

## CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Friday, April 22, 2011

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

### PLEASE NOTE REVISED MEETING TIME AND LOCATION

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

## AGENDA

### CALL TO ORDER

**1. ROLL CALL**

**2. PUBLIC PRESENTATIONS:**

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

**3. ORDERS OF THE DAY**

### CONSENT AGENDA

- 4.** Approve the Regular Meeting Minutes of March 18, 2011.

### REGULAR AGENDA

- 5.** ACTION ITEM - Receive the results of the Noise Reduction Screening study and approve the changes in the process for evaluating the cost-effectiveness of sound walls in Santa Clara County.

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6. ACTION ITEM - Approve the Valley Transportation Plan (VTP) 2040 Preliminary Project List for submittal to the Metropolitan Transportation Commission (MTC).
  7. ACTION ITEM - Approve the Fiscal Year 2012 and Fiscal Year 2013 Congestion Management Work Program.
  8. ACTION ITEM - Authorize the General Manager to execute agreements with the Bay Area Toll Authority (BATA) for toll collections and customer service support, California Highway Patrol (CHP) for enforcement and California Department of Transportation (Caltrans) for maintenance for the SR 237/I-880 Express Connectors project.
  9. ACTION ITEM - Approve reallocation of Local Program Reserve (LPR) savings of \$3.8 million to the US 101 Express Lanes Project.
  10. ACTION ITEM - Authorize the General Manager to execute a contract amendment with URS Corporation to complete the Project Approval and Environmental Documentation (PA&ED) services for the US 101 Express Lanes Project for up to \$2,800,000 for a total contract value not-to-exceed \$4,300,000.
  11. ACTION ITEM - Authorize the General Manager to amend the existing funding agreement with the Metropolitan Transportation Commission for an additional \$600,000 for a new total of \$2,651,000 and extend the agreement to cover all freeway corridors in Santa Clara County.
  12. ACTION ITEM - Authorize the General Manager to amend the contract with Mark Thomas & Company in an amount not to exceed \$472,000, for a new contract value of \$1,716,677 for engineering services to implement ramp metering for I-280 Corridor Ramp Metering Project.
  13. ACTION ITEM - Approve the programming of Lifeline Transportation Program funds for the following projects: 1) Family Transportation Services Program - \$409,913; 2) Ways to Work Family Loan Program - \$273,276; and 3) Santa Clara-Alum Rock Rapid Transit Bus Purchase - \$10,000,000.
  14. ACTION ITEM - Adopt a resolution authorizing the filing and execution of grants under the Caltrans Community-Based Transportation Planning grant through Caltrans Transportation Planning Grants program for Fiscal Year 2011-2012.

## **OTHER ITEMS**

15. INFORMATION ITEM - Receive an update on the Valley Transportation Plan, Regional Transportation Plan and Sustainable Communities Strategy activities.
16. Items of Concern and Referral to Administration.
17. Review Committee Work Plan. (Ristow)

18. Committee Staff Report. (Ristow)
19. Chairperson's Report. (Page)
20. Determine Consent Agenda for the May 5, 2011 Board of Directors Meeting.
21. **ANNOUNCEMENTS**
22. **ADJOURN**

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

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, March 18, 2011

### MINUTES

#### CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 12:05 p.m. by Chairperson Page in VTA Conference Room B-104, 3331 North First Street, San Jose, California.

#### 1. ROLL CALL

Attendee Name	Title	Status
Rose Herrera	Member	Absent
Chris Moylan	Vice Chairperson	Present
Chuck Page	Chairperson	Present
Ken Yeager	Member	Present
Marshall Anstandig	Alternate Member	N/A
Nancy Pyle	Alternate Member	Absent
Jamie Matthews	Alternate Member	N/A

**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

Chairperson Page noted that due to lack of a quorum, Agenda Item 10, HCP Update on Draft Plan and Draft EIS/EIR, will be presented first.

**The Agenda was taken out of order.**

#### REGULAR AGENDA

##### 10. HCP Update on Draft Plan and Draft EIS/EIR

Ann Calnan, Senior Environmental Planner, provided an overview of the staff report.

Member Yeager took his seat at 12:09 p.m. and a quorum was declared.

**On order of Chairperson Page** and there being no objection, the Committee received the HCP update on Draft Plan and Draft EIS/EIR.

**11. HCP Cost Allocation and Budget Approval**

Ms. Calnan provided an overview of the staff report and reported on the timeline and budget for Fiscal Year 2011/2012 overall cost allocation for the Santa Clara Valley Habitat Conservation Plan and Natural Community Conservation Plan.

**M/S/C (Yeager/Moylan)** to approve submitting a recommendation to the Board of Directors to approve the \$110,000 budget for Fiscal Year 2011/2012 for the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan and the overall cost allocation for the Plan in the amount of \$1,020,092.

**CONSENT AGENDA**

**4. Minutes of November 19, 2010**

**M/S/C (Moylan/Yeager)** to approve the Minutes of November 19, 2010.

**5. 2011 CMPP Committee Meeting Schedule**

**M/S/C (Moylan/Yeager)** to approve the 2011 Congestion Management Program Planning (CMPP) Committee Meeting Schedule.

**REGULAR AGENDA (Continued)**

**6. Elect Standing Committee Vice Chairperson**

**M/S/C (Yeager/Page)** to elect Member Moylan as Committee Vice Chairperson for Calendar year 2011.

**7. 2011 TFCA Program Manager Fund**

Amin Surani, Principal Transportation Planner, provided an overview of the staff report.

Chairperson Page inquired about the colorized bike lane project on Stevens Creek and commented if it can be distinguished by color blind individuals.

**M/S/C (Yeager/Moylan)** to approve submitting a recommendation to the Board of Directors to approve the programming of FY 2011/12 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.

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

**8. Sale of N. First St. and St. James St. Property**

John Ristow, Chief CMA Officer, provided an overview of the staff report.

**M/S/C (Yeager/Moylan)** to approve submitting a recommendation to the Board of Directors to approve the sale of a 10,616 square feet surface parking lot located at the southwest corner of North First Street and St. James Street in San Jose to the State Administrative Office of the Courts (AOC) at a purchase price of \$1,800,000; and authorize the General Manager to execute a Purchase and Sale Agreement (PSA) and other documents necessary to consummate the transaction.

**9. SR-237/I-880 Express Connectors Design Contract Amendment**

Margaret Simmons-Cross, Highways Deputy Program Manager, provided an overview of the staff report.

**M/S/C (Moylan/Yeager)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract amendment with Parsons Brinkerhoff, Consulting Engineers, Inc. in the amount of \$300,000 to perform additional design services on the SR-237/I-880 Express Connectors Project for a new total contract value not to exceed \$2,537,258.

**12. FY 2012 CMP Work Program**

Mr. Ristow reported on the highlights of the FY 2012 CMP Work Program. He noted the following recommendations by the Technical Advisory Committee: 1) member agency fees; 2) increase level of service; and, 3) implement a two-year program budget.

Vice Chairperson Moylan requested for a report indicating which components of the CMP Work Program are required and discretionary. Mr. Ristow responded that a report will be provided at a future meeting and will also include updated statutes.

**On order of Chairperson Page** and there being no objection, the Committee reviewed the Fiscal Year 2012 Congestion Management Work Program.

**13. Valley Transportation Plan, Regional Transportation Plan and Sustainable Communities Strategies Updates**

Chris Augenstein, Deputy Director, distributed a handout entitled, "Valley Transportation Plan (VTP) 2040 Stakeholder and Public Outreach." He provided a report about: 1) development of the VTP 2040 project lists; 2) public outreach activities; 3) RTP and SCS schedule; and, 4) Initial Vision Scenario (IVS) target goals.

Mr. Ristow noted that a joint meeting between the PAC and the Cities Association will be conducted on April 2011 in Sunnyvale. The topic for the meeting will be the Initial Vision Scenario, presented by Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC).

Member Yeager suggested at the joint meeting, information about SB 375 be presented first to provide background information on the Initial Vision Scenario.

Vice Chairperson Moylan commented that charging for parking will have an enormous effect on land use and will help reach the target goal. Mr. Ristow responded that TAC working groups work with cities on parking ordinance issues. He added staff is currently conducting research with San Jose State University on parking requirements.

**On order of Chairperson Page** and there being no objection, the Committee received the Valley Transportation Plan, Regional Transportation Plan and Sustainable Communities Strategies Updates.

## **OTHER**

### **14. Items of Concern and Referral to Administration**

There were no Items of Concern and Referral to Administration.

### **15. Committee Work Plan**

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

### **16. Committee Staff Report**

Mr. Ristow provided a handout highlighting the following: 1) local events; 2) MTC, State and Federal updates; and, 3) VTA Congestion Management Agency (CMA) updates.

Member Yeager suggested inviting Board Member Liccardo and Ex-Officio Board Member Cortese to the CMA directors meeting on March 25, 2011 at the VTA River Oaks campus.

### **17. Chairperson's Report**

There was no report from the Chairperson.

### **18. Determine Consent Agenda for the April 7, 2011 Board of Directors Meeting**

#### **CONSENT:**

**Agenda Item #7.,** Approve the programming of FY 2011/12 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.

**Agenda Item #8.,** Approve the sale of a 10,616 square feet surface parking lot located at the southwest corner of North First Street and St. James Street in San Jose to the State Administrative Office of the Courts (AOC) at a purchase price of \$1,800,000; and authorize the General Manager to execute a Purchase and Sale Agreement (PSA) and other documents necessary to consummate the transaction.

**Agenda Item #9.**, Authorize the General Manager to execute a contract amendment with Parsons Brinkerhoff, Consulting Engineers, Inc. in the amount of \$300,000 to perform additional design services on the SR-237/I-880 Express Connectors Project for a new total contract value not to exceed \$2,537,258.

**Agenda Item #11.**, Approve the \$110,000 budget for Fiscal Year 2011/2012 for the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan and the overall cost allocation for the Plan in the amount of \$1,020,092.

**REGULAR:**

None

**19. ANNOUNCEMENT S**

Michael T. Burns, General Manager, provided a brief update on Caltrain funding. He noted that there are some progress from SamTrans and a deal maybe done by April 2011. There will be minor cuts to the service, but nothing close to what was proposed.

Chairperson Page noted an email he received from Jim Stallman, Interested Citizen, regarding traffic congestion along State Route 85 and Interstate 280.

**20. ADJOURNMENT**

**On order of Chairperson Page** and there being no objection, the meeting was adjourned at 1:38 pm.

Respectfully submitted,

Michael Diaresco, Board Assistant  
Office of the Board Secretary



Date: April 18, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## BOARD MEMORANDUM

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

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

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

**SUBJECT:** Noise Reduction Screening Study

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Receive the results of the Noise Reduction Screening study and approve the changes in the process for evaluating the cost-effectiveness of sound walls for highway projects in Santa Clara County.

### BACKGROUND:

In 1997, the State enacted Senate Bill 45 (SB-45), which passed control over prioritizing 75% of the State Transportation Improvement Program (STIP) to regional agencies. At the same time, the responsibility for prioritizing and funding noise abatement was also passed to regional agencies. In recognition of VTA's responsibility for programming noise abatement, the Valley Transportation Plan 2020 (VTP 2020) established a Sound Barrier Program ("Program"). On November 6, 2003, the VTA Board of Directors adopted project eligibility and scoring criteria for the Program.

Applications for funding under the Program can be submitted by local agencies, the County, and Caltrans. They must be supported by a Noise Barrier Scope Summary Report (NBSSR) that is based on Caltrans guidelines and includes a Noise Study Report, right-of-way information, engineering plans, environmental documentation, cost estimates, and a funding plan.

Despite the numerous noise complaints that VTA and local agencies have received over the years, very few, if any, result in applications for funding under the Program. In order to assist local agencies with the identification of projects that are likely to meet the eligibility criteria for the Program, VTA's Board of Directors authorized up to \$400,000 in January 2008 to conduct a

## Noise Reduction Screening Study (Study).

### **DISCUSSION:**

Two consulting firms with expertise in noise analysis, LSA Associates and Parsons Brinckerhoff, were selected from VTA's on-call list of environmental consultants to assist with the Study at a total cost of \$270,000. The Study involved the review of 78 locations in 8 cities that were submitted in response to a Call-for-Projects. The Study consisted of several phases:

- 1) Elimination of locations based on the "non-technical" project eligibility criteria, such as location already has a sound wall, roadway improvement is planned in the area within the next 25 years, and the location was developed after the highway project (Attachment A).
- 2) Evaluation of locations based on noise measurements at representative sites and on noise modeling.
- 3) Evaluation of locations based on feasibility (reduces noise by at least 5 decibels) and reasonableness (meets cost-effectiveness criteria) of noise abatement.

Thirty-eight locations were eliminated from the Study based on the "non-technical" project eligibility criteria.

Forty locations were evaluated based on the "technical" project eligibility criteria, such as actual and modeled noise levels, noise reduction from sound wall, and cost-effectiveness of sound wall (Attachment B). Given the high cost of conducting a noise study report for each site, a simplified methodology was developed to screen these sites based on the best available information. As a result of this screening, 17 locations were determined likely to be eligible and 61 locations were determined unlikely to be eligible. All locations and their likelihood to be eligible are shown in Attachment C and Attachment D. Copies of the full reports can be found at [http://www.vta.org/cma/environmental\\_public/Noise\\_Reduction\\_Screening\\_Study/](http://www.vta.org/cma/environmental_public/Noise_Reduction_Screening_Study/)

VTA encourages local agencies to review the results of the Study carefully and use them as appropriate to respond to residents with concerns about noise. VTA staff are available to assist local agencies in explaining the results of the Study to their residents.

In addition, VTA encourages local agencies with sites that they believe are eligible for the Program to begin the more detailed engineering evaluation that will be required with an application for funding. While no funding for this Program is anticipated in the next three to five years as the state struggles to fund projects that are already programmed, VTA believes that project readiness is critical to compete successfully for any state or federal dollars that become available.

Proposed roadway projects continue to be the primary opportunity to evaluate and fund sound walls. Yet, many projects in Santa Clara County do not include sound walls because they do not meet the cost-effectiveness criteria. This is due largely to a statewide reasonableness base allowance starting at \$31,000 per benefitting receptor that is low for an area like Santa Clara County with high housing costs.

In order to improve the cost-effectiveness of sound walls for highway projects, VTA staff are proposing the following actions:

- Request that Caltrans allow for geographic differences in cost reasonableness within the state to reflect variations in construction costs. The Federal Highway Administration (FHWA) does allow for such differences within a state.
- Standardize methods for calculating the construction cost estimate for sound walls within Santa Clara County. Methods for calculating construction costs can vary from project to project with some projects preparing detailed cost estimates while others use average unit costs.
- Include sound walls for highway projects that are feasible but not reasonable if they have strong public support *and* they have sufficient funds remaining in the budget after bid opening. While the FHWA does not allow the use of federal funds for sound walls that exceed the reasonableness allowance, Caltrans' staff has indicated that non-federal funds have been used where this has been an issue.

These changes to the current process for evaluating sound walls should improve the cost-effectiveness of sites in Santa Clara County.

