill to engage in a site planning process to determine the optimal replacement parking solution for the Morgan Hill Caltrain ParkNRide Lot.

Agenda Item #11. Adopt the updated VTA Deficiency Plan Requirements document.

Agenda Item #12. Receive a report on the Grand Boulevard Initiative Multimodal Transportation Corridor Plan.

Agenda Item #13. Receive a status report on SR 152 Trade Corridor Project.

REGULAR: No items were moved to the Regular Agenda.

Moved to September 17, 2010, CMPP Committee Meeting

Agenda Item #10. Adopt administrative procedures for the SB-83 Vehicle Registration Fee (VRF) program.

19. ANNOUNCEMENTS

There were no Announcements.

20. ADJOURNMENT

On order of Chairperson Pyle and there being no objection, the meeting was adjourned at 1:25 p.m.

Respectfully submitted,

Susan E. Garcia, Board Assistant
Office of the Board Secretary

CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Friday, September 24, 2010

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 12:01 p.m. by Chairperson Pyle in Conference Room B-104, Santa Clara Valley Transportation Authority, River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Rose Herrera	Member	Absent
Chris Moylan	Member	Present
Chuck Page	Vice Chairperson	Absent
Nancy Pyle	Chairperson	Present
Marshall Anstandig	Alternate Member	Absent
Nora Campos	Alternate Member	Absent
Jamie Matthews	Alternate Member	NA

A quorum was not present and a Committee of the Whole was declared.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

The Agenda was taken out of order.

OTHER

9. **Ramp Metering Program “After” Studies Southbound SR85 & SR87**

David Kobayashi, Senior Transportation Planner, provided an overview of the staff report, highlighting the results of the ramp metering implementation on northbound and southbound SR 87 and southbound SR 85. The implemented ramp metering plans resulted in freeway delay reductions compared to the “before” conditions for the freeway corridors.

The Committee of the Whole recommended that staff factor in to the extent possible the on-ramp wait time and total travel time in future Ramp Metering Program “After” studies.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole received a presentation on the results of implementing ramp metering on northbound and southbound SR 87 and southbound SR 85.

10. I-680 Express Lanes Update

John Ristow, Chief Congestion Management Agency (CMA) Officer and Staff Liaison, provided an overview of the staff report. He reported on the September 20, 2010, I-680 Express Lane opening, highlighting: 1) The technology; 2) Traffic issues; and 3) Number of vehicles occupying lane per day.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole received a presentation on I-680 Express Lanes project opening.

11. SB 375 – Sustainable Community Strategies

Mr. Ristow noted the Committee would continually receive updates on the SB 375 Sustainable Communities Strategies (SCS).

Chris Augenstein, Deputy Director, Planning, provided a report highlighting: 1) Discussion held at the Santa Clara County Sustainable Communities Strategy Leadership Roundtable meeting held in September 2010; 2) California Air Resources Board (CARB) released the draft greenhouse gas targets; 3) Regional Housing Needs Allocation (RHNA); 4) Release of the Metropolitan Transportation Commission’s (MTC’s) draft Public Participation Plan; 5) Discussions held at the Regional Model Working Group meeting and CMA Planning Directors meeting; and 6) Important milestones of the region’s efforts to implement SB 375 and related SCS.

The Committee of the Whole expressed their support for VTA’s leadership role in coordinating local input to the process, and expressed concern for the many outstanding questions the process was generating including: 1) the development of measures and models for developing SCS scenarios; and 2) the potential policy changes that could affect local funding.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole received an update on the Sustainable Communities Strategy activities as part of the implementation of SB 375.

CONSENT AGENDA

4. Minutes of August 20, 2010

On order of Chairperson Pyle and there being no objection, the Committee of the Whole deferred the Regular Meeting Minutes of August 20, 2010.

REGULAR AGENDA

5. Agreement with San Mateo City/County Association of Governments (C/CAG) for Modeling Services

Chris Augenstein, Deputy Director, Planning, provided an overview of the staff report. He reported on the San Mateo County and City Association of Governments (C/CAG) request to purchase VTA's travel demand model, maintenance of the model, and on-call modeling services. He noted the terms of the agreement between VTA and San Mateo C/CAG.

The Committee of the Whole commended VTA staff for their work on the travel demand model.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole approved submitting a recommendation to authorize the General Manager to enter into an agreement with San Mateo City and County Association of Governments (C/CAG) for purchase of the VTA model, maintenance of model and on-call modeling services.

6. Rajappan & Meyer Engineers, Contract S06002 Amendment

David Kobayashi, Senior Transportation Planner, provided an overview of the contract amendment with Rajappan & Meyer Consulting Engineers, Inc., noting it was for engineering services to finalize preliminary engineering and environmental documentation for the reconfiguration of the US 101/De La Cruz Boulevard interchange.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole approved submitting a recommendation to authorize the General Manager to execute a contract amendment with Rajappan & Meyer Consulting Engineers, Inc. in an amount not to exceed \$100,000 (from \$150,000 in funding provided by the City of San Jose), for a new total contract amount of \$620,000 for engineering services to finalize preliminary engineering and environmental documentation for the reconfiguration of the US 101/ De La Cruz Boulevard interchange.

7. Senate Bill 83 (SB 83) Administrative Procedures

Amin Surani, Principal Transportation Planner, provided an overview of the revised staff report, highlighting the Technical Advisory Committee's (TAC's) recommended changes to the administrative procedures for Senate Bill 83 (SB 83) Vehicle Registration Fee (VRF) Program. He noted TAC approved the SB 83 Administrative Procedures with the inclusion of their recommended changes at their September 9, 2010 meeting.

Mr. Ristow noted the Administrative Procedures reflects the responsibilities of VTA as well as the cities should the voters approve the ballot measure in November 2010.

The Committee of the Whole commented that it is critical these funds are used for its intended purpose.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole approved submitting a recommendation to adopt administrative procedures for the SB-83 Vehicle Registration Fee (VRF) program.

8. Tamien Station Area Property Sale

Mr. Ristow provided an overview of the staff report, reviewing the description of the proposed Tamien Station Area Property sale transaction with the City of San Jose. He reported on the principal terms of the proposed sale transaction, highlighting: 1) Park property purchase and sale; 2) Property reappraisal option; and 3) Tamien Station area development. He noted the next steps should the Board of Directors approve the sales transaction.

Michael T. Burns, General Manager, explained this transaction will help resolve an outstanding issue about the construction of a new park associated with the Swenson Corporation development and future VTA development. The proposed sale transaction would bring VTA additional revenue and Park Development Ordinance (PDO) credits for future development.

The Committee of the Whole queried about the current value of the 3.5 acres of property. Matt Cano, City of San Jose Parks and Recreation Department, noted the property was valued at \$6.86 million.

The Committee of the Whole queried about the restrictions to the City of San Jose once the property was acquired. Mr. Cano indicated that the City of San Jose is acquiring the property under the Quimby Act, a state law, and would have to be used for park development.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole approved submitting a recommendation to authorize the General Manager to execute a Purchase and Sale Agreement (PSA) with the City of San Jose for 3.5 acres of property located at Lick Avenue near Pepitone Avenue and Goodyear Street, San Jose, California, within the Tamien Station Area, comprised of approximately 3.5 acres.

OTHER (Continued)

12. Items of Concern and Referral to Administration

The Committee of the Whole recommended that staff factor in to the extent possible the on-ramp wait time and total travel time in future Ramp Metering Program “After” studies.