#### **ALTERNATIVES:**

The VTA Board of Directors could decide not to receive the Study and/or staff's proposal to improve the cost-effectiveness of sound walls for highway projects.

#### **ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Technical Advisory Committee (TAC) reviewed this item at their April 14, 2011 meeting and had a question about the risk of conducting additional technical and engineering studies for a funding application given the uncertainty of state funding for noise abatement. The Committee provided the following comments: 1) VTA should continue to follow what other agencies are doing to address this issue; 2) VTA should evaluate the cost-effectiveness of other types of noise abatement besides sound walls, such as quiet pavement. Staff indicated that other types of noise abatement, such as quiet pavement and noise insulation, could improve cost-effectiveness, but are currently not approved by FHWA and Caltrans; and 3) expressed concern about applying the policy regarding the funding of sound walls that have strong public support but are not cost-effective to County expressways. VTA has revised the memorandum to clarify that this policy applies only to highway projects.

The Policy Advisory Committee (PAC) reviewed this item at their April 14, 2011 meeting and commented VTA should clarify that geographic differences in cost reasonableness should be allowed to account for variations in construction costs rather than housing costs. VTA has revised the memorandum accordingly.

Both committees approved recommending the item for Board approval.

**FISCAL IMPACT:**

There is no fiscal impact as a result of this action.

Prepared by: Christina Jaworski  
Memo No. 2958

## PROJECT ELIGIBILITY CRITERIA

- I. Project limits must be within Santa Clara County
2. Project must be requested by a VTA Member Agency or Caltrans
3. Project must meet VTA's Basic Noise Mitigation Standard
4. Project must be eligible for STIP funds (State/Federal or State Only, subject to availability)
5. NBSSR or equivalent must be complete

### **Eligible Projects**

- New soundwalls on existing freeways and expressways
- New state and/or federally eligible sound mitigation on existing freeways and expressways

### **Ineligible Projects**

- Noise barriers for developments constructed after the transportation facility.
- Noise barriers for new transportation projects (required as part of transportation project)
- Noise barriers in locations where a roadway improvement project is planned within the 25 years.
- Noise barriers on arterials or local streets
- Replacement/upgrade of existing sound barriers
- Noise mitigations that do not meet VTA's Basic Noise Mitigation Standard
- Maintenance of noise mitigation barriers

### **Eligible Expenditures**

Capital & Capital Support only:

- Environmental Studies and Documents, including all engineering/design required for that purpose (ENV)
- Plans, Specifications & Estimates (PSE)
- Right of Way Acquisition (ROW)
- Construction & Construction Support (CaNST)

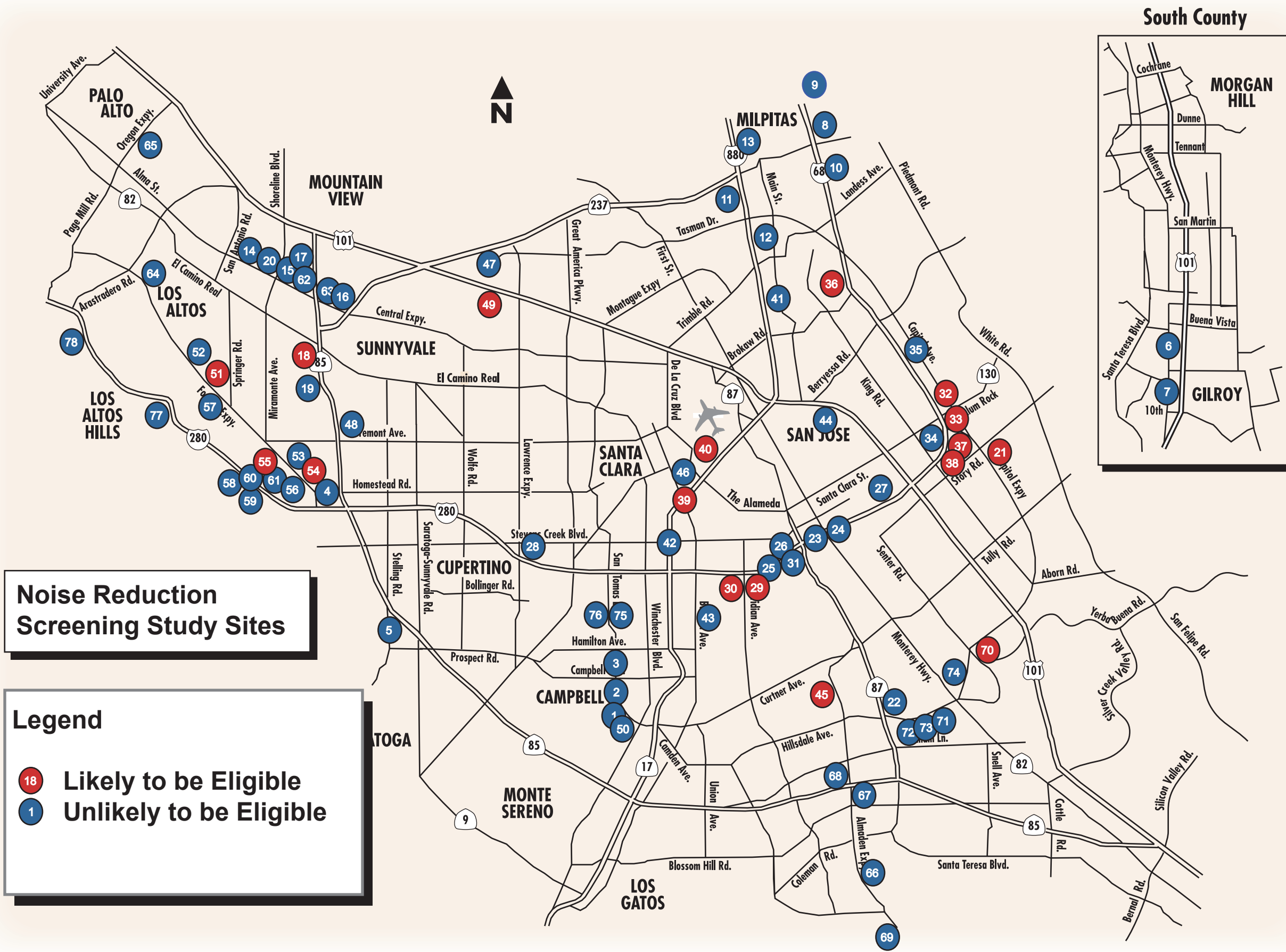
### **Ineligible Expenditures**

- Grant application preparations
- Initial feasibility studies and NBSSR/NBSSR Equivalents
- Any and all funds expended prior to grant programming
- Maintenance expenses

**VTA BASIC NOISE MITIGATION STANDARD**

Agency/ Policy	Cost Limit / Per Benefited Unit	Minimum Noise Reduction	Existing Noise Level	Barrier Height	Landscaping / Aesthetic Enhancements
VTA STANDARD	\$47,000 (2001\$)	5dBA	Approaching or greater than 67 dBA; 52 dBA for school sites- 65 dBA = "approaching" 67 dBA	Minimum: 6 ft Maximum: 16ft	Caltrans standard wall and landscaping on the freeway/expressway side to be covered by grant. Design and construction cost of any modifications to a std wall (i.e., special design features, plants or aesthetic enhancements) requested by a local agency shall be paid for by the local agency. However, additional aesthetic features that can be accommodated within the cost limits are encouraged.
Caltrans	Variable to \$47,000 (2001\$)	5dBA	Greater than 67 dBA; 52 dBA for school sites	Minimum: 6 ft Maximum: 16 ft	Only on the highway side
INDOT	\$20,000 -\$30,000	5dBA	Greater than 67 dBA	N/A	N/A
WDOT	\$30,000 (1988 dollars)	8dBA	At least 67 dBA	N/A	N/A
MoDOT	\$30,000	5dBA	At least 66 dBA	Maximum: 18 ft	N/A
NCDOT	\$25,000	5dBA	Greater than 67 dBA	Maximum: 25 ft	Visual impact considerations will ensure that a proposed barrier meets a basic aesthetic level
UDOT	N/A	5dBA	Greater than 67 dBA	N/A	Yes
NJTumpike	\$45,000	4dBA	Greater than 67 dBA	Maximum: 26 ft	N/A
LAMTA	\$40,000	5dBA	Greater than 67 dBA; 52 dBA for school sites	N/A	The design and construction cost of any modifications to a standard wall (i.e., special design features or aesthetic enhancements) requested by a local agency shall be paid for by the local agency
Traffic Authority (SCCTA)	N/A	5dBA	Greater than 62 dBA	Not required to meet FHWA and Caltrans standards*	N/A

\* SCCTA Soundwalls were funded With local sales tax dollars, and were therefore exempt from FHWA reqUirements.



**Noise Reduction Screening Study Sites**

**Legend**

- 18 Likely to be Eligible
- 76 Unlikely to be Eligible

**Noise Reduction Screening Study Results  
Eligibility for Sound Barrier Program\***

No.	Location	City	Existing Peak Noise Level	Benefitting Receptors	Sound Barrer Cost	Notes	Eligibility	Reason	Notes
1	San Tomas Expressway Budd Avenue to the Winchester south off-ramp	Campbell					Unlikely	Existing Soundwall	
2	San Tomas Expressway Campbell Avenue to Budd Avenue (both sides)	Campbell	52.5				Unlikely	Noise measurements	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
3	San Tomas Expressway Hamilton Avenue to Campbell Avenue (both sides)	Campbell	59.4				Unlikely	Noise measurements	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
4	SR 85 at Acacia near Homestead and Maxine	Cupertino					Unlikely	Developed after freeway	The SR 85 Express Lanes Project may include a noise study for this area.
5	SR 85 at Elderwood near Stelling Avenue	Cupertino	55.0				Unlikely	Noise measurements	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
6	US 101 between Las Animas Road and Leavesley Road (west side)	Gilroy					Unlikely	Planned Project	H101-23: US 101 Widening between Cochrane and Monterey Hwy
7	US 101 between Leavesley Road and Tenth Street (west side)	Gilroy					Unlikely	Planned Project	H101-23: US 101 Widening between Cochrane and Monterey Hwy
8	I-680 between Calaveras Boulevard and City Limits	Milpitas					Unlikely	Existing Soundwall, Planned Project	H680-01: I-680 HOV lanes between Calaveras and SR 84
9	I-680 between Milpitas/Fremont border and Calera Creek & Jacklin Off-Ramp	Milpitas					Unlikely	Existing Soundwall, Planned Project	H680-01: I-680 HOV lanes between Calaveras and SR 84
10	I-680 between Landess/Montague and Calaveras Boulevard	Milpitas					Unlikely	Developed after freeway	
11	I-880 SB ramp from EB SR 237 to Tasman Drive (west side)	Milpitas	59.0				Unlikely	Planned Project	The I-880 HOV IS/EA determined that the predicted noise level will not approach or exceed the noise abatement criterion (67 dBA Leq[h]).
12	I-880 between Montague and Great Mall Parkway (east side)	Milpitas	56.0 - 68.0				Unlikely	Existing Soundwall, Planned Project	The I-880 HOV IS/EA determined that soundwall would not reduce noise levels by 5 dBA.
13	SR 237/I-880 Interchange to Dixon Landing Road (east side)	Milpitas	61.0				Unlikely	Existing Soundwall	The I-880 HOV IS/EA determined that the predicted noise level will not approach or exceed the Caltrans noise abatement criterion (67 dBA Leq[h]).
14	Central Expressway between Rengstorff Avenue and Mayfield Avenue	Mountain View					Unlikely	Planned Project	CAHSR will prepare a noise study report for this area.
15	Central Expressway NE of Moffett Boulevard	Mountain View					Unlikely	Planned Project	CAHSR will prepare a noise study report for this area.

**Noise Reduction Screening Study Results  
Eligibility for Sound Barrier Program\***

No.	Location	City	Existing Peak Noise Level	Benefitting Receptors	Sound Barrer Cost	Notes	Eligibility	Reason	Notes
16	SR 237 along Ferguson Drive	Mountain View					Unlikely	Planned Project	H237-03: Widen SR 237 for HOV lanes between SR 85 & east of Mathilda; H237-01: SR 237/El Camino Real/Grant Rd
17	SR 85 between Central Ave and Middlefield Ave	Mountain View					Unlikely	Existing Soundwall	The SR 85 Express Lanes Project may include a noise study for this area.
18	SR 85 between El Camino Real and Sleeper Ave (west side)	Mountain View	72.0	32	\$1,640,520		Likely		14-foot-high barrier (2,170-foot-long). After the Study began, the SR 85 Express Lanes was proposed as a new project. This project may include a noise study for this area.
19	SR 85 west side between Sleeper Avenue and Brook Place	Mountain View					Unlikely	Existing Soundwall	The SR 85 Express Lanes Project may include a noise study for this area.
20	Central Expressway between Shoreline Boulevard and Rengstorff Avenue	Mountain View					Unlikely	Planned Project	CAHSR will prepare a noise study report for this area.
21	Capitol Expressway between Story and Ocala	San Jose	68.0	24	\$1,091,232		Likely		8-foot-high barrier (2,526-foot-long). Capitol Expressway Light Rail may include quiet pavement if it meets CSJ standards.
22	Capitol Expressway on-ramp to SB Route 87	San Jose					Unlikely	Existing Soundwall	
23	I-280 northbound and southbound from Almaden Avenue to Coyote Creek	San Jose	64.0 - 72.0	25 - 38	\$3,798,900 - \$5,992,164		Unlikely	Exceeds Reasonable Cost Allowance	
24	I-280 northbound and southbound from Guadalupe River to Almaden Avenue	San Jose	66.0 - 72.0	4	\$231,120		Unlikely	Exceeds Reasonable Cost Allowance	
25	I-280 northbound and southbound from Lincoln Avenue to Los Gatos Creek	San Jose	62.0				Unlikely	Mostly Commercial Uses	
26	I-280 northbound and southbound from Los Gatos Creek to Bird Avenue	San Jose	75.0	8	\$474,660		Unlikely	Exceeds Reasonable Cost Allowance	
27	I-280 northbound from McLaughlin Avenue to Route 101	San Jose					Unlikely	Developed after freeway	
28	I-280 northbound, east of Lawrence Expressway from Loma Linda Dr. to the end of Lago Vista Circle	San Jose					Unlikely	Existing Soundwall	
29	I-280 southbound from Meridian Way to Race Street adjacent to Paula Street	San Jose	69.0	11	\$476,820		Likely		10-foot-high barrier (883-foot-long)
30	I-280 southbound, from Leigh Avenue to Meridian Avenue	San Jose	71.0	22	\$565,488		Likely		8-foot-high barrier (1,309-foot-long)
31	I-280 SB at Bird Avenue to Route 87 SB at Hull Avenue	San Jose	69.0	11	\$830,088		Unlikely	Exceeds Reasonable Cost Allowance	CAHSR will prepare a noise study report for this area.