13. Committee Work Plan

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

14. Committee Staff Report

Mr. Ristow provided a written report to the Committee containing information on local events, High Speed Rail/Caltrain Electrification, MTC, State and Federal activities, and VTA CMA. He highlighted the following MTC, State and Federal activities: 1) On September 9, 2010, the Santa Clara County Cities Association unanimously endorsed Measure B, the \$10 SB 83 Vehicle Registration Fee placed on the ballot by VTA; and 2) On September 21, 2010, MTC endorsed the SB 83 Vehicle Registration Fees placed on the ballot by seven counties for the November 2010 election.

On order of Chairperson Pyle and there being no objection, the Committee of the Whole received the Committee Staff Report.

15. Chairperson's Report

Chairperson Pyle reported the following: 1) Next CMPP meeting scheduled on October 22, 2010; and 2) Board of Directors Workshop meeting scheduled on October 22, 2010, at 9:00 a.m. at the County Government Center.

The Committee of the Whole requested that the October 22, 2010, CMPP meeting be held immediately following the conclusion of the Board of Directors Workshop meeting.

16. Consent Agenda for the October 7, 2010, Board of Directors Meeting

CONSENT:

Agenda Item #5. Authorize the General Manager to enter into an agreement with San Mateo City and County Association of Governments (C/CAG) for purchase of the VTA model, maintenance of model and on-call modeling services.

Agenda Item #6. Authorize the General Manager to execute a contract amendment with Rajappan & Meyer Consulting Engineers, Inc. in an amount not to exceed \$100,000 (from \$150,000 in funding provided by the City of San Jose), for a new total contract amount of \$620,000 for engineering services to finalize preliminary engineering and environmental documentation for the reconfiguration of the US 101/ De La Cruz Boulevard interchange.

Agenda Item #7. Adopt administrative procedures for the SB-83 Vehicle Registration Fee (VRF) program.

Agenda Item #9. Receive a presentation on the results of implementing ramp metering on northbound and southbound SR 87 and southbound SR 85.

Agenda Item #10. Receive a presentation on I-680 Express Lanes project opening.

REGULAR:

Agenda Item #8. Authorize the General Manager to execute a Purchase and Sale Agreement (PSA) with the City of San Jose for 3.5 acres of property located at Lick Avenue near Pepitone Avenue and Goodyear Street, San Jose, California, within the Tamien Station Area, comprised of approximately 3.5 acres.

The Committee of the Whole expressed concern regarding the attendance at the meetings.

17. ANNOUNCEMENTS

There were no Announcements.

18. ADJOURNMENT

On order of Chairperson Pyle and there being no objection, the meeting was adjourned at 1:05 p.m.

Respectfully submitted,

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



Date: October 12, 2010
 Current Meeting: October 22, 2010
 Board Meeting: November 4, 2010

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Update VTA's California Environmental Quality Act Guidelines

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a resolution to update VTA's implementation of CEQA through: 1) Adoption of Title 14 of the California Code of Regulations, Division 6, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (CEQA) effective January 1, 2010, and 2) Adoption of a revision to one of the Guidelines (Article 19, Categorical Exemptions, Section 15301, Existing Facilities), by adding the word "purchasing" to the first sentence between the words "leasing" and "licensing" that describes Class 1 activities.

BACKGROUND:

Enacted in 1970, the California Environmental Quality Act (CEQA) is the foundation of environmental law and policy in California. Pursuant to Public Resources Code Section 21082 and the CEQA Guidelines, Section 15022 (a), "Each public agency shall adopt objectives, criteria, and specific procedures consistent with CEQA and these Guidelines for administering its responsibilities under CEQA, including the orderly evaluation of projects and preparation of environmental documents." In 2001, VTA adopted the 2001 CEQA Guidelines along with adding the word "purchasing" to Categorical Exemptions, Existing Facilities, Section 15301. Since that time there have been a number of amendments to the CEQA Guidelines including major changes in the last year.

In addition to the CEQA Guidelines, VTA also utilizes its Transportation Impact Analysis (TIA) Guidelines, consistent with its role as the County's Congestion Management Agency. These

guidelines establish uniform methods for evaluating transportation impacts of land use decisions on the congestion management system. Together with the CEQA Guidelines, the TIA Guidelines are used by VTA to assess traffic, transit, bicycle and pedestrian, access and circulation, and parking impacts.

DISCUSSION:

VTA is currently and will in the future be the lead agency for a number of rail, highway, facilities, and other projects. The adopted 2001 CEQA Guidelines are outdated and need to be replaced with existing signed legislative amendments effective through January 1, 2010. Among the changes related to VTA activities are a new Appendix G Environmental Checklist Form that adds criteria for cultural resources, greenhouse gas emissions, and transportation and traffic, new sections on determining the significance of impacts from greenhouse gas emissions and related mitigation measures, and new guidance on determining the significance of impacts on archaeological and historical resources.

The CEQA Guidelines in Section 15022 (b) provide that a public agency may adopt the Guidelines through incorporation by reference. Since public agencies must conform to any statutory changes in the CEQA, VTA would be best served by adopting the State Guidelines as its implementing procedures.

Staff also recommends adopting the following additional highlighted bold text to the first sentence of Section 15301, Existing Facilities, to better describe VTA activities:

“Class 1 consists of the operation, repair, maintenance, permitting, leasing, **purchasing**, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.”

ALTERNATIVES:

There are no practical alternatives to the recommended action to remain in compliance with State law and update VTA’s guidelines for implementing CEQA.

FISCAL IMPACT:

The adoption of these guidelines would not result in a fiscal impact to VTA. VTA has been implementing these guidelines for past projects.

Prepared by: Tom Fitzwater
Memo No. 2845



Date: October 7, 2010
 Current Meeting: October 22, 2010
 Board Meeting: November 4, 2010

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: On-Call Consultant List for Land Development Services

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute contracts of up to \$300,000 each, in accordance with the General Manager's administrative authority, from a list of 29 qualified firms for various categories of development services. The list will serve for a 3-year period and may be extended for an additional 2 years at the General Manager's discretion.

BACKGROUND:

In November 2009 the VTA Board of Directors approved the *Joint Development Policy and Implementation Plan*, a listing of assets identified as the *RE Inventory*, consisting of all VTA-owned property with potential for revenue generation and a subset of the *RE Inventory* consisting of the assets best suited for development, referred to as the *Joint Development Portfolio*. The Board also approved in November 2009, a prioritized list of Joint Development Assets referred to as the *Priority Sites* and in April 2010, also approved a list of surplus properties for permanent disposition.

Many of VTA's property assets have encumbrances that hinder their maximum economic potential for revenue generation through development, especially under current market conditions. Resolving some of these encumbrances and moving key assets towards a development path may require specialized development services that will be necessary to supplement VTA staff expertise and availability.

This Board agenda item authorizes the General Manager to execute contracts of up to \$300,000 each with twenty-nine qualified firms for various categories of development services that may be

necessary for further implementation of VTA's Joint Development goals. This list will serve for a 3-year period and may be extended for 2 years at the discretion of the General Manager. This list will be used primarily for the implementation of the Joint Development Program, but it may also be utilized for other property-related needs, as appropriate. The specific value for each contract executed will be determined in accordance with appropriation levels authorized in the respective VTA Operating and Capital Budgets.