**Noise Reduction Screening Study Results  
Eligibility for Sound Barrier Program\***

No.	Location	City	Existing Peak Noise Level	Benefitting Receptors	Sound Barrer Cost	Notes	Eligibility	Reason	Notes
32	I-680 northbound between Alum Rock Avenue and Mueller Avenue (East Side)	San Jose	70.0	6	\$165,564		Likely		6-foot-high barrier (511-foot-long)
33	I-680 northbound between Capitol Expressway and Alum Rock Avenue (includes area adjacent to on-ramp)	San Jose	71.0	28	\$1,012,176		Likely		6-foot-high barrier (3,124-foot-long)
34	I-680 southbound between Capitol Expressway and Alum Rock Avenue	San Jose	76.0	8	\$907,200		Unlikely	Exceeds Reasonable Cost Allowance	
35	I-680 northbound between McKee Avenue and Mabury Road	San Jose					Unlikely	Developed after freeway	
36	I-680 southbound on-ramp from Hostetter Road	San Jose	68.0 - 69.0	35	\$1,798,200		Likely		12-foot-high barrier (1,175-foot-long) and 12-foot-high barrier (1,600-foot-long)
37	I-680 northbound off-ramp between Jackson Avenue and Capitol Expressway	San Jose	71.0	36	\$1,947,888		Likely		12-foot-high barrier (3,006-foot-long)
38	I-680 Northbound from Sunset to Jackson	San Jose	69.0	14	\$523,260		Likely		10-foot-high barrier (969-foot-long)
39	I-880 at Bascom Avenue	San Jose	70.0 - 77.0	19	\$603,072		Likely		8-foot-high barrier (614-foot-long), 8-foot-high barrier (530-foot-long), and 8-foot-high barrier (252-foot-long)
40	I-880 between Myrtle and The Alameda	San Jose	66.0	18	\$487,944		Likely		6-foot-high barrier (1,506-foot-long)
41	I-880 between Rock and Montague	San Jose	58.0 - 62.0				Unlikely	Planned Project, Soundwall	The I-880 HOV IS/EA determined that the predicted noise level will not approach or exceed the noise abatement criterion (67 dBA Leq[h]).
42	I-880 between Stevens Creek and I-280 (both sides)	San Jose	45.0 - 74.0	13 - 28	\$3,007,200		Unlikely	Planned Project	Based on the Noise Study Report for the I-280/880/SCB project, soundwalls will be provided for these two locations.
43	Southwest Expressway between Stokes and DeRose	San Jose					Unlikely	Local street	
44	US 101 SB between 23 <sup>rd</sup> Street and Coyote Creek	San Jose					Unlikely	Planned Project	H101-25: US 101 SB Auxiliary Lane Widening between I880 and McKee/Julian. In addition, the US 101 HOT lanes project is a new project that may be conducting a noise study of this area.
45	Almaden Expressway NW and SE of Koch	San Jose	68.0	16	\$497,016		Likely		12-foot-high barrier (767-foot-long)
46	I-880 near 723 Park Court	Santa Clara					Unlikely	Existing Soundwall, Duplicate	Soundwalls between Bascom and The Alameda. Overlaps City of San Jose Project on I-880 at Bascom.

**Noise Reduction Screening Study Results  
Eligibility for Sound Barrier Program\***

No.	Location	City	Existing Peak Noise Level	Benefitting Receptors	Sound Barrer Cost	Notes	Eligibility	Reason	Notes
47	SR 237 and Fair Oaks Way EB off-ramp near Persian Drive	Sunnyvale					Unlikely	Existing Soundwall	
48	SR 85 east side immediately north of the Fremont Avenue on-ramp	Sunnyvale					Unlikely	Planned Project	H85-09: Fremont Avenue Improvements at SR 85, H85-10: SR 85 Auxiliary lanes between Homestead and Fremont. The SR 85 Express Lanes Project may include a noise study for this area.
49	US 101 SB on-ramp from NB Fair Oaks Avenue	Sunnyvale	68.0	12	\$619,920		Likely		14-foot-high barrier (820-foot-long). The US 101 HOT lane project is a new project that may conduct a noise study for this area.
50	San Tomas Expressway NW of Winchester ramp	Campbell	58.9				Unlikely	Noise measurements	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
51	Foothill Expressway North Side between El Monte and Springer	Los Altos	68.0 - 71.0	16	\$1,080,000		Unlikely	Exceeds Reasonable Cost Allowance	
52	Foothill Expressway North side between San Antonio and El Monte	Los Altos	70.0	9	\$375,840		Likely		8-foot-high barrier (870-foot-long). X09 - Extend existing WB deceleration lane at San Antonio Road will include a noise study of this area.
53	Foothill Expressway North Side West and East of Grant	Los Altos	63.0				Unlikely	Noise measurements	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
54	Foothill Expressway North Side West of Newcastle	Los Altos	70.0	7	\$337,824		Likely		8-foot-high barrier (782-foot-long)
55	Foothill Expressway South Side between Magdalena and East of Loyola	Los Altos	69.0	14	\$729,000		Likely		10-foot-high barrier (1,350-foot-long)
56	Foothill Expressway South Side Between St Joseph and Vineyard	Los Altos	72.0	9	\$680,400		Unlikely	Exceeds Reasonable Cost Allowance	
57	Foothill Expressway South Side West of Magdalena	Los Altos	70.0	4	\$648,000		Unlikely	Exceeds Reasonable Cost Allowance	
58	I-280 near Eastbrook Drive at Magdalena	Los Altos Hills	63.0				Unlikely	Noise measurements	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
59	I-280 near Eastbrook Drive between Putter Way and Loyola Drive	Los Altos Hills	66.0	24	\$2,113,560		Unlikely	Exceeds Reasonable Cost Allowance	
60	I-280 near Loyola and Oakridge Drive	Los Altos Hills	66.0	9	\$1,433,376		Unlikely	Exceeds Reasonable Cost Allowance	
61	I-280 near Quail Meadow Drive (at Mora)	Los Altos Hills	62.0				Unlikely	Noise measurements	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
62	Central Expressway NW of Moffett Boulevard	Mountain View					Unlikely	Planned Project	CAHSR will prepare a noise study report for this area.

**Noise Reduction Screening Study Results  
Eligibility for Sound Barrier Program\***

No.	Location	City	Existing Peak Noise Level	Benefitting Receptors	Sound Barrer Cost	Notes	Eligibility	Reason	Notes
63	Central Expressway North side between SR 85 and Whisman	Mountain View					Unlikely	Planned Project	CAHSR will prepare a noise study report for this area.
64	Foothill Expressway North Side West of Moana Court and adjacent to residences along Blue Oak	Palo Alto	63.0	14	\$864,000		Unlikely	Exceeds Reasonable Cost Allowance	
65	Oregon/Page Mill Expressway between US 101 and Alma	Palo Alto	65.0	1	\$172,800		Unlikely	Exceeds Reasonable Cost Allowance	
66	Almaden Expressway East side between Winfield and Redmond	San Jose					Unlikely	Developed after freeway	
67	Almaden Expressway NE of Foxchase	San Jose					Unlikely	Planned Project	X03 - Widen Almaden Expwy to 8 lanes between Coleman and Blossom Hill
68	Almaden Expressway NW of Cherry	San Jose					Unlikely	Planned Project	X30 - Widen Almaden Expwy to 8 lanes between Blossom Hill and Branham
69	Almaden Expressway SW of Trinidad	San Jose	68.0	1	\$93,960		Unlikely	Exceeds Reasonable Cost Allowance	
70	Capitol Expressway NE and SE of Senter	San Jose	69.0	33	\$308,124		Likely		6-foot-high barrier (951-foot-long)
71	Capitol Expressway NW and SE of Vista Park	San Jose					Unlikely	Developed after expressway	
72	Capitol Expressway NW of Bluefield	San Jose					Unlikely	Developed after expressway	
73	Capitol Expressway south side between Vista Park and Bluefield	San Jose					Unlikely	Developed after expressway	
74	Capitol Expressway SW of Seven Trees	San Jose					Unlikely	Existing Soundwall	
75	San Tomas Expressway East Side near Sunnyhaven Drive	San Jose	62.2				Unlikely	Noise modeling	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
76	San Tomas Expressway West Side between Williams to South of Payne	San Jose	62.2				Unlikely	Noise modeling	Very unlikely to meet the Noise Mitigation Standard of 65 dBA.
77	I-280 near 26075, 26101, 26045, 26100 Duval Way	Los Altos Hills	67.0	6	\$1,228,500		Unlikely	Exceeds Reasonable Cost Allowance	
78	I-280 near 27400 Elena Road	Los Altos Hills					Unlikely	Developed after expressway	

\* Local agencies are responsible for preparing the detailed engineering studies required to support an application for funding under the Sound Barrier Program



Date: April 12, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** VTP 2040 Preliminary Project Lists

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Approve the Valley Transportation Plan (VTP) 2040 Preliminary Project List for submittal to the Metropolitan Transportation Commission (MTC).

### BACKGROUND:

As the Congestion Management Agency for Santa Clara County, VTA is responsible for preparing and adopting the countywide transportation plan. Projects and programs included in the Valley Transportation Plan (VTP) serve as recommendations for submittal to the Metropolitan Transportation Commission (MTC) for inclusion in the Regional Transportation Plan (RTP).

A key component of the Valley Transportation Plan update (VTP 2040) is the development of project lists and programmatic lump sum funding allocations for the nine program areas: Highways, Expressways, Local Streets & County Roads, Intelligent Transportation Systems (ITS) / Transportation Systems Operation and Management (TSOM), Local Roadway Maintenance, Transit, Sound Mitigation, Bicycle, and Community Design and Transportation (CDT). This memorandum presents financially unconstrained project lists for each of the relevant VTP program areas and initial recommendations for grouping project types into programmatic funding categories.

To be consistent with past practice and MTC's project submittal guidelines, VTA has compiled a list of projects for Highways, Expressways, Local Streets and Roads, and Transit with input from our Member Agencies and the public to submit to MTC by April 29<sup>th</sup>. The other

project categories, including Intelligent Transportation Systems (ITS) / Transportation Systems Operation and Management (TSOM), Local Roadway Maintenance, Sound Mitigation, Bicycle, and Community Design and Transportation, will be submitted to MTC as Program Areas with no specific projects identified.

### **DISCUSSION:**

In February 2011, VTA issued a Call-for-Projects for project sponsors to identify new projects and provide updated information for projects currently in VTP 2035. The Call-for-Projects was set to coincide with the RTP schedule and was issued to city, town and County governments in Santa Clara County, as well as other relevant agencies such as Caltrans. Members of the public were also encouraged to submit applications as part of the call for projects. The due date for submittal to VTA was Friday April 1<sup>st</sup>, 2011. All projects will need to be submitted to MTC by April 29<sup>th</sup>. This preliminary list of projects will be presented to VTA Committees in April. The draft project lists will also be presented to the public at four locations around Santa Clara County in early April for comment as part of the VTP 2040 outreach.

It is important to note that these lists are financially unconstrained as requested by MTC. In past practices, MTC developed a set of financial estimates to inform CMAs with a dollar amount to use for their County in the development of project lists. Project sponsors were asked to develop the project lists without the benefit of full financial estimates for the plan. MTC will evaluate the projects against a set of transportation performance measures as part of the RTP development, and intends to use the evaluations as a basis for discussion of funding policies.

After submitting the preliminary project lists to MTC, VTA staff will work with MTC to evaluate the projects based on financial estimates developed by MTC, that are expected to come out in summer 2011. Additional outreach to the public and stakeholders will be necessary to prioritize the projects and refine the project lists. VTA staff expects to bring a revised list of projects through the Board in the late summer / early fall timeframe. The RTP will not be adopted until April 2013, and the development of final project lists may not be completed until adoption of the plan. Throughout this process, staff will keep our Member Agencies, Committees, and the Board aware of the regional process involving the project lists and make additions or modifications necessary.

To engage the public in the discussions of the VTP development and solicit feedback on the draft VTP project lists, VTA has set up six public meetings in March and April. These public meetings are intended to bring about discussion regarding the projects and to give the public a sense of what the process for the development of the VTP will be.

### **Next Steps**

The following is a process timeline for the development of both our VTP and the RTP.

### **VTP/SCS Public Meetings**

March 16 - 4pm to 6pm - VTA Offices, San Jose

April 7 - 6pm to 8pm - Morgan Hill Community and Cultural Center, Madrone Room

April 11 - 4pm to 6pm - Mountain View Public Library, Community Room

April 12 - 6pm to 8pm - San Jose Biblioteca Latinoamericana Library, Community Room  
 April 13 - 6pm to 8pm - Campbell Library, Community Room, Lower Floor  
 April 14th - 4:30pm to 6pm, VTA Policy Advisory Committee/Cities Association Meeting:  
 Sunnyvale City Council Chamber (webcast available)

### **Key VTP/SCS Milestones**

Release of Initial Vision Scenario:	March 11, 2011
Project Submittals due to VTA:	April 1, 2011
Public outreach on potential projects:	March to Mid-April, 2011
Project Submittals due to MTC:	April 29, 2011
VTA Board Adoption of Project Lists	May 5, 2011
SCS Detailed Scenario Development:	June-August 2011
MTC evaluation of projects	Spring 2011 through Winter 2012
VTA evaluation and refinement of projects	Fall 2012
VTP 2040 Adoption:	January 2013
Final RTP/SCS:	April 2013

### **ALTERNATIVES:**

The Board may choose an alternative list of projects to submit to MTC.

### **FISCAL IMPACT:**

There is no direct financial impact to the approval and submittal of the list of projects to MTC. However, projects must be included in the RTP 2040 in order to receive federal, state, regional and local discretionary fund programming.

Prepared by: John Sighamony  
 Memo No. 3060

## Preliminary Financially Unconstrained Project List

Total Cost of All Program Areas

Cost in Millions (2010 dollars)

Local Streets and County Roads	\$	1,132
Expressways	\$	432
Bicycle	\$	615
Intelligent Transportation Systems	\$	287
Highways	\$	4,516
Transit	\$	10,548
Pavement	\$	1,209
Soundwalls	\$	13
CDT Program	\$	382
<b>Grand Total</b>	<b>\$</b>	<b>19,135</b>

Note: All cost estimates are listed in 2010 dollars.

## Local Streets and Roads

Sponsor	VTP 2040 ID	Local Streets and Roads	COST (millions)
Campbell	R1	Hacienda Ave. Improvements	\$3.50
Cupertino	R2	McClellan Rd. Widening	\$2.55
Gilroy	R3	IOOF Avenue Overcrossing	\$15.38
	R4	Gilroy Orbital Concept (NW Quad)	\$9.02
	R5	Las Animas Avenue Overcrossing	\$9.76
	R6	Tenth Street Bridge Project	\$14.85
Los Altos	R7	Miramonte Ave. Bikeway Improvements	\$1.49
Los Altos Hills		<i>NONE</i>	
Los Gatos	R8	Los Gatos Blvd. Widening	\$5.83
	R9	University Ave. Widening	\$2.12
Milpitas	R10	Calaveras Blvd. Widening	\$74.26
	R11	Dixon Landing Road Pedestrian and Bicycle Improvements	\$6.00
	R12	Dixon Landing Rd./North Milpitas Blvd. Intersection Improvements	\$3.18
	R13	Milpitas Blvd. Improvements	\$26.52
Monte Sereno		<i>NONE</i>	
Morgan Hill	R14	Madrone Pkwy. Extension	\$6.37
	R15	Butterfield Blvd. Extension	\$1.06
	R16	Mission View Rd. North Extension	\$1.06
	R17	Monterey Rd. Local Streets Improvements	\$13.79
	R18	Butterfield Blvd. South Extension	\$19.94
	R19	Santa Teresa Blvd. Improvements	\$10.82
Mountain View	R20	Citywide Crosswalk Inventory/Ped Safety Improvements	\$0.53
	R21	Miramonte Ave./Park Dr. & Gladys Dr./Easy St. Intersection Improvements	\$0.58
	R22	Maude Avenue-Middlefield Road-Ellis Street-Louge-National Ave. Sidewalks	\$0.70
	R23	Rengstorff Avenue Grade Separation	\$65.00
Palo Alto	R24	El Camino Real & Arastradero Rd-Charleston Rd Intersection Improvements	\$2.12
	R25	El Camino Real & Matadero Av Intersection Improvements	\$1.06
	R26	El Camino Real Regional Corridor Improvements: PAMF to Churchill Av	\$4.24
	R27	Middlefield Rd - Midtown Corridor Improvements	\$2.12
	R28	Embarcadero Rd Feasibility Study	\$0.53
	R29	Palo Alto Smart Streets	\$4.24
San Jose	R30	Autumn Pkwy. Improvement from Union Pacific Railroad to Park Ave.	\$35.01
	R31	North First St. Core Area Grid Streets	\$64.71
	R32	Chynoweth/Thornwood Ave. Extension from Almaden Expwy. to Winfield Blvd.	\$15.00
	R33	Charcot Ave. Extension Over I-880	\$36.07
	R34	Coleman Ave. Widening from I-880 to Taylor St.	\$13.00

## Local Streets and Roads

Sponsor	VTP 2040 ID	Local Streets and Roads	COST (millions)
San Jose (continued)	R35	King Rd. Bridge Replacement and Widening at Penitencia Creek	\$5.00
	R36	Branham Ln. Widening from Vista Park Dr. to Snell Ave.	\$10.93
	R37	Caltrain Pedestrian Crossing Bridge at Blossom Hill Station	\$2.65
	R38	Almaden Rd. Improvement from Malone Rd. to Curtner Ave.	\$5.73
	R39	Downtown Couplet Conversions	\$23.34
	R40	North San Jose Bike and Ped Improvements	\$35.01
	R41	Snell Ave. Widening	\$4.24
	R42	Zanker Rd. Widening	\$57.29
	R43	Branham Ln./Monterey Hwy Grade Crossing Project	\$31.83
	R44	Neiman Blvd. Pedestrian Overcrossing at Capitol Expwy.	\$8.49
	R45	Caltrain Grade Separation at Branham Ln. (included in R33)	\$0.00
	R46	Senter Rd. Widening from Umbarger Rd. to Lewis Rd.	\$5.73
	R47	North San Jose Miscellaneous Intersection Improvements	\$30.77
	R48	Bird Ave. Pedestrian Corridor	\$3.18
	R49	Park Ave. Improvements from Bird Ave. to SR87	\$4.35
	R50	Oakland Rd. Improvements from 101 to Montague	\$10.61
	R51	Auzerais Ave. Bicycle and Pedestrian Improvements from Sunol St. to Race St.	\$2.02
	R52	Caltrain Grade Separation at Skyway Dr.	\$26.52
	R53	San Carlos St. Bridge Replacement and Widening at Caltrain/ Vasona LRT	\$10.00
	R54	Santa Clara Street Bridge at Coyote Creek Bridge Replacement	\$26.52
	R55	Widen north side of the bridge to add an additional through traffic lane on westbound Brokaw Road	\$21.22
R56	O'Connor Dr Bridge Replacement	\$26.52	
R57	Alum Rock Falls Rd Bridge replacement	\$26.52	
R58	Noble Bridge replacement	\$21.22	
R59	Winchester Streetscape Improvements I-280 to City limits (Campbell)	\$3.18	
R60	Brokaw Bridge Widening	\$21.22	
R61	City General Plan Multiple Street downgrades and Streetscape projects	\$10.61	
Santa Clara	R62	Great America Pkwy. Pavement Improvements	\$11.14
	R63	De La Cruz Blvd. Pavement Improvements	\$3.18
	R64	De La Cruz Blvd. South Pavement Improvements	\$6.37
	R65	Monroe St. Pavement Improvements	\$2.55
	R66	Lincoln St. Pavement Improvements	\$1.01
	R67	Pruneridge Ave. & Cypress Ave. Pavement Improvements	\$4.51
	R68	Santa Clara Industrial Area Pavement Improvements	\$6.74
	R69	Citywide Sidewalk Connection	\$7.96

## Local Streets and Roads

Sponsor	VTP 2040 ID	Local Streets and Roads	COST (millions)
	R70	Great America Pkwy/Mission College Blvd. Intersection Improvements	\$6.90
	R71	El Camino Real/Lafayette St. Improvements	\$1.06
	R72	Reconstruction/Rehabilitation of Various Streets	\$15.91
	R73	El Camino Real/San Tomas Expwy. Intersection Improvements	\$0.85
<b>Saratoga</b>	R74	SR 9 Ped Safety Improvement	\$2.12
	R75	Citywide Signal Upgrade Project Phase II	\$0.53
	R76	Herriman Ave./Saratoga Ave. Traffic Signal	\$0.32
	R77	Prospect Rd. Median Project	\$2.12
	R78	Verde Vista Ln. Traffic Signal	\$0.32
	R79	Saratoga Ave. Rehabilitation and Overlay Project	\$0.85
	R80	Saratoga Ave. Sidewalk Ped Improvement	\$0.32
<b>Sunnyvale</b>	R81	Mary Ave. Extension	\$61.53
	R82	Lawrence Expwy./Wildwood Ave. Realignment & Signalization	\$5.30
	R83	Comprehensive Sidewalk Network for Employment Areas	\$8.59
	R84	Sunnyvale Local Street Improvements	\$15.60
	R85	Sunnyvale Downtown Specific Plan Improvements	\$13.79
	R86	Installation of Ped Countdown Signals	\$0.21
	R87	Sunnyvale Ave. Reconfiguration, Evelyn to Iowa	\$6.10
<b>County</b>	R88	Foothill Expwy./Loyola Bridge	\$1.06
	R89	Center Ave and Marcella Ave 2-lane connection	\$3.00
	R90	DeWitt Ave/Sunnyside Ave Realignment at Edmunsen Ave.	\$7.00
	R91	Hill Rd Extension from East Main Ave to Peet Rd.	\$8.49
	R92	Marcella Ave Two-Lane Realignment	\$6.37
	R93	Fitzgerald Ave/Masten Ave Realignment at Monterey	\$0.64
	R94	Santa Teresa Blvd & Tilton Ave Traffic Signal Improvements	\$0.64
	R95	Railroad Crossing Improvements at Church Ave and Monterey Hwy	\$0.74
	R96	Watsonville Rd Center Turn Lane	\$7.43
	R97	Santa Teresa Blvd & San Martin Ave Traffic Signal Improvements	\$0.64
	R98	Doyle Rd Bicycle and Pedestrian Trail Connection	\$0.42
	R99	Magdalena at Country Club Intersection Signal	\$0.70
	FR100	Fitzgerald Ave. Shoulder Improvements	\$2.23
<b>Total</b>			<b>\$1,132.35</b>

All cost estimates are listed in 2010 dollars.

## Expressways

VTP 2040 ID	Expressways - SCC Roads Department	Cost (millions)
X1	Almaden Expwy – Widen Coleman to Blossom Hill	\$11.14
X2	Capitol Expwy – TOS infrastructure	\$3.50
X3	Central Expwy – Auxiliary lanes between Mary Ave and Lawrence Expwy	\$18.04
X4	Central Expwy – Convert Measure B HOV lane between De La Cruz Blvd and San Tomas Expwy	\$0.11
X5	Central Expwy – Six lanes from Lawrence Expwy to San Tomas Expwy	\$14.43
X6	Foothill Expwy – Extend deceleration lane at San Antonio Rd	\$0.74
X7	Foothill Expwy – Loyola Bridge	\$7.43
X8	Lawrence Expwy – Additional left turn lane at Prospect	\$2.76
X9	Lawrence Expwy – Close median, right in/out	\$1.59
X10	Lawrence Expwy – Arques Square Loop Grade Separation	\$47.74
X11	Lawrence Expwy – Expand to eight lanes from Moorpark Ave to south of Calvert Dr.	\$5.52
X12	Montague Expwy – Eight lanes from Lick Mill Blvd to Trade Zone Blvd	\$12.73
X13	Montague Expwy – Trimble Rd Flyover	\$33.95
X14	Montague Expwy – Eight lanes from Trade Zone Blvd to I-680	\$14.00
X15	Montague Expwy – Mission College Blvd At-Grade Improvements	\$5.20
X16	Oregon Expwy/Page Mill Rd – I-280 Page Mill Rd Modification	\$7.00
X17	San Tomas Expwy – SR 17/San Tomas Expwy Improvements	\$2.76
X18	San Tomas Expwy – Box Culvert	\$14.00
X19	San Tomas Expwy – Eight lanes between Williams Rd and El Camino	\$43.18
X20	Santa Teresa Blvd/Hale Ave Corridor – Realign DeWitt Ave S-Curve	\$2.65
X21	Santa Teresa Blvd/Hale Ave Corridor – TOS Infrastructure Improvements	\$5.30
X22	SCC Motorist Traffic Information & Advisory Systems	\$5.30
X23	Signal Coordination/Interconnect with Cross Streets	\$5.30
X24	TOS Infrastructure Improvements	\$10.61
X25	Lawrence Expwy – Kifer Rd Interchange	\$59.00
X26	Lawrence Expwy – Monroe St Interchange	\$59.00
X27	Montague Expwy – McCarthy Blvd Square Loop Interchange	\$37.00
X28	Almaden Expwy – SR 85 Interchange PSR	\$0.40
X29	Lawrence Expwy – I-280 Project Study Report	\$1.00
X30	Oregon Expwy – Alma Bridge Feasibility Study	\$0.30
<b>Total</b>		<b>\$431.68</b>

All cost estimates are listed in 2010 dollars.

## Bicycles

Sponsor	VTP 2040 ID	Local Streets and Roads	Cost (millions)
Campbell	B1	Los Gatos Creek Trail Expansion on West Side (Hamilton to Campbell)	\$2.65
	B2	Widen Los Gatos Creek Trail on East Side (Camden to Campbell)	\$0.32
	B3	San Tomas Aquino Creek Trail	\$1.59
	B4	Portals Project: Widening Campbell Avenue under SR 17	\$4.20
	B5	Hacienda Ave. Bike Lanes	\$0.05
Cupertino		<i>NONE</i>	
Gilroy	B6	Uvas Creek Trail Feasibility	\$0.16
	B7	Western Ronan Channel SCVWD Service Road Trail	\$2.86
	B8	Gilroy Sports Park Trail	\$5.09
	B9	Lions Creek SCVWD Service Road Trail: west of Kern Ave.	\$2.02
	B10	Lions Creek SCVWD Service Road Trail: west of Santa Teresa Blvd.	\$0.64
	B11	Northern Uvas Creek SCVWD Service Road Trail	\$2.02
	B12	Lions Creek Service Road West	\$0.95
Los Altos	B13	Adobe Creek Bike/Ped Bridge Replacement	\$0.53
	B14	Miramonte Ave. Bikeway Improvement	\$1.49
	B15	Stevens Creek Link Trail	\$3.18
Los Altos Hills	B16	Moody Rd./El Monte Rd. Bike Improvements Segments 1, 2, 3	\$3.71
	B17	El Monte Rd. from Stonebrook to Voorhees	\$0.21
Los Gatos	B18	Blossom Hill Rd. Sidewalks and Bike Lanes	\$0.85
	B19	Los Gatos Creek Trail Connector to SR 9	\$1.06
Milpitas	B20	Montague Expwy. Bike/Ped Overcrossing	\$17.00
	B21	Berryessa Creek Trail (Reach 4 - 6)	\$7.00
Monte Sereno		<i>NONE</i>	
Morgan Hill	B22	Butterfield Linear Park Bike/Ped Improvements	\$1.50
	B23	Madrone Pkwy. Bike Lanes	\$0.10
	B24	Main Ave. Bike Lanes	\$0.15
	B25	Llagas Ave. Bike Lanes	\$0.18
	B26	Sobrato High School Bike Access Improvements	\$0.50
	B27	West Little Llagas Creek Trail: Spring to Edes Ct.	\$1.50
	B28	West Little Llagas Creek Trail: Main Ave. to Spring Rd.	\$0.69
	B29	US 101 and Cochrane Road Bike/Ped Improvements	\$0.64
	B30	Madrone Recharge Channel Bike Path	\$0.53
	Mountain View	B31	Stevens Creek Trail Reach 4 Segment 2: Dale/Heatherstone to Mtn. View High
B32		Stevens Creek Trail/Middlefield Rd. North Side Access	\$0.74
B33		Stevens Creek Trail/Landels School Trailhead	\$0.64
B34		Permanente Creek Trail: Old Middlefield Way to Rock Street	\$0.35

## Bicycles

Sponsor	VTP 2040 ID	Local Streets and Roads	Cost (millions)
	B35	Permanente Creek Trail: Rock Street to Middlefield Road	\$0.50
	B36	Permanente Creek Trail Grade Separation at Charleston Road	\$1.50
	B37	Hetch Hetchy Trail: Middlefield Road to Shoreline Blvd.	\$0.80
<b>Palo Alto</b>	B38	Adobe Creek Reach Trail	\$1.00
	B39	San Francisquito Reach Trail	\$5.00
	B40	Matadero Creek Undercrossing Upgrade	\$2.00
	B41	Bicycle Boulevards Network Project	\$5.30
	B42	California Avenue Caltrain Undercrossing	\$13.79
	B43	US 101/Adobe Creek Ped/Bicycle Grade separation	\$10.00
	B44	South Palo Alto Caltrain Pedestrian/Bicycle Grade Separation	\$13.00
<b>San Jose</b>	B45	Almaden Expwy. Bicycle and Pedestrian Overcrossing	\$9.00
	B46	Guadalupe River Trail (Montague Expwy. to Alviso)	\$5.30
	B47	Los Gatos Creek Trail (Auzerais Ave. to Park Ave.)	\$5.30
	B48	Los Gatos Creek Trail (Park to Santa Clara) - Diridon Station Segment	\$7.74
	B49	Coyote Creek Trail (Montague Expwy. to Oakland Rd.)	\$7.96
	B50	Coyote Creek Trail (Oakland Rd. to Watson Park)	\$8.00
	B51	Coyote Creek Trail (Watson Park to Williams St. Park)	\$5.30
	B52	Coyote Creek Trail (Williams St. Park to Kelley Park)	\$3.00
	B53	Branham Ln of US 101 Bicycle and Pedestrian overcrossing	\$25.00
	B54	Blossom Hill - Calero Bikeways	\$0.40
	B55	Brokaw - Coleman - Airport Bikeway	\$1.06
	B56	Capitol Ave./Capitol Expwy. Bikeway	\$0.32
	B57	Charcot Bikeway	\$0.42
	B58	Five Wounds Trail (Watson Park to Williams St. Park - Alum Rock BART Station Segment)	\$20.00
	B59	Hedding St. Bikeway	\$0.25
	B60	Hwy 237 Bikeway	\$0.42
	B61	Monroe Bikeway	\$0.20
	B62	Newhall St. Bike/Ped Overcrossing over Caltrain	\$7.43
	B63	Park Ave/San Fernando St. San Antonio Bikeway	\$0.30
	B64	Penitencia Creek Trail (Coyote Creek- King Rd.)	\$3.98
	B65	Thompson Creek Trail: Eastridge Transit Center to Evergreen College	\$6.79
	B66	Willow Glen Spur Trail	\$2.65
	B67	Implementation of miscellaneous projects in city council-approved Bike Plan 2020	\$5.00
	B68	Guadalupe River Trail (Virginia Street to Chynoweth Avenue)	\$30.00
	B69	Lower Silver Creek Trail (Coyote Crk to Thompson Creek Trail)	\$30.00
	B70	Highway 87 Bikeway (Curtner Extension and system safety enhancements)	\$15.00
	B71	Calero Creek Trail (Harry Road to Bay Area Ridge Trail)	\$12.00