DISCUSSION:

On July 22, 2010, VTA issued a combined RFP for the following categories of development services: architecture and land planning; urban design; civil engineering; economic analysis; and general plan amendment and permit processing. The RFP was published in the San Jose Post Record, various trade journals and the VTA website, in accordance with VTA's competitive solicitation procedures.

A total of forty-two proposals were received, with multiple consultants proposing for two or more categories. The proposals were evaluated based on a standard set of evaluation criteria including the firm's experience and expertise performing the typical scope of work, experience working with other transportation or public agencies, demonstrated ability to adhere to schedule and budgets, the qualification and applicable experience of the project manager and support staff, and the overall billing rates of the firm. The evaluation panel was comprised of VTA staff from Contracts & Materials Management, Real Estate, Planning and Engineering & Construction sections.

The RFP detailed the following typical services in the solicitation:

Architecture/Planning Firms:

- conceptual site plans
- building prototypes
- site constraints analysis
- density modeling & massing
- architectural elevations
- schematic site design
- master plans and specific plans for station areas

Urban Design Firms:

- land use studies
- circulation plans
- multi-modal connectivity analysis
- transit ridership analysis
- replacement parking alternatives
- visioning
- community workshops
- design of public spaces

Civil Engineering Firms:

- grading, drainage, and water quality plans
- topographic maps
- construction engineering
- structural engineering
- surveying services

Economic Analysis Firms:

- residual land value analysis
- market forecasts and demand analysis for rental and for-sale residential, office and retail development
- revenue projections
- transit benefit fee analysis
- assistance developing ground lease agreements

General Plan Amendments/Permit Processing

- development entitlements, amendments to the general plan land use designations
- processing planned development permits

Previously, VTA has employed on-call lists for Urban Design & Transit Oriented Land Use Studies (RFP 05-02), General Plan Amendment and Permit Processing Services (RFP 06-10), and Economic, Financial and Market Analysis (RFP 05-03). These on-call lists were approved by the Board in 2004 and 2005 and have now expired. The recommended action is necessary to make available an on-call services list that can be used to advance the *Joint Development Policy and Implementation Plan*.

As development projects are ready to implement, VTA will enter into contracts with one or more firms from the proposed list, based on the respective firms' suitability for specified tasks. Consideration will be based on criteria such as the firm's staff qualifications and experience in performing relevant assignments, price competitiveness and the ability of the firm to meet project timelines. VTA's Disadvantaged and Small Business Enterprise (DBE/SBE) goals will also be taken into consideration in accordance with existing DBE/SBE policies.

The ability to request multiple services in various aspects of development services will enable VTA to aggressively move assets towards a development path, making them well poised for moving forward with development opportunities as they arise.

ALTERNATIVES:

The Board could elect to authorize a shorter list of qualified firms or request staff to seek individual proposals each time a project requires these services. These options would inhibit staff's ability to advance development projects in a timely manner.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

There is no specific SBE goal established for this on-call list because the scope of each future

contract or task order will require a review of the SBE goal at the time the contract is executed.

FISCAL IMPACT:

This action will authorize the General Manager to execute contracts pursuant to the General Manager's administrative authority of up to \$300,000 each for development services, utilizing funds appropriated by the Board from VTA Operating and Capital Budgets, as applicable, for the 2011 Fiscal Year and next five fiscal years. Contracts above \$300,000 will require approval from the Board of Directors in future actions, as necessary.

Prepared by: Jennifer Rocci
Memo No. 2820

Company Name		Architecture & Planning	Urban Design	Civil Engineering	Economic Analysis	General Plan Amendments & Permit Processing
1	AECOM Technical Services, Inc.				X	
2	Bay Area Economic				X	
3	BKF Engineers			X		
4	BMS Design Group		X			
5	Bottomley Design & Planning		X			
6	Carrasco & Associates, Architects, A Prof. Co.	X	X			
7	CB Richard Ellis, Inc.				X	
8	Community Design + Architecture	X	X			
9	Dahlin Group, Inc.	X				
10	Economic & Planning Systems, Inc.				X	
11	Freedman Tung + Sasaki		X			
12	Gensler	X	X			
13	Hirth Land & Building Co.					X
14	HMH, Inc.	X		X		X
15	IBI Group			X		
16	JRDV Architects, Inc.	X				
17	Keyser Marston Associates, Inc.				X	
18	Robert Charles Lesser & Co (RCLCO)				X	
19	Ruggeri-Jensen-Azar & Associates					X
20	Ruth and Going, Inc.			X		X
21	SANDIS, Civil Engineers Surveyors Planners			X		
22	Sasaki Associates, Inc.		X			
23	Seifel Consulting Inc.				X	
24	Strategic Economics				X	
25	The Concord Group, LLC				X	
26	The Morley Bros.					X
27	VER Consultants, INC.					X
28	Waltry Design, Inc.			X		
29	William Hezmalhalch Architects, Inc. (WHA)	X	X			

	Company Name	Contractor Role	Name	Location
1	AECOM Technical Services, Inc.	Vice President	Bill Lee	2025 Gateway Place, St 190 San Jose, CA 95110
2	Bay Area Economic	Principal	Ron Golem	NASA Ames Research Center Bldg 204, 2nd Floor Moffet Field, CA 94035
3	BKF Engineers	Principal	Scott Schork	1650 Technology Drive, St 650 San Jose, CA 95110
4	BMS Design Group	Partner	Barbara Maloney	414 Jackson St., St 404 San Francisco, CA 94111
5	Bottomley Design & Planning	Owner	Terence Bottemley	600 Grand Ave, St 202 Oakland, CA 94610
6	Carrasco & Associates	President	Tony Carrasco	1885 El Camino Real Palo Alto, CA 94306
7	CB Richard Ellis, Inc.	Senior Managing Director	Amy Herman	101 California St., 44th Floor San Francisco, CA 94111
8	Community Design + Architecture	President	Phillip Erickson	350 Frant H. Ogawa Plaza, 5th Floor Oakland, CA 94612
9	Dahlin Group, Inc.	Principal	Lauri Moffet	5865 Owens Drive Pleasanton, CA 94588
10	Economic & Planning Systems, Inc.	Principal	Darin Smith	250 Ninth Street, St 200 Berkeley, CA 94710
11	Freedman Tung + Sasaki	Principal	Gregory Tung	101 New Montgomery, 6th Floor San Francisco, CA 94105
12	Gensler	Principal	Kevin Schaeffer	225 West Santa Clara St., St 1100 San Jose, CA 95113
13	Hirth Land & Building Co.	Principal	Mark Hirth	14597 Big Bason Way Saratoga, CA 95070
14	HMH, Inc.	Manager	Raymond Hashimoto	1570 Oakland Road San Jose, CA 95131
15	IBI Group	Director	David Chow	150 South 1st St., St. 200 San Jose, CA 95113
16	JRDV Architects, Inc.	President	Morten Jensen	The Cathedral Building P.O. Box 70126 Oakland, CA 94612
17	Keyser Marston Associates, Inc.	President	Timothy Kelly	55 Pacific Avenue Mall San Francisco, CA 94111
18	Robert Charles Lesser & Co (RCLCO)	Vice President	Rich Willaims	1880 Century Park East, St 250 Los Angeles, 90067
19	Ruggeri-Jensen-Azar & Associates	Principal	Robert Oneto	8055 Camino Arroyo Gilroy, CA 95020