## Bicycles

Sponsor	VTP 2040 ID	Local Streets and Roads	Cost (millions)	
San Jose	B72	Guadalupe Creek Trail (Almaden Expressway to Quicksilver Mines County Park)	\$15.00	
	B73	Penitencia Creek Trail (Dorel Drive to Alum Rock Park)	\$10.00	
	B74	San Francisco Bay Trail-San Jose (San Tomas Aquino Trail to Coyote Creek Trail)	\$40.00	
	B75	Canoas Creek (Highway 87 Bikeway to Highway 85 Light Rail)	\$5.00	
	B76	Component Trail (Lower Guadalupe River to North First Street Light Rail)	\$5.00	
	B77	Lake Cunningham Trail (Lower Silver Crk to Thompson Crk)	\$7.00	
	B78	Guadalupe Creek Trail (W. side Expressway to Lake Almaden)	\$10.00	
	B79	Coyote Creek Trail (William to Phela)	\$5.00	
	B80	Edenvale Pedestrian Bridge (Brhanam to Embedded)	\$25.00	
	B81	Five Wounds Trail (280-Berryessa)	\$30.00	
	B82	Fisher Creek Trail (Coyote Creek Trail to Coyote Valley / Bay Area Ridge Trail)	\$20.00	
	Santa Clara	B83	Scott Blvd. Bike Lanes	\$0.41
B84		Tasman Dr. Bike Lanes	\$0.53	
B85		Calabazas Creek Trail	\$13.00	
B86		Hetch Hetchy Trail	\$7.00	
B87		Lafayette St. Bike Lanes: Calle de Luna to Yerba Buena Way	\$0.24	
B88		Lafayette St. Bike Lanes: Agnew Rd. to Reed St.	\$0.90	
B89		De La Cruz Blvd. Bike Lanes: Central Expwy. to Brokaw Rd.	\$0.55	
B90		Benton St. Bike Lanes: Monroe St. to Railroad Ave.	\$0.22	
B91		Pruneridge Ave. Bike Lanes: Pomeroy Ave. to Winchester Blvd.	\$0.72	
B92		Bowers Ae./Kiely Blvd. Bike Lanes: Cabrillo Ave. to Stevens Creek Blvd.	\$0.88	
B93		San Tomas Aquino Creek Trail: North of Monroe to SR 237	\$10.61	
B94		San Tomas Aquino Creek Trail: Monroe to Cabrillo to southern city limit	\$1.70	
B95		San Tomas Aquino Creek Spur Trail	\$1.06	
Saratoga		B96	PG&E DeAnza Creek Trail (Reach 3)	\$2.65
		B97	Blue Hills School RR Crossing Safety Project	\$0.40
Saratoga/Los Gatos/Monte Sereno	B98	SR 9 Bicycle and Pedestrian Safety Improvements	\$2.86	
	B99	Bernardo Ave. Caltrain Undercrossing	\$9.02	
Sunnyvale	B100	Mary Ave. Bike Lanes	\$0.55	
	B101	Maude Ave. Bike Lanes	\$0.23	
	B102	Stevens Creek Trail Connector	\$1.49	
	B103	Mathilda Ave. Bike Lanes: US 101 to El Camino Real	\$3.90	

## Bicycles

Sponsor	VTP 2040 ID	Local Streets and Roads	Cost (millions)
	B104	Pastoria Ave. Bike Lanes: El Camino Real to Evelyn Ave.	\$0.25
	B105	Mary Ave. Bike Lanes: Maude to Fremont	\$0.75
	B106	Olive Ave. Bike Lanes: Mathilda to Fair Oaks	\$0.20
	B107	Lakewood/Sandia Drive Bike Lanes	\$0.20
	B108	Maude Ave. Bike Lanes: Mathilda to Wolfe	\$0.20
	B109	Del Rey Ave. Bike Lanes	\$0.10
	B110	Hendy Ave. Bike Lanes: Sunnyvale Ave. to Fair Oaks Ave.	\$0.71
<b>County</b>	B112	Foothill Expwy./Loyola Bridge	\$1.00
	B113	Oregon Expwy/Page Mill Rd – I-280 Page Mill Rd Modification	\$1.00
	B114	McKean Rd Shoulder Improvements (Harry Rd to Bailey Ave)	\$7.00
	B115	Santa Teresa Blvd. Bicycle Delineation	\$0.53
	B116	Expressway and Santa Teresa Corridor Bike Detection	\$2.08
	B117	Doyle Rd. Bicycle and Pedestrian Trail Connection	\$1.00
	B118	Replace Lakeside POC at Lawrence Expwy.	\$3.12
	B119	Popular Bicycle Rural Roads Improvements	\$1.00
<b>County Parks</b>	B120	Los Gatos Creek Trail – Lark Ave to Blossom Hill Dr.	\$1.50
	B121	Coyote Creek Trail – Silicon Valley Blvd to Metcalf Rd.	\$0.88
	B122	Coyote Creek Trail: Metcalf Rd to Malaguerra Ave.	\$2.80
<b>VTA</b>	B123	Santa Clara Caltrain Station Undercrossing	\$8.00
	B124	Capitol Caltrain Station Undercrossing	\$8.50
<b>Total</b>			<b>\$615.31</b>

All cost estimates are listed in 2010 dollars.

## Intelligent Transportation Systems

Sponsor	VTP 2040 ID	Intelligent Transportation Systems	Cost (millions)
Campbell	S1	Hamilton Ave. Intelligent Transportation Systems	\$0.44
	S2	Citywide Traffic Signal System Upgrade	\$0.27
	S3	Winchester Blvd. Intelligent	\$0.44
	S4	Transportation System	\$0.11
Cupertino	S5	Stevens Creek Blvd CCTV Cameras	\$0.06
Gilroy	S6	City of Gilroy Adaptive Traffic Control System	\$0.99
	S7	City of Gilroy Event Management System	\$0.99
	S8	City of Gilroy Traffic Signal System Upgrade	\$4.29
	S9	City of Gilroy Flood Watch Camera Installations	\$0.55
	S10	ITS Enhancements on Santa Teresa Blvd.	\$2.20
	S11	10th St. and Downtown Signals Upgrade	\$1.65
	S12	SR 152 Signal System Upgrade	\$2.53
	S13	Gilroy Community Bus Signal Priority	\$0.44
	S14	Gilroy Other Signal Upgrade	\$1.10
	S15	Gilroy Downtown Parking Management System	\$0.33
Los Altos		<i>NONE</i>	
Los Altos Hills		<i>NONE</i>	
Los Gatos	S16	Town of Los Gatos Traffic Signal System Upgrade	\$0.36
Milpitas	S17	South Milpitas Blvd. SMART Corridor	\$0.55
	S18	Citywide Adaptive Bicycle and Pedestrian Timing	\$0.50
Monte Sereno		<i>NONE</i>	
Morgan Hill	S19	Citywide Traffic Signal Operation Center	\$1.43
	S20	Citywide Wireless Vehicle Detection System Installation	\$0.99
Mountain View	S21	Citywide Traffic Signal Upgrade and IP Traffic Signal Access	\$2.75
	S23	Shoreline Blvd. Adaptive Traffic Signals	\$1.87
	S24	Rengstorff Ave. Traffic Signal Improvements	\$1.50
Palo Alto	S25	Citywide Traffic Signal System Upgrade	\$1.98
	S26	Citywide Traffic Signal CCTV/Emergency Vehicle Preemption Project	\$1.54
	S27	Citywide Traffic Signal Retiming & Pedestrian Facility Upgrades	\$1.00
San Jose	S28	San Jose Proactive Signal Retiming Program	\$27.50
	S29	San Jose Transportation Communications Network Enhancements	\$0.00
	S30	San Jose Traffic Signal System Upgrades	\$8.80
	S31	Downtown San Jose Area Freeway Management System	\$2.20
	S32	Downtown San Jose Local Street Advanced Traffic Management System	\$3.30
	S33	Downtown San Jose CMS Upgrades	\$1.65
	S34	King Rd/Story Rd. Area Advanced Traffic Management System	\$3.30
	S35	Silicon Valley ITS Program Upgrades	\$29.70
	S36	Silicon Valley TiMC - San Jose Police Department Integration	\$2.20
	S37	City of San Jose Red Light Running Enforcement Program	\$0.55

## Intelligent Transportation Systems

Sponsor	VTP 2040 ID	Intelligent Transportation Systems	Cost (millions)
San Jose (cont.)	S38	San Jose Traffic Signal Interconnect	\$4.40
	S39	SVITS Hybrid Analogy/Digital Video System	\$0.22
	S40	Silicon Valley TIMC - Ramp Metering Integration	\$8.80
	S41	Monterey Highway ITS	\$5.28
	S42	San Jose Emergency Vehicle Preemption System	\$7.46
	S43	SVITS Connection to Sunnyvale	\$3.85
	S44	Winchester /Stevens Creek Area Advanced Traffic Mgmt System	\$2.20
	S45	Eastridge/Evergreen Area Advanced Traffic Mgmt System	\$4.40
	S46	Almaden/Blossom Hill Area Advanced Traffic Mgmt System	\$2.20
	S47	Saratoga/Moorpark Advanced Traffic Management System	\$2.00
	S48	Brokaw-Airport Area Advanced Traffic Management System	\$2.00
S49	SJ Citywide Count and Speed Monitoring System	\$8.00	
Santa Clara	S50	Santa Clara Communications Network Upgrade	\$5.50
	S51	Santa Clara Traffic Signals Upgrade	\$4.60
	S52	Santa Clara TMC Upgrade	\$1.20
	S53	Citywide Traffic Monitoring Cameras	\$2.50
	S54	Citywide Traffic Count and Travel time Monitoring System	\$1.75
	S55	Citywide Emergency Vehicle Preemption for Traffic Signals	\$2.50
	S56	Citywide Bicycle Detection	\$4.00
	S57	Citywide Pedestrian Signal Upgrades	\$3.50
	S58	Santa Clara Adaptive Traffic Signal System	\$6.00
	S59	Lafayette Street Reversible Lane Control Upgrade	\$3.00
S60	North Santa Clara Event Management System	\$7.50	
Saratoga	S61	City of Saratoga Citywide Signal Upgrade Project- Phase II	\$0.22
	S62	Citywide Accessible Pedestrian Signals	\$0.33
Sunnyvale	S63	Traffic Adaptive Signal Controller Update	\$3.63
	S64	Citywide CCTV Camera Deployment	\$1.21
	S65	Citywide Traffic Signal Controller Update	\$0.66
	S66	Citywide Count and Speed Monitoring Stations	\$1.10
	S67	Citywide ITS Communications Infrastructure	\$1.87
	S68	Traffic Management Center Integration	\$0.33
	S69	Emergency Preemption Receiver Installation	\$1.10
	S70	Traffic Signal Reconstruction to Downtown Streetscape Standards	\$2.10

## Intelligent Transportation Systems

Sponsor	VTP 2040 ID	Intelligent Transportation Systems	Cost (millions)
County	S71	Capitol Expwy. TOS	\$5.00
	S72	TOS Infrastructure Improvements	\$11.00
	S73	Signal Coordination/Interconnect with Cross Streets	\$5.50
	S74	SCC Motorist Traffic Information and Advisory Systems	\$5.50
	S75	Expressway Adaptive Pedestrian Timing Project	\$2.00
	S76	Expressway and Santa Teresa Corridor Bike Detection	\$2.29
	S77	Santa Teresa/Hale Corridor TOS Infrastructure Improvements	\$5.50
VTA	S78	Countywide Freeway Traffic Operation System and Ramp Metering Improvements	\$27.50
	S79	Regional Transportation Operations Personnel Service	\$5.50
	S80	Regional ITS Maintenance Service	\$2.20
<b>Total \$</b>			<b>287.46</b>

All cost estimates are listed in 2010 dollars.

## Highways

Route	VTP 2040 ID	Intelligent Transportation Systems	Cost (millions)
SR 85	H1	SR 85 HOT Lanes: US 101 (South San Jose to Mountain View) (Conversion)	\$180.00
SR 87	H2	SR 87 HOT Lanes: SR 85 to US 101 (Conversion)	\$31.83
US 101	H3	(Conversion)	\$12.73
US 101	H4	US 101 HOT Lanes: SR 85 (South San Jose) to Cochrane Road (Conversion)	\$24.40
US 101	H5	US 101 HOT Lanes: SR 85 (Mountain View) to SR 85 (South San Jose) (Conversion)	\$95.48
SR 237	H6	SR 237 HOT Lanes: I-880 to Mathilda Avenue (Conversion)	\$21.22
SR 237	H7	SR 237 Express Connectors: Milpitas to I-880	\$11.00
SR 237	H8	SR 237 HOV/HOT Lanes: Mathilda Avenue to SR 85	\$74.26
I-680	H9	I-680 NB Express Lane: Calavares Boulevard to Alameda Countyline	\$30.00
I-880	H10	I-880 HOT Lanes: Alameda Countyline to US 101 (Conversion)	\$21.22
US 101	H11	US 101 HOV/HOT Lanes: Cochrane Road to Masten Avenue	\$98.66
US 101	H12	US 101 HOV/HOT Lanes: Masten Avenue to 10th Street	\$62.59
US 101	H13	US 101 HOV/HOT Lanes: 10th Street to SR 25	\$45.62
I-280	H14	I-280 HOT Lanes: Leland to Magdalena (Conversion)	\$53.05
I-280	H15	I-280 HOT Lanes: US 101 to Leland	\$22.28
I-280	H16	I-280 HOV/HOT Lanes: SB El Monte to Magdalena	\$12.73
I-680	H17	I-680 HOV/HOT Lanes: Calavares Boulevard to US 101	\$31.83
I-880	H18	I-880 HOV/HOT Lanes: US 101 to I-280	\$160.00
US 101	H19	US 101/Tully Road Interchange Improvements	\$55.00
US 101	H20	Double Lane SB US 101 off-ramp to SB SR 87	\$0.50
US 101	H21	US 101 Southbound Widening from Story Road to Yerba Buena Road	\$8.00
US 101	H22	US 101/Tennant Avenue Interchange Improvements	\$18.04
US 101	H23	US 101 Auxiliary Lanes - SR 85 to Embarcadero Road	\$109.27
US 101	H24	US 101 Ramp/Intersection Improvements: SB off-ramp at Tennant Ave	\$1.06
I-880	H25	I-880/I-280/Stevens Creek Boulevard Interchange Improvements	\$67.90
I-880	H26	I-880 Widening for HOV Lanes from SR 237 to Old Bayshore	\$100.79
SR 17	H27	SR 17 SB/Hamilton Avenue Off-ramp Widening	\$1.06
SR 25	H28	SR 25/Santa Teresa Boulevard/US 101 Interchange (includes US 101 widening between Monterey Road and SR 25 and connection to Santa Teresa Blvd)	\$247.19
SR 85	H29	SR 85 Northbound to Eastbound SR 237 Connector Ramp and NB SR 85 Aux Lane	\$27.58
SR 85	H30	SR 85/Cottle Rd Interchange Improvements	\$5.30
SR 87	H31	SR 87/Capitol/Narvaez Interchange Improvements	\$10.61
US 101	H32	US 101/Montague Expressway/San Tomas Expressway /Mission College Boulevard I/C Improvements	\$12.73

## Highways

Route	VTP 2040 ID	Intelligent Transportation Systems	Cost (millions)
US 101	H33	US 101 SB/Trimble Road/De La Cruz Boulevard/Central Expressway Interchange Improvements	\$36.07
US 101	H34	US 101/Blossom Hill Road Interchange Improvements	\$21.22
US 101	H35	US 101/Mabury Road/Taylor Street Interchange Improvements	\$51.98
US 101	H36	US 101/Old Oakland Road Interchange Improvements	\$21.22
US 101	H37	US 101/Capitol Expressway I/C Improvements (Includes New Northbound On-ramp from Yerba Buena Road)	\$42.44
US 101	H38	US 101 Ramp Metering Facilities: 10th St	\$7.43
US 101	H39	US 101 Ramp Metering Facilities: Masten Ave	\$5.30
US 101	H40	US 101 Ramp Metering Facilities: San Martin Ave	\$5.30
US 101	H41	US 101 Ramp Metering Facilities: Tennant Ave	\$6.37
US 101	H42	US 101 Ramp Metering Facilities: E. Dunne Ave	\$5.30
US 101	H43	US 101 Ramp Metering Facilities: Cochrane Rd	\$6.37
US 101	H44	US 101 Ramp Metering Facilities: Coyote Creek Golf Dr	\$5.30
US 101	H45	US 101 Ramp Metering Facilities: Bailey Ave	\$4.24
US 101	H46	US 101 Ramp/Intersection Improvements: US 101 SB Ramp- 10th St	\$3.18
US 101	H47	US 101 TOS Improvements (incident management, CCTV, speed control system in South County area)	\$37.13
US 101	H48	US 101/Hellyer Avenue Interchange Improvements	\$14.85
US 101	H49	US 101/Zanker Road/Skyport Drive/Fourth Street Interchange Improvements	\$95.48
US 101	H50	US 101 Ramp/Intersection Improvements: US 101 - Dunne interchange	\$2.12
US 101	H51	US 101/Buena Vista Avenue Interchange Improvements	\$28.64
US 101	H52	US 101 Ramp Metering Facilities: Leavesley Rd	\$10.61
SR 152	H53	New SR 152 Alignment: SR 156 to US 101	\$371.32
SR 237	H54	SR 237 Westbound On-ramp at Middlefield Road	\$11.67
SR 237	H55	SR 237 Eastbound Auxiliary Lane between Zanker Road and North First Street	\$7.43
SR 237	H56	SR 237/Mathilda Avenue & US 101/Mathilda Avenue Interchange Improvements	\$15.91
SR 237	H57	SR 237/North First Street Interchange Improvements	\$2.12
SR 237	H58	SR 237 WB to NB US 101 Ramp Improvements	\$9.55
SR 237	H59	SR 237 Eastbound Auxiliary Lanes: Mathilda Avenue to Fair Oaks Avenue	\$6.37
I-280	H60	I-280 Northbound - Second Exit Lane to Foothill Expressway	\$2.12
I-880	H61	I-880/Montague Expressway Interchange Improvement	\$12.73
SR 85	H62	Fremont Avenue Improvements at SR 85	\$3.18
US 101	H63	US 101 Southbound Auxiliary Lane: Great America Parkway to Lawrence Expressway	\$3.00
US 101	H64	US 101 SB Auxiliary Lane Widening: I-880 to McKee	\$9.55

## Highways

Route	VTP 2040 ID	Intelligent Transportation Systems	Cost (millions)
US 101	H65	US 101 Ramp/Intersection Improvements: US 101 SB& NB Ramps at Masten Ave	\$1.00
US 101	H66	US 101 Southbound Auxiliary Lane Improvement Between Ellis Street and SR 237	\$4.00
US 101	H67	US 101 Ramp/Intersection Improvements: SB off-ramp at Cochrane Rd	\$1.00
US 101	H68	US 101 Ramp/Intersection Improvements: NB off-ramp at Cochrane Rd	\$1.00
US 101	H69	US 101 Ramp/Intersection Improvements: US 101 SB Ramps at San Martin Ave	\$1.00
SR 152	H70	SR 152 Improvements, Intersection Improvement at Ferguson Road	\$2.12
SR 152	H71	SR 152 Ramp/Intersection Improvements: SR 152(E) at Bloomfield Ave	\$2.12
SR 152	H72	SR 152 Ramp/Intersection Improvements: SR 152(E) at Frazier Lake Rd	\$2.12
SR 152	H73	SR 152 Ramp/Intersection Improvements: SR 152(W) at Watsonville Rd	\$3.18
SR 237	H74	SR 237/EI Camino Real/Grant Road Intersection Improvements	\$4.24
I-280	H75	I-280 NB Winchester Boulevard Interchange Improvements	\$45.00
I-280	H76	I-280 Downtown Access Improvements between 3rd Street and 7th Street	\$26.52
I-880	H77	I-880 Northbound Auxiliary Lane - Coleman Ave. to First Street	\$13.79
I-880	H78	I-880 Southbound Auxiliary Lane - First Street to Coleman Ave.	\$17.00
SR 85	H79	SR 85/ EI Camino Real I/C Improvements	\$21.00
I-680	H80	I-680/Montague Expressway Interchange Improvement	\$18.00
SR 85	H81	SR 85 SB Auxiliary Lanes from Stevens Creek Boulevard to Saratoga/ Sunnyvale Road	\$15.00
SR 85	H82	SR 85 NB Auxiliary Lanes from North of Winchester Boulevard to Saratoga Avenue	\$18.00
SR 85	H83	SR 85 Auxiliary Lanes: Homestead Avenue to Fremont Avenue	\$22.00
SR 85	H84	SR 85 NB Auxiliary Lanes from Stevens Creek Boulevard to Saratoga/ Sunnyvale Road	\$15.00
SR 85	H85	SR 85 SB Auxiliary Lanes from North of Winchester Boulevard to Saratoga Avenue	\$18.00
SR 85	H86	SR 85 NB/SB Auxiliary Lanes from Saratoga/ Sunnyvale Road to Saratoga Avenue	\$37.00
SR 85	H87	SR 85 Auxiliary Lanes between Fremont Avenue and El Camino Real	\$56.00
US 101	H88	US 101 NB Auxiliary Lane Widening: Tennant Avenue to Dunne Avenue	\$11.00
US 101	H89	US 101 SB Auxiliary Lane Widening: Tennant Avenue to Dunne Avenue	\$11.00
US 101	H90	US 101 Auxiliary Lane Widenings: Trimble Road to Montague Expressway	\$12.00
US 101	H91	US 101 Southbound Improvements: San Antonio Road to Charleston Road/Rengstorff Avenue	\$20.00
US 101	H92	US 101 Southbound Braided Ramps between Capitol Expressway and Yerba Buena Road	\$24.00

## Highways

Route	VTP 2040 ID	Intelligent Transportation Systems	Cost (millions)
US 101	H93	US 101 NB Auxiliary Lane Widening: 10th Street to Leavesley Road	\$20.00
US 101	H94	US 101 SB Auxiliary Lane Widening: 10th Street to Leavesley Road	\$21.00
US 101	H95	US 101 Northbound Braided Ramps between Capitol Expressway and Yerba Buena Road	\$24.00
US 101	H96	Moffett Boulevard/US 101 Overcrossing Replacement	\$20.00
US 101	H97	US 101/Oregon Expwy./Embarcadero Rd. Improvements	\$50.00
US 101	H98	US 101 Southbound to Eastbound SR 237 Connector Improvements	\$64.00
US 101	H99	US 101/Coyote Valley Parkway Interchange	\$25.00
US 101	H100	US 101 Widening to 6-lane Freeway: SR 25 to SR 129	\$180.35
SR 237	H101	SR 237 Eastbound to Mathilda Avenue Flyover Off-ramp	\$20.00
SR 237	H102	auxiliary lanes between El Camino Real & SR 237)	\$37.00
I-280	H103	I-280 Northbound/Saratoga Avenue - Connect Auxiliary Lanes to complete 4th lane	\$20.00
I-280	H104	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	\$40.00
I-680	H105	I-680 Northbound/Southbound Auxiliary Lanes from McKee Road to Berryessa Road	\$53.00
I-880	H106	I-880/US 101 Interchange Improvements	\$1,000.00
<b>Total</b>			<b>\$4,515.90</b>

All cost estimates are listed in 2010 dollars.

## Transit

Jurisdiction	Sponsor	VTP 2040ID	Transit	Cost (millions)
All Cities	VTA	T1	Additional Measure B Capital and Operating Needs	\$1,003.00
Santa Clara, San Jose	VTA	T2	ACE Upgrade	\$14.85
Milpitas, San Jose, Santa Clara	VTA	T3	BART to Milpitas, San Jose and Santa Clara Phase I - SVBX <sup>1</sup>	\$2,577.00
		T4	Phase II - SVSX <sup>1</sup>	\$3,674.00
			<i>SUBTOTAL</i>	<b>\$6,251.00</b>
Mountain View, Palo Alto, Los Altos, Sunnyvale, Santa Clara, San Jose, Cupertino	VTA	T5	<i>Bus Rapid Transit – The Alameda/El Camino &amp; San Carlos/Stevens Creek</i> El Camino BRT	\$222.79
		T6	Stevens Creek BRT	\$149.56
			<i>SUBTOTAL</i>	<b>\$372.35</b>
Palo Alto, Mountain View, Los Altos, Sunnyvale, Santa Clara, San Jose, Morgan Hill, Gilroy	JPB	T7	Caltrain Electrification Tamien to San Francisco	\$262.00
		T8	Caltrain Electrification Gilroy to Tamien	\$130.49
			<i>SUBTOTAL</i>	<b>\$392.49</b>
	Caltrain, JPB	T9	Caltrain Service Enhancements Phase 2	\$8.00
		T10	Caltrain Service Enhancements Phase 3	\$42.00
			<i>SUBTOTAL</i>	<b>\$50.00</b>
San Jose, Morgan Hill, Gilroy	Caltrain, JPB	T11	Caltrain - South County	\$86.00
All Cities	Caltrain, JPB	T12	Vehicle Expansion to support 6 trains during peak <sup>2</sup>	\$20.86
San Jose, Morgan Hill, Gilroy	VTA	T13	South Terminal Phases 2&3, Design, ROW & Construction	\$23.00
All Cities	Caltrain JPB	T14	Caltrain CommunicationsBased Overlay Signal System (CBOSS) and Positive Train Control System (PTC) <sup>2</sup>	\$77.00
San Jose	Caltrain JPB	T15	Caltrain Terminal Station Improvement: San Jose Diridon Station	\$150.00
All Cities	Caltrain JPB	T17	Vehicle Expansion to support 10 trains during peak <sup>2</sup>	\$108.00
All Cities	Caltrain JPB	T18	Caltrain At-grade Crossing Improvements	\$38.00
San Jose	VTA		<i>Downtown East Valley</i>	
		T19	Santa Clara/Alum Rock Phase I: BRT	\$143.64
		T20	Santa Clara/Alum Rock Phase II: LRT	\$281.14
		T21	Capitol Expressway LRT Phase I	\$50.00
		T22	Capitol Expressway LRT Phase II	\$276.00
San Jose (continued)		T23	Nieman LRT Extension	\$145.34

		T24	Monterey Hwy BRT	\$92.30
			<i>SUBTOTAL</i>	<b>\$988.42</b>
Palo Alto	SMCTA	T25	Dumbarton Rail Corridor	\$44.00
Los Gatos, Campbell	VTA	T26	Vasona Light Rail Extension	\$176.00
San Jose	VTA	T27	Mineta San Jose International Airport APM Connector	\$508.00
Palo Alto	VTA	T28	Palo Alto Intermodal Center	\$62.59
Sunnyvale, Cupertino	VTA	T29	Sunnyvale - Cupertino BRT	\$72.14
San Jose, Milpitas, Sunnyvale, Mountain View	VTA		<i>Light Rail System Improvements</i>	
		T30	Guadalupe Express Improvements	\$20.00
		T31	Tasman Express Long T	\$45.00
		T32	North First Speed Improvements	\$8.00
			<i>SUBTOTAL</i>	<b>\$73.00</b>
San Jose	San Jose	T33	North San Jose Transit Improvements	\$37.13
Palo Alto	Palo Alto	T34	Palo Alto Community Shuttle Signage & Shelter Improvements	\$0.50
<b>Total</b>				<b>\$10,548.33</b>

All cost estimates are listed in 2010 dollars.

<sup>1</sup> Cost estimate is under review and likely to change prior to the plan adoption in 2013.

<sup>2</sup> VTA's estimated share of Caltrain project cost. Likely to be changed. Projects based on Caltrain electrification EIR.



Date: April 6, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** FY 2012 and FY 2013 CMP Work Program

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**Policy-Related Action:** Yes

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Approve the Fiscal Year 2012 and Fiscal Year 2013 Congestion Management Work Program.

### BACKGROUND:

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

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

CMPs must contain five elements: 1) a system definition and traffic level of service standard element; 2) a multimodal performance measures element; 3) a transportation demand management and trip reduction element; 4) a land use impact analysis element; and 5) a capital improvement program. In addition to these five elements, other actions, such as the development of a countywide transportation model and deficiency plans, are necessary to meet the

requirements of the CMP legislation. The Fiscal Year 2012 (FY2012) and Fiscal Year 2013 (FY2013) CMP Work Program is composed of the following main work areas:

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

### **DISCUSSION:**

The proposed FY 2012 and FY 2013 CMP Work Program is a result of a number of inputs including statutory requirements, Board initiated activities, and staff recommended initiatives reacting to federal, state and regional issues. Based on these inputs, the Work Program reflects more focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to new state mandates and member agency assistance.

### **CMP Work Program**

The proposed FY 2012 and FY2013 CMP Work Program is included as Attachment A.