20	Ruth and Going, Inc.	Vice President	Michael Sheehy	2216 The Alameda Santa Clara, CA 95050
21	SANDIS, Civil Engineers Surveyors Planners	President	Ken Olcott	936 E. Duane Ave. Sunnyvale, CA 94085
22	Sasaki Associates, Inc.	Senior Associate	Joanna Fong	77 Geary St., 4th Floor San Francisco, CA 94108
23	Seifel Consulting Inc.	President	Libby Seifel	221 Main St., St 420 San Francisco, CA 94105
24	Strategic Economics	President	Dena Belzer	2991 Shatuck Ave, #203 Berkeley, CA 94705
25	The Concord Group, LLC	Principal	Richard Gollis	130 Newport Center Dr., St 230 Newport Beach, CA 92660
26	The Morley Bros.	Principal	Eric Morley	506 N. Santa Cruz Ave. Los Gatos, CA 95030
27	VER Consultants, INC.	CEO	Vince Rivero	1625 The Alameda, St 600 San Jose, CA 65126
28	Waltry Design, Inc.	Principal	David LoCoco	1700 Seaport Blvd., St 210 Redwood City, CA 94063
29	William Hezmalhalch Architects, Inc. (WHA)	Principal	Alan Fishman	6111 Bollinger Canyon Road, St 495 San Ramon, CA 94583



Date: September 27, 2010
 Current Meeting: October 22, 2010
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: SB 375 – Sustainable Communities Strategy Update

FOR INFORMATION ONLY

BACKGROUND:

With the adoption of Senate Bill 375, each Metropolitan Planning Organization (MPO) is required to develop a Sustainable Communities Strategy (SCS) as part of the next Regional Transportation Plan (RTP). The Bay Area Region has begun the process to develop the RTP under the new SB 375 requirements through a Regional Advisory Working Group (RAWG). The next RTP is expected to be adopted in 2013. This is a regular update on the recent efforts of VTA coordinating with the Regional Agencies in developing the SCS.

DISCUSSION:

The issues covered in this memo were discussed as part of the RAWG on September 7, 2010. The RAWG is led by the four Regional Agencies, The Metropolitan Transportation Commission (MTC), the Bay Conservation and Development Commission (BCDC), Association of Bay Area Governments (ABAG), and the Bay Area Air Quality Management District (BAAQMD). The working group includes representatives of Cities, Congestion Management Agencies (CMAs), local advocacy groups, transit agencies, and stakeholder representatives. The purpose of these meetings is to inform all communities about the process and decisions involved in developing the SCS as part of the implementation of SB 375.

SCS Performance Targets and Indicators

The regional agencies intend to take a performance-based approach to developing the SCS/RTP. To evaluate the effectiveness of the SCS, the Regional Agencies are developing targets and indicators to monitor the results of the SCS. These targets and indicators also will inform policy decisions such as transportation pricing and land use assumptions.

The approach will build upon and enhance the performance framework established in Transportation 2035 and Projections 2009 as well as the FOCUS Program known as the Three E's (Economy, Environment, and Efficiency). The Regional Agencies will engage RAWG members in discussion over the next few months with a goal of recommending a set of targets for adoption by the Regional Agencies in November.

The three E's provide a framework to articulate goals and performance targets that define measurable outcomes that the SCS will hope to achieve. These targets will be used to evaluate scenarios, strategies, investments and policies that lead to a preferred SCS/RTP. This framework, along with current planning programs, also suggests a set of performance indicators that would allow the regional agencies to monitor and engage topics that are critical to complete and sustainable communities, but cannot be modeled and are less directly influenced by the regional agencies' actions. Attachment A, included is the memo, are the draft performance targets.

The regional agencies intend to adopt the performance targets in December. This requires that the RAWG devote some time to consider potential targets during the October and November meetings.

Staff Analysis:

The Regional Agencies are developing the SCS/RTP performance indicators through an Ad-Hoc working group. Staff has attended a few of these meetings and requests Member Agencies planning staff to be a part of the process by attending these Ad-Hoc working groups where much of the discussion takes place. In addition, VTA staff shares information received from these meetings with the Land Use Transportation Integration (LUTI) working group. Staff also sees these targets and indicators as setting policy guidance for the SCS/RTP. Many of the targets that are being discussed have implications on projects and programs.

Regional Housing Target

Senate Bill 375 states that the Sustainable Communities strategy must "identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan, taking into account net migration into the region, population growth, household formation and employment growth."

The Regional Agencies are going to develop a formula to calculate the 25-year Regional Housing Target. This target will be the total number of units to house all the population in the nine-county Bay Area. The formula is described through a series of steps. The basic formula is to calculate the total population first and then use the total population to arrive at the housing need from the Bay Area. At the September 7th, RAWG meeting, the Regional Agencies discussed the formula to calculate the housing need and the assumptions used for the demographic and economic analysis. Attachment B is the RAWG memo used to describe the 25-year housing target to be discussed before adoption in November.

Staff Analysis:

Staff is following this discussion for our Member Agencies because the regional housing target will also inform decisions on policy and funding. Some of Santa Clara County's Member Agencies are working on General Plans with updates to the housing element. The decisions at the regional level may require a revision of an adopted housing element.

Planned Priority Development Areas Assessment

The Regional Agencies have undertaken an assessment of Planned PDAs. At the September RAWG meeting, the Regional Agencies described the purpose and approach for the PDA Assessment, and provides initial findings related to expected growth and infrastructure needs in the Planned PDAs. The desired outcomes of the assessment are to identify the PDAs most ready for implementation and growth potential, identify policies and resources needed to support essential elements of complete communities, and consider policies for prioritizing additional funding to the PDAs via the SCS. The Planned Priority Development Areas Assessment is included as Attachment C.

Staff Analysis:

Based on this memo and discussions at various regional meetings, it has become clear that allocating growth to PDAs and funding for infrastructure improvements will be linked together to a greater extent. Thus it is crucial for the local jurisdictions to realize the importance of the FOCUS program and its impacts on transportation funding allocated to the local level. It is unclear at this point whether the assessment information will inform policy decisions for the SCS/RTP update. Staff will keep our Member Agencies and our Advisory Committees aware of this process.

SB 375 Public Participation Plan Update

The Public Participation Plan is currently in circulation as a draft. MTC and ABAG hope to formally adopt the plan in September. Once the Public Participation Plan is adopted, the Regional Agencies will begin developing a series of public meetings and workshops on the SCS process. It is anticipated that the implementation of the plan will occur beginning in the month of October. It has been requested that all milestones regarding the plan's process be brought back to the RAWG for their input throughout.

On September 3rd, ABAG and MTC came to Santa Clara County to convene a leadership roundtable. The leadership roundtable is an opportunity for the Regional Agencies to meet with local elected officials and planning representatives to discuss the best way to communicate the information regarding the SCS and SB 375 at a local level. The roundtable included both elected officials from VTA Board and local jurisdictions, as well as planning officials from several Member Agencies. The discussion centered on the best way to effectively address the SCS and communicate all information that comes down from the Regional Agencies.

At this roundtable, it was agreed upon all the members there that the VTA would develop a partnership strategy for Santa Clara County to address the SCS. VTA has developed a partnership matrix (Attachment D) that outlines the best way to provide information between the regional level and Santa Clara County and outlines three key groups that will work together to

make local decisions.

The structure for partnership is a three-tiered approach. The first tier will be a working group comprised of our existing VTA Advisory Committees with its primary functions for information sharing and analysis of regional issues. The second tier will be a steering group comprised of the Cities Association, City Managers Association, and the Santa Clara County Association of Planning Officials. This group will evaluate any recommendations from the working group level and provide feedback to all tiers. The third tier will be a policy group comprised of City Councils, County Board of Supervisors, and the VTA Board. This group will make local decisions based on information given by the previous two tiers and represent Santa Clara County at the Regional level. On October 1st, the roundtable will convene for the final time to agree upon the partnership strategy and begin to work on addressing issues related to the SCS and SB 375.

Staff Analysis:

If approved, the matrix will guide the efforts for Santa Clara County in addressing the SCS and the update of the RTP. Staff anticipates with this approach, there will be information sharing between the Region and local agencies and provide Member Agencies, City Councils, VTA, and Boards the opportunity to make informed decisions. Staff will provide an update to the second Leadership Roundtable to all Committees in October.

Other SB 375 Information

On August 9th, the California Air Resources Board (CARB) released its Draft Final 2020 and 2035 Greenhouse Gas (GHG) reduction targets throughout the State. CARB based its target range for all Metropolitan Planning Organizations (MPO). The Metropolitan Transportation Commission (MTC) is the MPO for the nine-county Bay Area. The range is based on a percent reduction in per capita emissions from 2005 to the target year. CARB's recommendation for the Bay Area is 7 percent in 2020 and 15 percent by 2035.

Attachments: A - RAWG Memo: Performance Targets and Indicators for the SCS/RTP
 B - RAWG Memo: Regional Housing Target
 C - Planned Priority Development Areas Assessment
 D - Santa Clara County SCS Partnership Matrix

Prepared By: John Sighamony
 Memo No. 2684

ATTACHMENT A

SCS/RTP Suggested Performance Targets, September 9, 2010

Item 2
Attachment B

GOAL		TRANSPORT	LAND USE	AIR QUALITY	TARGET	T2035/ P2009
CLIMATE PROTECTION <div style="border: 2px solid black; border-radius: 10px; padding: 5px; display: inline-block;"> <i>DISCUSSION COMPLETE</i> </div>				AQ	Reduce CO ₂ per capita <u>Statutory</u>	✓
		TR			Reduce vehicle miles traveled (VMT) per capita [consider moving]	✓
		TR			Increase mode share for public transit and for non-motorized modes [consider moving]	
		TR			Decrease energy intensity per person mile traveled [Eliminate based on 8/18 discussion]	
CLEAN AIR				AQ	Reduce PM_{2.5} emissions <ul style="list-style-type: none"> • overall <u>Statutory</u> • in communities of concern adjacent to transportation hot spots 	✓
ADEQUATE HOUSING			LU		House all the region's projected 25-year growth by demand segments based on income <u>Statutory</u>	
			LU		Reduce concentration of poverty	
LAND PRESERVATION			LU		Preserve [TBD]% of the region's most essential habitat, agricultural, recreational, and water resource lands	
			LU		Reduce greenfield development	
ECONOMIC HEALTH <i>Choose one or more approaches</i>	AFFORDABILITY (PRIVATE COSTS)	TR			Share of income consumed by transportation: <ul style="list-style-type: none"> • Reduce for low-income households • Maintain for all other households 	
		TR & LU			Share of income consumed by transportation & housing: <ul style="list-style-type: none"> • Reduce for low-income households • Maintain for all other households 	✓
	PUBLIC COSTS	TR			Reduce transportation system operations and maintenance cost per capita	
			LU		Reduce the cost to serve new development per capita	
	SYSTEM PRODUCTIVITY/ EFFICIENCY	TR			Reduce per-capita delay	✓
		TR			Reduce per-trip travel time	
		TR			Decrease peak to off-peak travel time ratio in selected markets	
TR				Increase user benefits (reduce travel time and out-of-pocket costs)		
		TR & LU			Increase gross regional product due to improved accessibility	

ATTACHMENT A
SCS/RTP Suggested Performance Targets, September 9, 2010

GOAL		TRANSPORT	LAND USE	AIR QUALITY	TARGET	T2035/ P2009
EQUITABLE ACCESS <i>Choose one or more approaches</i>	GENERAL ACCESS	TR			Reduce average travel time to retail and services by income and mode	
		TR			Decrease average trip distance (by mode)	
		TR & LU			Increase non-automobile dependent access to jobs and essential services	✓
	ACCESS TO LABOR/JOBS	TR			Decrease labor pool to job center commute time by income and mode	
		TR			Decrease ratio of transit to auto commute travel time in selected markets	
		TR & LU			Increase the number of workers within Y minutes and \$Z of a job center by income	
		TR & LU			Increase the number of low-income households within a 30-minute transit commute from job centers	
HEALTHY & SAFE COMMUNITIES <i>Choose one or more approaches</i>	COLLISIONS	TR			Reduce injuries and fatalities involving motor vehicles	✓
	ACTIVE TRANSPORTATION	TR			Increase the average minutes of biking or walking per person	
		TR			Increase non-motorized mode share	
			LU		Increase destinations accessible by bicycling or by walking	
	REDUCE DRIVING	TR			Reduce vehicle miles traveled (VMT) per capita [added based on 8/18 discussion]	✓
		TR			Increase mode share for public transit and for non-motorized modes [added based on 8/18 discussion]	
		TR			Decrease ratio of transit to auto travel time in selected markets	



Date: August 26, 2010
To: Regional Advisory Working Group
From: ABAG Staff
Subject: Calculating the Regional Housing Target

Summary

SB 375 requires each Metropolitan Planning Organization in California to develop a Sustainable Communities Strategy, a regional land use and transportation plan that demonstrates, amongst other things, areas within the region sufficient to house “all the population of the region.” This memo describes this legislative requirement, the steps and formulas for estimating the amount of housing needed to house all of the region’s population, as well as the demographic and economic assumptions incorporated into the housing estimate.

Staff requests that the Advisory Working Group provide input on:

- 1) The formula for calculating the region’s 25 year housing need; and
- 2) The staff’s economic and demographic assumptions, including employment growth and demographic changes, which are directly used to estimate the region’s 25 year housing need.

SB 375 & Regional Housing Target

Senate Bill 375 states that the Sustainable Communities strategy must “identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan, taking into account net migration into the region, population growth, household formation and employment growth.”

The Bay Area regional agencies, as well as the State Department of Housing and Community Development (HCD), interpret this requirement to mean that the region must plan for housing sufficient to meet total new demand, as generated by natural population increase (net births), household formation and employment growth. The region must demonstrate how all of the region’s growth in housing demand can be met within the Bay Area’s nine county borders, and not by surrounding counties via “spill-over”. The purpose of this requirement is presumably to reduce vehicle miles traveled (VMT) attributed to people living just outside of the region, and commuting to jobs within the Bay Area.

The net effect of this legislative requirement is that the region must plan for more housing than it has traditionally planned. Before SB 375, when the regional agency prepares the economic and demographic forecast, staff assumes that there will continue to be a regional imbalance of jobs and housing and an insufficient number of homes to fully accommodate regional employment growth and population increase. To assume that the entire region’s housing demand will be fully met within the region means to assume that there will be an increase in housing supply. The supply could be increased through modifications to local land use plans and expanded subsidies for below-market rate housing.

Calculating the Regional Housing Target

Estimating housing demand or need is a different process than what is used to traditionally estimate long-term household growth. Demand in housing is generated by natural increase, employment growth, and to some degree migration. When estimating demand, traditional or historical limitations on housing development are not taken into account, such as local land use constraints that limit housing production, e.g. zoning codes. Need is simply based on estimates of population and employment growth.