### **CMP Budget and Fees**

The proposed FY 2012 and FY 2013 CMP Budget as summarized below supports the major tasks outlined in the CMP Work Program for the upcoming year, including the total estimated cost of VTA staff, consultant services, and other goods and services to accomplish each task.

The projected revenue is comprised of the following:

### **FY 2012 Projected Revenue**

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

### FY 2013 Projected Revenue

Member Agency Fees	\$ 2,407,274
MTC STP Planning Grant	\$ 1,370,650
TFCA 40% Local Program Manager Administrator Fee	\$ 110,000
2010 Measure B (SB83) Program Administration Fee	\$ 110,000
STIP Programmed Project Monitoring (PPM) Funds	\$ 486,500
Local Partnership Funds	\$ 75,000
<b>Total:</b>	<b>\$ 4,559,424</b>

Member Agency fees are based on the fee schedule adopted by the Board in June 2005, which specifies annual increases of 3.5%. However, VTA staff recommends that the fee structure for FY 2012 and FY 2013 remain unchanged from FY 2011.

New revenue of \$120,000 in FY2012 and \$110,000 in FY2013 is for the administration of the 2010 Measure B (SB83) Program which was approved by Santa Clara County voters in November 2010. The CMP will be distributing approximately \$12 million to Cities and countywide through the Measure B (SB83) Program.

The projected expenditures are comprised of the following:

#### FY 2012 Projected Expenditures

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

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

#### FY 2013 Projected Expenditures

1.	Capital Improvement Program	\$ 1,115,261
2.	Congestion Management Program Conformance	\$ 930,855
3.	Land Use and Transportation Integration	\$ 1,117,026
4.	Plans and Studies	\$ 1,396,282
	<b>Total:</b>	<b>\$ 4,559,424</b>

The proposed FY 2013 CMP Budget of \$4,565,774 is \$6,350 less than the proposed FY 2012 CMP Budget of \$4,565,774.

The FY 2012 and FY2013 CMP Work Program is scheduled as an information item at the TAC,

PAC and CMPP committees in March and as an action item at these committees in April. In May, it will be scheduled for review and approval by the Board of Directors.

**ALTERNATIVES:**

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

**FISCAL IMPACT:**

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

**ADVISORY/STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

**March Committees**

The Technical Advisory Committee (TAC) reviewed this item on March 10, 2011. TAC requested the removal of "deferral" of increase in Member Agency Fee language as discussed last fiscal year. Staff concurred and removed the language. There was discussion regarding the proposed scope of services and decreasing Member Agency Fees. Although VTA staff recommendation is to maintain current level of Member Agency Fees, one TAC member inquired if new scope could be included in lieu of existing scope if Member Agency Fees could not be reduced, and another inquired as to whether VTA could take over annual intersection level of service monitoring.

Staff will provide various options for fee levels and services at the April Committee meetings for consideration.

The Policy Advisory Committee (PAC) received this item on consent on March 10, 2011. PAC members supported the staff recommendation.

The Congestion Management Program & Planning Committee (CMPP) reviewed this item on March 18, 2011. Staff proposed a two-year budget cycle for the CMP Work Program to match the VTA budget cycle. CMPP members agreed to the change. Staff will prepare the two year CMP Work Program to present at the April meeting. CMPP asked questions regarding the history of Proposition 111 and the requirements of the Work Program. Staff explained that the work program has evolved since the passing of Prop 111, and now includes Board of Directors and Member Agency requirements. CMPP member requested a comparison of Prop 111 funds distributed to each member agency to member agency fees. Staff will provide the comparison at the April Committee meetings.

Prepared by: Jane Shinn  
Memo No. 2882

## EXECUTIVE SUMMARY

### **Purpose**

The Valley Transportation Authority Congestion Management Program (CMP) Work Program outlines the major tasks the CMP will address during Fiscal Year 2012 and Fiscal Year 2013 (FY2012 and FY2013). The Work Program includes statutory requirements, Board initiated activities, Member Agency requested activities, and staff recommended initiatives regarding federal, state and regional issues.

The CMP Work Program consists of four main work areas:

- Capital Improvements Program
- Congestion Management Program Conformance
- Land Use and Transportation Integration
- Plans and Studies

### **Capital Improvements Program**

The Capital Improvements Program (CIP) consists of Santa Clara County's currently programmed projects using CMA-monitored federal, state, regional and local funds and/or included in the first 10 years of the most current Valley Transportation Plan (VTP). The major activities of the CIP are 1) Grant Programming and Policy Development, 2) Programmed Projects Monitoring and 3) Agency Project Delivery Assistance.

### **Congestion Management Program Conformance**

The CMP statutes require biennial monitoring of the freeways, rural highways and designated CMP intersections that comprise the CMP Network to ensure that Member Agencies are conforming to the CMP Level of Service (LOS) standard of LOS E. VTA exceeds this requirement by monitoring nearly all elements of the CMP Network annually. Data collected through the monitoring process is shared with Member Agencies to allow for up-to-date traffic analysis. Member Agencies with facilities found to be out of conformance with the LOS standard risk losing gas tax subventions provided by Proposition 111.

### **Land Use and Transportation Integration**

CMP staff work with local agencies in land use and transportation integration by providing technical guidance through the Community Design and Transportation Manual of Best Practices, an active development review program and a monthly Land Use and Transportation Integration Working Group to ensure local land use decisions compliment VTA's roadway and transit investments.

### **Plans and Studies**

CMP staff collaborates with local agencies on planning and engineering studies, refining projects and moving them forward for funding consideration, regional studies-such as the Grand Boulevard Initiative- and an ongoing, comprehensive transportation systems operations study.

### Fiscal Impact

The CMP Work Program is funded through the following sources:

- Member Agency Fees
- MTC STP Planning Grant
- TFCA 40% Local Program Manager Administrator Fee
- 2010 Measure B (SB83) Program Administration Fee
- STIP Programmed Project Monitoring (PPM) Funds
- Local Partnership Funds

The projected expenditures for the CMP Work Program are:

	FY2012	FY2013
<b>Capital Improvement Program</b>	\$ 1,121,611	\$ 1,115,261
<b>Congestion Management Program Conformance</b>	\$ 1,130,855	\$ 930,855
<b>Land Use and Transportation Integration</b>	\$ 1,117,026	\$ 1,117,026
<b>Plans and Studies</b>	\$ 1,196,282	\$ 1,396,282
<b>TOTAL:</b>	\$ 4,565,774	\$ 4,559,424

### Mandates

The CMP Work Program is comprised of requirements from:

#### **Proposition 111 (1990) – Legislation that created Congestion Management Agencies (CMA)**

- Congestion Management Program Plan
- CMP Monitoring and Conformance Program/Report
- Countywide Transportation Demand Model & Database
- Land Use Impact Analysis Program
- Deficiency Plans Assistance/Guidelines
- Capital Improvement Program

#### **Transportation Fund for Clean Air Program Manager Fund (TFCA 40%) (1995)– Resolution by Member Agencies**

- Management of county level project prioritization
- Ongoing program management (amendments, information requests, audits, annual reports to BAAQMD, etc.)

#### **SB45 (1997) – Legislation that increased the role of Regional Transportation Planning Agencies (RTPAs) in prioritizing State transportation funding by giving them control of 75% of the State Transportation Improvement Program (STIP)**

- Prioritizing and programming Santa Clara County’s Regional Improvement (RIP) share of State Transportation Improvement Program (STIP)
- Assuring compliance with SB45 Use-It-Or-Lose-It provisions

**AB1012 (1999) – Legislation that imposed timely-use-of-funds requirements for Federal Highway Administration grant funds on the State and RTPAs**

- Assuring timely delivery of Federal Highway Administration grant funds (such as STP, CMAQ, HBRR)

**SB83 (2010 Measure B VRF) – Collection of \$10 registration fee for motor vehicles registered in Santa Clara County for transportation programs and projects within the County.**

- Management of subvention program and project prioritization of Countywide program

**SB375 (2008) - Aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector**

- Coordination of countywide transportation plan, sustainable communities strategy and implementation of resulting programs

**MTC Resolutions – Implementation of programs devolved from MTC to county CMA level**

- Res. 3860 – Lifeline Transportation Program
- Res. 875 – TDA Article 3

**Attachment A****Santa Clara Valley Transportation Authority  
Congestion Management Program****Work Program for Fiscal Year 2012 and Fiscal Year 2013 (FY12 and FY13)****Introduction**

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

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

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

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

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

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

This work program outlines the major tasks that the CMP will address during FY12 and FY13. These tasks, with the total estimated cost of VTA staff, consultant services, and other goods and services for each task shown in brackets, are:

	<u>FY 2012</u>	<u>FY 2013</u>
1. Capital Improvement Program (CIP)	[\$1,121,611]	[\$1,115,261]
2. Congestion Management Program (CMP) Conformance	[\$ 930,855]	[\$1,130,855]
3. Land Use and Transportation Integration	[\$1,117,026]	[\$1,117,026]
4. Plans and Studies	[\$1,396,282]	[\$1,196,282]
Total	[\$4,565,774]	[\$4,559,424]

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

**1. Capital Improvement (CIP)**

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

The major activities of the CIP are:

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

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

VTA has prioritization and funding responsibilities in the following programs:

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

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

While the baseline programming and policies for each of these was developed in previous years, the State’s continuing fiscal crisis and subsequent inability to sell bonds has severely impacted these programs. VTA staff has been active at the State and Regional levels in developing allocation plans for the limited funds that have been available, and developing and implementing creative strategies for keeping individuals projects on track. These activities increased in FY11, and are anticipated to continue at that level at least through FY12, although staff still has high hopes for an economic recovery-related reduction in 2013.

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

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

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

In FY11, MTC combined three of its previous CMA administered funding programs (Local Streets & Roads Rehabilitation, Transportation Livable Communities and Regional Bicycle) into one “Block Grant” program, creating a new “Safe Routes to School” program and tasked the CMAs with delivering them on the local level. VTA staff programmed the first cycle in FY11, and is assisting project sponsors through the fund obligation process. MTC initially planned for the second cycle to begin in the summer of 2011 (FY12), but may delay until winter, or spring 2012. A high level of activity around these new programs is anticipated to continue through the two year budget time period.

- Senate Bill 83 (SB 83)

SB 83 was signed into law in 2009. This legislation authorizes a countywide transportation agency, such as VTA, to implement a vehicle registration fee (VRF) of up to \$10 on motor vehicles registered within the county for transportation programs and projects. The statute requires that the fee be approved by a simple majority of voters in the county. The VTA Board placed ballot measure 2010 Measure B before voters of Santa Clara County, and it was approved in November 2010. Staff will work on implementing the Board approved expenditure plan for the VRP program and begin disbursements to member agencies in 2013.

- **Lifeline Transportation Program**

VTA and the County of Santa Clara are jointly designated as the administrators for Santa Clara County and work under a memorandum of understanding. Staff will continue work with MTC and county staff to update project selection criteria and solicit at least one more programming cycle.

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

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

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

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

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

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

Steering Committee; Caltrans' District 4 Bicycle Advisory Committee; the California Bicycle Advisory Committee; the Regional Bicycle Working Group; and the Regional Pedestrian Committee. In addition, staff serves on numerous committees and working groups associated with the development of the 2013 Regional Transportation Plan (RTP) and the implementation of SB 375 – Sustainable Communities Strategies.

Staff analyzes state and regional issues, develops the appropriate countywide response, and distributes relevant information to Member Agencies. Staff will play key roles on activities through FY13 on the initial development of the 2013 Regional Transportation Plan (RTP) update and the 2013 countywide transportation plan update, VTP 2040.

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

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

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

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

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

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

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

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

Member Agencies are requested to provide this land-use monitoring data to VTA by October 1<sup>st</sup> of the monitoring year. The traffic LOS monitoring results and land use impact analyses are summarized by VTA staff in an annual Monitoring and Conformance Report. The 2010 Monitoring and Conformance Report is targeted for VTA Board approval in May 2011. Work will begin in FY11 on the 2011 Monitoring and Conformance Report, and the FY12 Monitoring and Conformance Report will get under way in fall 2012.

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

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

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

Member Agencies normally provide VTA staff with LOS analysis data for CMP intersections. However, in FY13 VTA will collect and analyze LOS data for CMP intersections. Staff, utilizing consultant assistance, collects traffic volume data on freeways and rural highways and analyzes the data. The freeway data collected with aerial photography is used to calculate vehicle density to determine LOS. Rural highway data is collected using tube counters for 24-hour traffic counts over three days. Travel time data is calculated using a "floating car" method on specified routes in the county to assess average speeds, travel times and bottlenecks. County of Santa Clara Roads and Airports Department staff collects travel time data for expressways.

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

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

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

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

One way of improving transportation and land use decision-making is through VTA's Development Review Program. Under the existing program, VTA staff reviews, on average, over

400 proposed private development projects annually to ensure compatibility with existing and future transit services and transportation projects, as well as a review to assess impacts on the multimodal transportation system. VTA provides written comments to cities recommending project changes, conditions or mitigation measures. The Community Design and Transportation (CDT) Program has an integral role in this process. In addition, at the request of city staff or in relation to VTA projects, VTA staff actively participates in the early review of city projects, including team/committee meetings and field visits.

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

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

## **2.4. Countywide Transportation Model**

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

The following are planned activities for the upcoming years:

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

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

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

- § Revise the countywide model to maintain consistency with MTC and ABAG increments through 2035.
- § Complete revisions to the model forecasts based upon results of the current CIP.
- § Develop methodology to prepare zone-level estimates of jobs, housing and workers based on and consistent with ABAG's Projections 2005.
- § Update countywide annual land use and transportation conditions based upon approved projects and major land use decisions provided to VTA by Member Agencies.
- § Update the model as necessary to address implementation of AB 32/SB 375.

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

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

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

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

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

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

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

To ensure that a CMP directly addresses congestion, state law requires mitigation of deficiencies on the CMP roadway system. In Santa Clara County, a deficiency on a facility exists when the traffic level-of-service (LOS) falls below LOS E, when it previously operated at LOS E or better in 1991. If LOS declines to LOS F on a CMP roadway and this decline in LOS cannot be restored to LOS E or better, then the local jurisdiction with the deficient roadway must complete a Deficiency Plan (DP) outlining the measures it will take to mitigate the deficiency. Without a DP, the local jurisdiction risks non-conformance with the CMP and the potential loss of Prop 111 funds.

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

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

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

VTA staff will continue to assist Member Agencies in developing local DPs as needed by providing technical assistance, providing data for use in local DPs, reviewing local DPs, coordinating and advising on local and countywide modeling efforts, and taking the plans through the VTA approval process. In 2010, VTA updated its Deficiency Plan Guidelines, and is reviewing options/needs for a second update during FY12 to address emerging issues.

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

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

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

Each document is reviewed and updated as needed. Work is planned for an update to the *Transportation Impact Analysis Guidelines* to address issues remaining from the 2009 update and

also assess if an update is needed to reflect a recent court ruling related to traffic analysis scenarios. In addition, the *Annual Monitoring and Conformance Requirements* are updated each year to meet the needs of the monitoring program.