How to specifically calculate the number of units needed to “house all the population of the region” can be described best as a series of steps:

1. Estimate **demographic population growth**, as determined by natural increase;
2. Estimate **employment growth**;
3. Determine **in-migration**, mostly due to employment growth;
4. Add in-migration to demographic population to arrive at **total population**;
5. Determine **“household formation” rates**;
6. Apply household formation or headship rate to total population to determine **total housing need**.

Formulaically, the above steps could be summarized as:

$$1) \text{Population}_{\text{Total}} = \text{Population}_{(\text{births-deaths})} + \text{Net Migration}_{(\text{jobs})}$$

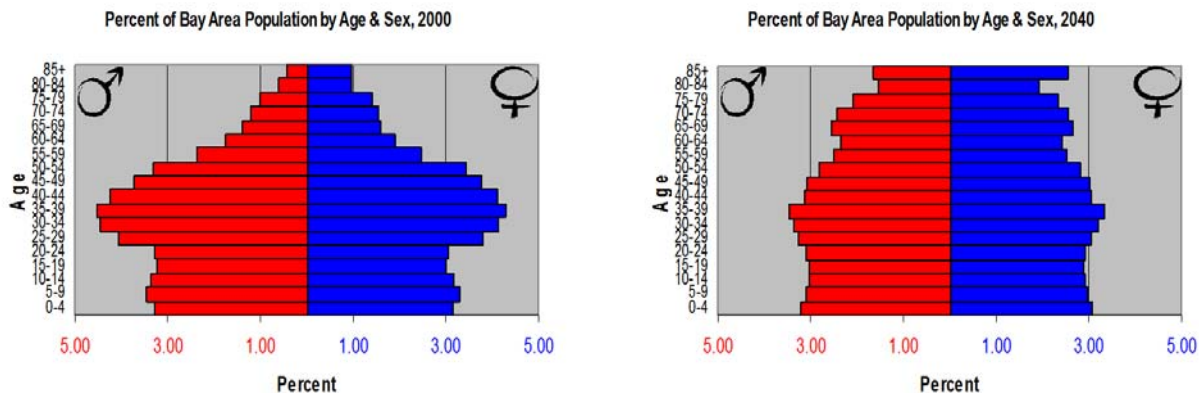
$$2) \text{Housing}_{\text{Total Need}} = \text{Population}_{\text{Total}} \times \text{Household Formation}$$

Step 1: Demographic Population Growth

Estimating long-term growth in the demographic population is perhaps the most straightforward aspect of estimating total housing need. Demographic population growth refers to growth attributed exclusively to natural increase, or the number of new births, less deaths. Migration into the region is not taken into account in the demographic population.

The growth in the demographic population is estimated through a cohort-survival model. The model works by starting with a beginning population for each Bay Area county, identified by age cohorts, and growing it over time using age-specific information about birth rates, birth timing and death rates. Cohort-survival is a robust methodology, with few if any alternative methodologies offering similarly accurate empirical modeling output.

In looking at the details of the projected population for the region, specific policy implications emerge, the most significant of which is the projected aging of the population. Over the next several decades, the number of people over 65 and over 80 years old will nearly triple. By 2035, one quarter of the population, almost 2.3 million people will be 65 years or older. Over three million people will be over 55; this is one-third of the Bay Area’s projected population. As we plan our communities, and move forward with the development of the Sustainable Communities Strategy, we will need to consider the needs of a much older, and perhaps significantly greater non-driving population, including the need for non-auto dependent mobility and smaller homes.



Step 2: Employment Growth

The region’s total projected population is directly impacted by economic growth. Population growth is attributed to two fundamental factors: natural increase and net in-migration. Economic opportunities are a key driver to in-migration. Therefore, to understand migration you first need to understand how the regional economy will grow, specifically how many jobs the Bay Area will have in the next 25 years.

Staff assumes that there will be a long-term decline in employment growth, over previous forecast periods. Considering the magnitude of the recession and anticipated slow recovery, in 2009 ABAG reduced its long-term forecast by nearly 140,400 jobs for the year 2035, compared to earlier forecasts. As we approach the next revision to the job forecast, we are again considering retracting the region’s long-term economic outlook.

Once job estimates are determined, they will be used to demonstrate total housing need for the region. In addition, draft employment estimates will be used to construct land use scenarios for the Sustainable Communities Strategy. We expect to refine the job forecast during the next year to incorporate the release of U.S. Census data and additional economic information.

Step 3: In-Migration

As stated above, migration is driven by economic opportunities in the Bay Area relative to opportunities outside the region. A primary driver of in-migration occurs when a tight labor market causes people (economic migrants) to relocate to obtain employment. Once employment growth is estimated, labor force participation rates are applied to the demographic population. The difference between the available labor force and the number of new jobs is the unmet demand for labor. The demand for labor is supplied by migrants into the region and in-commuters.

Migration is also composed of (although to a much lesser extent) social migration and retirement migration, which is dependent on employment, income and the cost of living. Data from the Department of Finance on projected migration by age cohort demonstrates that an increasing number of seniors will be migrating out of the region by 2040. In 2000, approximately 2,270 people aged 65 years and older moved into the region. However, by 2040, nearly 300 people in this same age cohort are projected to leave the region. Even considering the increase in retirement migration, we project the 65 years and older age group to see the greatest growth rates in the coming decades.

Step 4: Compute Total Population

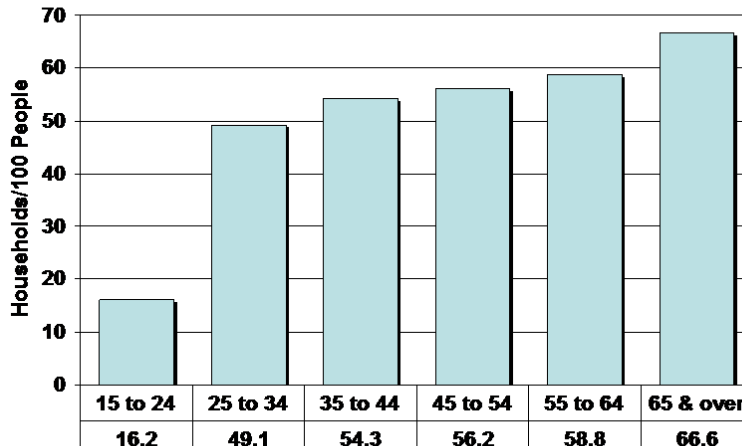
Once employment growth is estimated, net migration can be computed. The net number of new migrants into the region is added to the demographic population to make up the region’s total projected population.

$$\text{Population}_{\text{Total}} = \text{Population}_{(\text{births-deaths})} + \text{Net Migration}_{(\text{jobs})}$$

Step 5: Headship Rates/Household Formation

Headship rate is the percentage of people in the population who are heads of household. Every head of household, theoretically, requires a separate housing unit. If there were no restrictions on the number of housing units available, i.e. those that exist due to local land use policies or other financial and/or environmental constraints on development, every head of household would form new “households” or need a home. The rate of new households that are formed is called the household formation rate. It is these rates that are applied to the total population to determine how many housing units

Age-specific Headship Rates, 2002



are needed to house the entire population.

The chart above, constructed from data compiled by a housing economist at the National Association of Home Builders (NAHB), shows U.S. age-specific headship rates for 2002. Notice that those age 65 and over have a headship rate four times that of 15- to 24-year olds, and about third larger than those in the 25- to 34-year old category. As the senior age group grows, this difference in headship rates really begins to matter. That the Bay Area's population is dramatically aging over the next 25 years, therefore, has significant implications for the region's total housing need.

Step 6: Apply Headship Rate to Total Population

Once total population is determined, the second formula uses household formation rates to determine how many house units are needed to house the total population.

$$\text{Housing}_{\text{Total Need}} = \text{Population}_{\text{Total}} \times \text{Household Formation}$$

Housing Need and the In-Commute

A related component of the population forecast is inter-regional commuting. People working in the Bay Area, but living outside the region are motivated by factors similar to economic migrants. However, housing costs and opportunities cause them to make different choices, i.e. to live just outside of the region in surrounding counties, rather than within the region. If the region were to supply sufficient housing to meet all demand, as generated by both demographic changes and migration, then inter-regional commuting would be obviated. If the total need is not supplied, then people will continue to choose to live just outside of the region, and commute in to their place of employment. Therefore, the amount of housing supplied by the region has a direct impact on the numbers of people who commute into the region.

Housing Need and Jobs/Housing Balance

As with in-commuting, jobs/housing balance is also directly impacted by the number of housing units the region supplies relative to the estimated housing need. Jobs-housing balance means that there are a sufficient number of homes to house everyone with a job in the Bay Area. The literature on jobs-housing balance suggests that the ideal jobs-housing balance is 1.5 jobs for every household. If the region builds more homes, than the region would have better jobs/housing balance. Conversely, the fewer homes that are built, relative to job growth, the worse jobs/housing balance would be. For 2010, the region's jobs/housing balance is estimated at 1.30. By 2035, according to the *Projections 2009* forecast, the region was projected to have a jobs/housing balance of 1.55.

Jobs/housing fit is another way to describe jobs/housing balance, and some would argue a more comprehensive view of the planning issue regarding adequate homes for workers and their families in a community or region. Job/housing fit is similar to jobs/housing balance, but it goes beyond the simple metric of total jobs versus total housing units. Jobs/housing fit is about whether or not the homes "fit" the jobs in a community, in regards to income earned in the jobs relative to housing costs in the community. In an ideal situation, there would be sufficient homes in all the income categories earned by the wages in the available jobs in a community. Jobs/housing fit is a bit more complex to calculate, for data is needed about occupational wages as well as housing costs. Housing costs are also not easily forecasted via existing economic models. However, through the SCS process, regional agency staff will be attempting to better convey and discuss with the RAWG and other stakeholder groups, the impact various land use scenarios have on jobs/housing fit.

Date: August 30, 2010
To: Regional Advisory Working Group
From: Gillian Adams, ABAG Regional Planner
Sailaja Kurella, ABAG Regional Planner
Subject: **Planned Priority Development Area Assessment – Expected Growth & Infrastructure Needs**

Overview

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) approach the implementation of the FOCUS Priority Development Areas (PDAs) as a key consideration for the development and adoption of the Sustainable Communities Strategy (SCS) under SB375. The designation of PDAs as a network of neighborhoods that will accommodate the majority of the region's population and employment growth calls for a thorough understanding of the changes expected to occur in these areas and potential barriers to future development.

To accomplish this goal, ABAG and MTC have undertaken an assessment of Planned PDAs, since Planned PDAs have an adopted neighborhood-level land use plan, and thus are closer to implementing a specific vision for growth. Potential PDAs are those that have not yet completed a neighborhood-level land use plan. Over time, it is expected that the Potential PDAs will complete plans and transition to Planned status.

This memo describes the purpose and approach for the PDA Assessment, and provides initial findings related to expected growth and infrastructure needs in the Planned PDAs.

Purpose and Rationale of PDA Assessment

The two primary goals of the PDA Assessment are to gain information about Planned PDAs in order to help hasten development of these areas as complete communities and to support the development of a realistic SCS. While all of the Planned PDAs have been proposed by local jurisdictions committed to sustainable transit-oriented development through local plans, they vary greatly in their visions of complete communities and readiness to produce new housing.

Using information primarily provided by local governments, the assessment will evaluate the scale and type of growth expected to occur in Planned PDAs, the strategies needed to ensure that this growth results in complete communities, how ready local governments and communities are for growth to occur, and the investments needed to make this growth a reality. The desired outcomes of the assessment are to identify the PDAs most ready for implementation and growth potential, identify policies and resources needed to support essential elements of complete communities, and consider policies for prioritizing additional funding to the PDAs via the SCS. The Assessment may additionally assist the Potential PDAs by identifying strategies and policies to facilitate plan implementation.

Assessment Approach

The information to be used in the PDA Assessment has been gathered from our local government partners through one-on-one meetings with local city staff and an extensive survey. This information will be

complemented by data from other sources, such as the U.S. Census. The assessment is organized around four main topics related to future development in the Planned PDAs:

- The ***Growth Potential*** assessment looks at amount and type of growth planned in the PDAs.
- The ***Need*** assessment evaluates the amount of types of funding that the PDAs need to achieve their desired growth. It also identifies policy changes needed to support growth in the PDAs
- The ***Readiness*** assessment will gauge which PDAs are ready for higher-density, transit-oriented development. This analysis will focus on funding needs, entitlement process, transit capacity and connectivity, community support, and implementation feasibility.
- The ***Completeness*** assessment evaluates local plans and community characteristics to determine the extent to which PDAs are poised to become complete communities. This analysis focuses on housing choices, multi-modal access and mobility, and neighborhood identity and vitality.

Preliminary Findings

The summaries of data presented below are based on responses provided by local jurisdictions to the Assessment Survey of Planned PDAs.

Expected Growth

The PDA Survey indicates that Planned PDAs in the Bay Area expect to add approximately 209,000 housing units and 607,000 jobs over the next 25 years. As a result, in 2035 there are anticipated to be nearly 579,000 housing units and 1.6 million jobs in the region's Planned PDAs. These numbers indicate that, while the 92 Planned PDAs included in this assessment account for a little over one percent of the land area of the Bay Area, they are planning to accommodate 32 percent of the housing growth and 37 percent of the job growth forecasted in ABAG's *Projections and Priorities 2009: Building Momentum*.

The three counties expected to see the most housing growth in Planned PDAs—based on total units added and the county's share of the region's total growth—are San Francisco, Alameda, and Contra Costa Counties, while the top three counties for job growth are San Francisco, Santa Clara, and Alameda.

By 2035, 37 percent of the region's housing units in Planned PDAs will be in San Francisco, down from 41 percent in 2010. Contra Costa County Planned PDAs are expected to see the largest increase in the share of the region's total housing in Planned PDAs, moving from 7 percent in 2010 to 10 percent in 2035. San Francisco will see a 4 percent decline in their share of the region's total jobs in Planned PDAs, from 47 percent to 43 percent, while Santa Clara County's share will increase from 13 percent to 17 percent.

Table 1 provides a summary of the planned housing and job growth by county in the Planned PDAs.

Infrastructure Need

Preliminary analysis of the budget data from the PDA Assessment Surveys indicate that the capital infrastructure needs in the Planned PDAs total \$14.7 billion. As expected, the highest capital needs for Planned PDAs by county occur where the greatest growth is expected – San Francisco, Santa Clara, Alameda, and Contra Costa Counties. The highest capital costs are expected in the San Jose Central and North Consolidated PDA and San Francisco's Treasure Island and Bayview/Hunters Point Shipyard/Candlestick Point PDAs, each with over \$1 billion in infrastructure needs.

Given the expected growth in the Planned PDAs and estimated capital infrastructure needs, the regional capital cost per new housing unit is approximately \$70,000/unit. Santa Clara County has the highest cost per new unit, at approximately \$131,000/unit, while Contra Costa County has the lowest cost per new unit, at \$38,000/unit.

Table 2 provides a summary of capital needs by county compared with housing growth.

The highest categories of capital needs for the Planned PDAs include affordable housing (\$2.5 billion), station improvements (\$2.5 billion), and parks (\$1.7 billion). Transit capital projects, such as BART expansion, bus rapid transit, and ferry system projects, were not included in the infrastructure needs analysis. However, it is important to note that a mix of transit expansion, rehabilitation and capacity improvement projects will be critical to supporting growth in these PDAs. MTC's Resolution 3434 identifies a number of these critical transit improvements for which funding has been committed. Table 3 provides a summary of capital needs by category.

Next Steps

Over the coming months, additional growth and need findings will be presented at the county-level SCS meetings, with the intention of informing the growth allocation discussions. Staff will also analyze the readiness and complete community characteristics of the Planned PDAs. The framework related to readiness and completeness factors will be presented to the Regional Advisory Working Group. A final report linking together the analyses of growth, need, readiness and completeness in the Planned PDAs will be produced, which will help inform discussion on how we might approach regional funding strategies as part of developing the SCS.

Table 1: Planned PDA Growth by County^{i, ii}

County	Existing Units (2010)	Future Units (2035) ¹	Change in Units (2010-2035)	Share of Regional Housing Growth	Share of Regional Total Housing (2010)	Share of Regional Total Housing (2035)	Existing Jobs (2010)	Future Jobs (2035) ¹	Change in Jobs (2010-2035)	Share of Regional Job Growth	Share of Regional Total Jobs (2010)	Share of Regional Total Jobs (2035)
Alameda	89,518	140,067	50,549	24%	24%	24%	228,845	335,839	106,994	18%	22%	20%
Contra Costa	25,428	60,095	34,667	17%	7%	10%	76,272	124,236	47,965	8%	7%	8%
Marin	2,777	4,363	1,586	1%	1%	1%	12,494	15,405	2,911	0%	1%	1%
San Francisco	152,389	215,907	63,518	30%	41%	37%	495,542	715,090	219,548	36%	48%	43%
San Mateo	21,475	37,886	16,411	8%	6%	7%	57,099	119,806	62,707	10%	5%	7%
Santa Clara	67,023	97,244	30,221	14%	18%	17%	131,357	276,332	144,975	24%	13%	17%
Sonoma	4,460	9,036	4,576	2%	1%	2%	10,621	17,220	6,599	1%	1%	1%
Solano	6,824	14,357	7,533	4%	2%	2%	29,899	45,333	15,434	3%	3%	3%
Total	369,893	578,954	209,061	100%	100%	100%	1,042,128	1,649,261	607,133	100%	100%	100%

Table 2: Planned PDA Growth and Capital Infrastructure Needs by Countyⁱⁱⁱ

County	Change in Units (2010-2035)	Share of Regional Housing Growth	Total Estimated Capital Need (\$M)	% of Total Regional Capital Need	Capital Cost/New Housing Unit (\$)
Alameda	50,549	24%	\$2,969	20%	\$58,743
Contra Costa	34,667	17%	\$1,302	9%	\$37,544
Marin	1,586	1%	\$157	1%	\$99,190
San Francisco	63,518	30%	\$4,990	34%	\$78,554
San Mateo	16,411	8%	\$737	5%	\$44,886
Santa Clara	30,221	14%	\$3,947	27%	\$130,613
Sonoma	4,576	2%	\$180	1%	\$39,333
Solano	7,533	4%	\$430	3%	\$57,093
Total	209,061	100%	\$14,712	100%	\$70,371

Table 3: Total Regional Planned PDA Capital Need by Category^{iv}

ALL PLANNED PDAs	Total Capital Need (\$ MM)	Category % of Total Need ²	Total Funded Capital Costs (\$ MM)	Total % Funded
Total Regional Infrastructure Need	\$ 14,712		\$ 2,743	21%
<i>Affordable Housing</i>	\$ 2,542	19%	\$ 535	21%
<i>Connectivity Projects</i>	\$ 518	4%	\$ 96	19%
<i>Environmental Clean-up</i>	\$ 37	0%	\$ 2	6%
<i>Land Assembly / Site Acquisition / Land Banking</i>	\$ 724	5%	\$ 670	93%
<i>Non-Transportation Infrastructure / Utilities</i>	\$ 1,282	10%	\$ 317	25%
<i>Parking Structures</i>	\$ 395	3%	\$ 97	24%
<i>Parks</i>	\$ 1,734	13%	\$ 330	19%
<i>Public Facilities</i>	\$ 1,073	8%	\$ 223	21%
<i>Road Improvements</i>	\$ 1,653	13%	\$ 133	8%
<i>Shuttles & Other Public Transportation</i>	\$ 805	6%	\$ -	0%
<i>Station Improvements</i>	\$ 2,467	7%	\$ 32	3%
<i>Streetscape Improvements</i>	\$ 920	7%	\$ 123	13%
<i>Transportation Demand Management</i>	\$ 65	0%	\$ 61	93%
<i>Other/Pre-development</i>	\$ 494	4%	\$ -	0%

ⁱ No PDA Assessment Survey was received for the following PDAs: Alameda Naval Air Station; Hayward Cannery, Downtown, and South Hayward BART; and San Leandro Downtown TOD and East 14th Street, El Cerrito San Pablo Avenue Corridor, WCCTAC San Pablo Avenue Corridor, San Francisco Port, Campbell Central Redevelopment Area, Gilroy Downtown Specific Plan Area, Fairfiled Downtown South/Jefferson Street/Union Avenue, Suisun City Downtown Waterfront District, Vacaville Allison Policy Plan Area, and Santa Rosa Sebastopol Road Corridor. Growth data from PDA Applications was substituted where available. Projections 2009 growth data was used where PDA Application data was not available.

ⁱⁱ If a jurisdiction reported a planning horizon for their PDA that was not 2035, growth figures were extrapolated to 2035.

ⁱⁱⁱ Data about infrastructure needs was not provided or was incomplete for the following PDAs: Berkeley Downtown, San Pablo Avenue, South Shattuck, and University Avenue; Dublin Town Center and Transit Center/Dublin Crossings, San Pablo-San Pablo Avenue Corridor, San Rafael Downtown and Civic Center/North Rafael Town Center, San Francisco/San Mateo Bi-County, Menlo Park El Camino and Downtown, San Mateo County (unincorporated Colma) El Camino Real, San Jose Central/North Consolidated Area and Cottle Transit Village, Vallejo Waterfront and Downtown, and Windsor Redevelopment Project Area. Budget data from PDA Applications was substituted where available for survey non-respondents and for surveys with missing or incomplete budgets.

^{iv} Total capital need figure excludes transit capital projects (BART, VTA, High Speed Rail, Caltrain, SMART, eBART, Dumbarton Rail, Transbay rail, SF Muni, Amtrak, & Ferry capital expansion projects).