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

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

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

In 2002, VTA Board adopted the CDT Program as its primary program for integrating transportation and land use. This action included the adoption of the *CDT Manual of Best Practices for Integrating Transportation and Land Use (CDT Manual)* and an implementing resolution (No. 02.11.35) incorporating the concepts, principles, practices and actions set forth in the CDT Program and manual into VTA projects and programs. In 2003, the VTA Board adopted the *Pedestrian Technical Guidelines (PTG)* to support further development of the CDT Program, and pedestrian projects and environments in general. During FY12 and FY13, the *CDT Manual* will undergo a comprehensive review to update all sections, incorporate guidelines for new State and Federal requirements for developing Complete Streets Programs, and add new sections such as parking practices and design.

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

An update to the Countywide Bicycle Plan was adopted by VTA Board in October 2008 and included a number of new elements designed to improve across barrier connections, the development of integrated countywide bicycle corridors, closing gaps in the existing bicycle network. In 2009, the VTA Board adopted an updated Bicycle Expenditure Plan (BEP) consisting of approximately \$160 million in projects. Both of these documents are scheduled for review and possible updates during FY12 and FY13 as the VTP and RTP planning processes develop.

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

coordination, and describes programs that will promote bicycling and bicycle safety in Santa Clara County.

In addition to the *PTG*, VTA staff prepares the *Bicycle Technical Guidelines (BTG)*. These documents provide planning guidelines and technical details to Member Agencies to assist them with designing bicycle- and pedestrian-friendly facilities and to ensure consistency in the design and construction of these facilities. The *BTG* is currently being updated with cross-references to both the *PTG* and the *CDT Manual*, as well as being reformatted so that pages can be updated individually, enabling VTA to keep the document more current and relevant.

A key task of the focus of FY12 will be to continue to promote their use of the *BTG* and the Countywide Bike Plan among Member Agencies and to deliver training to local planners and engineers.

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

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

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

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

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

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

VTA will continue development of the Pedestrian Program during FY12 and FY13. Included will be continued development of the assessment study to determine countywide pedestrian issues and needs, with specific emphasis placed on access to transit stops/stations and downtown areas. In addition, staff will explore ways to expand capital project funding for pedestrian projects, including investigating potential funding for county expressways pedestrian projects. The CDT Planning and Capital Grants Programs will provide support for the implementation of pedestrian capital projects and encourage utilization of and incorporation of the *PTG*.

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

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

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

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

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

interconnected by an attractive, transit-oriented, walkable environment. The goals of the GBI are being implemented in Santa Clara County through the development of a Bus Rapid Transit (BRT) project along El Camino Real.

To better coordinate transportation and land use planning, and assist local jurisdictions that seek transportation planning help, VTA formed a Land Use Transportation Integration (LUTI) sub-committee of the Technical Advisory Committee (TAC) in 2010. LUTI is intended to provide local jurisdiction planning department a forum for discussion and information sharing regarding mutually related issues. LUTI activity reports are provided to the TAC at each meeting.

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

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

For FY12, work will continue to complete implementation of the metering on I-880 mentioned above with completion of an “after” study planned. Also, work to support Caltrans and MTC on implementation of new metering system under construction by Caltrans for I-280 in San Jose is envisioned. In addition, VTA staff participates in a range of transportation corridor and special studies including transit capital projects, highway/roadway capital projects, and multimodal transportation studies.

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

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

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

There are four ongoing TMIS projects:

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

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

Development of a more complete land use database will allow VTA to more accurately allocate future growth using ABAG projections data properly aligned with the general plans and development policies of the Member Agencies. The land use database improves the countywide model, VTA transit and highway project forecasts and the quality of information provided to ABAG, which should improve ABAG's forecasts for Santa Clara County and reduce the requests for data made by ABAG to Member Agency planning staffs. VTA staff has a lead role in the update of projections associated with SB 375.

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

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

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

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

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

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

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

VTA staff provides ITS planning services to Member Agencies and participates on regional ITS initiatives with MTC, Caltrans and others. ITS planning activities include: prioritization of ITS improvements for countywide planning purposes; working in partnership with Member Agency staffs on ITS initiatives; integration of highway ITS into construction projects; working with Caltrans and Member Agency staffs on Caltrans Traffic Operations Systems and ramp metering issues; and working on countywide initiatives that ensure the consideration of ITS-related operational improvements for the transportation system.

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

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

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

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

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

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

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

VTP 2035 identifies transportation improvements for transit, roadway, bicycle, and pedestrian systems, and a financial plan for implementing the related projects. The next plan update is scheduled for adoption in early 2013, following a schedule similar to that of MTC's update of the RTP. However, due to significant new legislation regarding climate protection and the preparation of the RTP, work on the plan began in early 2010 and will continue through 2013.

## Santa Clara Valley Transportation Authority Congestion Management Program

### Major Accomplishments in FY 2011

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

#### Programming & Grants:

- Developed and programmed the first round of the Federal STP/CMAQ funded “Block Grant” program.
- Developed and programmed the Santa Clara Vehicle Emissions Reductions Based at Schools (VERBS) program.
- Developed administrative procedures for the newly enacted SB83/2010 Measure B Vehicle Registration Fee program.
- Developed and programmed the FY 2011 TFCA 40% Program.
- Developed and programmed FY 2011 TDA Article 3 Program, which funds the backbone of most member agencies sidewalk and ADA curb ramp programs.
- In partnership with the County, developed and programmed several rounds of Lifeline program funding to support expanded transportation services.

#### Planning:

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

#### Project Development:

- Continuing SOM working Group liaison activities working with Member Agencies, including assessments of the TIA Guidelines and traffic signal coordination strategies.
- Complete update to Transportation System Monitoring Program with acceptance by VTA Board planned for June meeting.
- Completed southbound US 101 ramp metering and implemented southbound I-880 ramp metering working with TAC and SOM Working Group.
- Updated Project Initiation Document (PID) Work Program working with Member Agency staff.
- Continued to represent Member Agencies on various regional and state initiatives and groups.
- Completed review of 56 documents (traffic studies, environmental documents, notices of preparation, etc.) as part of the Proactive CMP process for the period of July 1, 2010 through February 23, 2011.



Date: April 12, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** SR 237/I-880 Express Connectors for Tolling Management, Enforcement and Cooperative Agreements

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**Policy-Related Action: No**

**Government Code Section 84308 Applies: No**

## ACTION ITEM

### RECOMMENDATION:

Authorize the General Manager to execute agreements with the Bay Area Toll Authority (BATA) for toll collections and customer service support, California Highway Patrol (CHP) for enforcement and California Department of Transportation (Caltrans) for maintenance for the SR 237/I-880 Express Connectors project.

### BACKGROUND:

The Silicon Valley Express Lanes Program (formerly referred to as the High Occupancy Toll Lanes Program) has been under development since 2003 when the Santa Clara Valley Transportation Authority (VTA) Board of Directors' Ad Hoc Financial Stability Committee requested a presentation from staff on High Occupancy Toll (HOT) Lanes and their potential benefits and opportunities in Santa Clara County.

At its December 2008 meeting, the VTA Board of Directors approved the Silicon Valley Express Lanes Program for the implementation of toll operations within the High Occupancy Vehicle (HOV) Lanes.

In order for VTA to operate the Express Lane projects, VTA is required to enter into agreements with Bay Area Toll Authority (BATA), California Highway Patrol (CHP) and California Department of Transportation (Caltrans) as per Assembly Bill 2032 (AB 2032) that provides VTA the authority to undertake roadway pricing on two transportation corridors.

## **DISCUSSION:**

This VTA staff recommendation would establish authority for the General Manager to execute agreements with BATA, CHP and Caltrans that are necessary to implement the SR 237/I-880 Express Connectors project in Santa Clara County. The agreements have been negotiated with each respective agency and are similar to agreements executed for the I-680 Express Lane project that has been operation since September 2010.

The agreements with the agencies are needed in order to meet the requirements in AB 2032 to operate the Express Lane projects. In addition, it is important to ensure that these agreements are in place well in advance of the projected opening of the project to traffic in the fall of 2011. These agreements establish roles and responsibilities and set parameters for fund reimbursement to the respective agencies.

The BATA agreement provides for management of FasTrak accounts, distribution of toll tags, fund transfers to VTA for valid FasTrak Express Lane transactions and customer service representatives for handling Express Lane calls from the public. Among the agreement costs that will be included is a one-time start-up cost in the amount of \$72,000 for design, development, and testing of customer service system modifications specific to the SR 237/I-880 Express Connectors project. The agreement will fix the toll transaction fee of \$0.17 per transaction for BATA processing, customer service center services including correction file processing, customer enrollment, account management, call answering and dispute processing, and revenue settlement. The transaction fee will be reviewed on an annual basis to reflect changes in actual BATA processing costs. VTA will also pay processing fee for credit card and banking fees proportionate to the total number and value of VTA transactions over the total number and value of all BATA transactions. Lastly, VTA will pay BATA \$2,000 per month for direct staff costs, including overhead, for ongoing management and support of the Express Lanes including weekly settlement and revenue transfer. The fee for BATA costs will be reviewed annually and adjusted to reflect actual costs expended.

The CHP agreement for enforcement is \$30,000 per year. The contract amount will allow for approximately 8 hours of enforcement a week using two officers for 4 hours each.

The Caltrans agreement allows for the Express Lanes operation on the State's highway system and specifies the need for VTA to implement, operate and maintain the electronic toll system equipment, provide enforcement and utility power and communications. In addition, it is estimated that VTA will contract with Caltrans for additional roadway maintenance services that is expected to cost approximately \$30,000 per year.

## **ALTERNATIVES:**

In order for VTA to operate the Express Lane projects, VTA must enter into agreements with Caltrans, BATA and CHP as required in AB 2032. There are no other alternatives to meet the AB 2032 requirements.

## **FISCAL IMPACT:**

This action is required in order to establish funding reimbursement, maintenance and enforcement agreements and for the operation of the SR 237/I880 Express Lane project. Appropriation for these expenditures will be included in the Recommended Fiscal Years 2012 and 2013 and subsequent Silicon Valley Express Lanes Program Operating Budgets.

Prepared by: Murali Ramanujam  
Memo No. 2847



Date: April 12, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** Local Program Reserve Reallocation

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Approve reallocation of Local Program Reserve (LPR) savings of \$3.8 million to the US 101 Express Lanes Project.

### BACKGROUND:

On February 28, 2007, the California Transportation Commission (CTC) selected three projects in Santa Clara County to fund construction from the Proposition 1B Corridor Mobility Improvement Account (CMIA), including \$84.9 million for the US 101 Auxiliary Lanes Project and \$71.60 million for the I-880 HOV Widening Project. As part of the agreement, VTA was required to fund project development costs, including project approval/environmental document (PA&ED), final design plans, specifications, and estimates (PS&E), and right of way (ROW).

On December 13, 2007, the VTA Board of Directors approved funding for project development phases for the selected projects utilizing Local Program Reserve (LPR) funding sources. Environmental approval for the US 101 Auxiliary Lanes and I-880 HOV Widening Projects was received in summer 2009, with PS&E and ROW phases anticipated to be completed in spring 2011. It is projected that at the completion of project development, there will be savings of \$1.40 million and \$2.40 million from the US 101 Auxiliary Lanes Project and the I-880 HOV Widening Project, respectively.

### DISCUSSION:

The combined savings from the two previously mentioned projects is \$3.8 million as shown on

Table 1.

VTA staff recommends transfer of this \$3.8 million of LPR funding to provide the additional funding needed to amend the contract the URS Corporation for services to complete the PA&ED phase of the US 101 Express Lanes Project and to provide additional funding for VTA staff project administration and management. The contract amendment for URS Corporation is discussed in an accompanying Board of Directors item on the May 5, 2011 agenda.

**TABLE 1: LOCAL PROGRAM RESERVE SAVINGS**

\$ in millions

Project	Approved	Actual	Savings
I-880 HOV Widening (SR 237 to US 101)	23.4	21.0	<b>2.4</b>
US 101 Auxiliary Lanes (85 to Embarcadero)	17.1	15.7	<b>1.4</b>
Total Savings	40.5	36.7	<b>3.8</b>

**ALTERNATIVES:**

The VTA Board of Directors may choose not to reprogram the LPR funds for use in supporting the project development phase of the US 101 Express Lanes Project, or elect to explore alternative programming strategies, which would lead to delay in the project development schedule.

**FISCAL IMPACT:**

The funds to be reprogrammed are savings of LPR funds previously allocated to CMIA projects (I-880 HOV Widening, US 101 Auxiliary Lanes) by the VTA Board of Directors.

Prepared by: Celeste Fiore  
Memo No. 2867



Date: April 12, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## **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:** US 101 Express Lanes Contract Amendment

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** Yes

## **ACTION ITEM**

### **RECOMMENDATION:**

Authorize the General Manager to execute a contract amendment with URS Corporation to complete the Project Approval and Environmental Documentation (PA&ED) services for the US 101 Express Lanes Project for up to \$2,800,000 for a total contract value not-to-exceed \$4,300,000.

### **BACKGROUND:**

On December 9, 2010, the VTA Board authorized the General Manager to amend the existing engineering services contract with URS to include \$1.5 million for commencement of Phase I of environmental clearance for the US 101 Express Lanes Project. At that time, staff estimated that additional funding of approximately \$2.8 million would be required to augment the contract services for URS to complete the Project Approval & Environmental Document (PA&ED) tasks for the US 101 Express Lanes Project. There was insufficient funding available in December 2010 to fully fund the PA&ED phase of the project. Due to savings accrued on two other VTA managed highway projects, there now is funding available to recommend full funding of the contract services.

### **DISCUSSION:**

The VTA staff recommendation is to authorize the General Manager to execute a contract amendment with URS Corporation for completion of the PA&ED phase for the US 101 Express Lanes Project. The recommended contract amendment is \$2.8 million for a revised not-to-exceed contract value of \$4.3 million. The contract type would continue as a cost-plus-fixed-fee

amendment that includes a fixed fee amount of approximately 6% of the total contract. Completion of PA&ED tasks for US 101 Express Lanes is estimated to take approximately 24 months, which agrees with the current contract term of June 2013. Attachment A is a Project Location Map and Attachment B is a listing of the sub-consultants that are part of the URS Corporation team.

Advancing the US 101 Express Lanes project will promote schedule consistency with the SR 85 project and delivery of the two projects as one transportation corridor consistent with the enabling legislation. URS is also under contract with VTA to complete the PA&ED phase of the SR 85 Express Lane Project. The contract amendment increases the project scope by adding the following tasks:

- Complete traffic analysis
- Complete environmental technical studies and CEQA/NEPA environmental document
- Complete preliminary design and obtain design exceptions approval from Caltrans
- Complete Project Study Report/Project Report

Funding for this contract amendment is provided through savings accrued on two other VTA managed highway projects that are the subject of another memorandum on the May 5, 2011 Board Agenda. As additional funding becomes available, staff may also return to the VTA Board in 2012 for authorization and funding to advance tasks associated with final design for the project, such as surveying, mapping and engineering.

#### **ALTERNATIVES:**

The VTA Board of Directors may elect not to amend the contract with URS and elect not to move forward with the project development effort at this time. Alternatively, the Board can request staff to solicit proposals from other consultants for the performance of this work which could result in an increased cost of the services as well as delay to project completion.

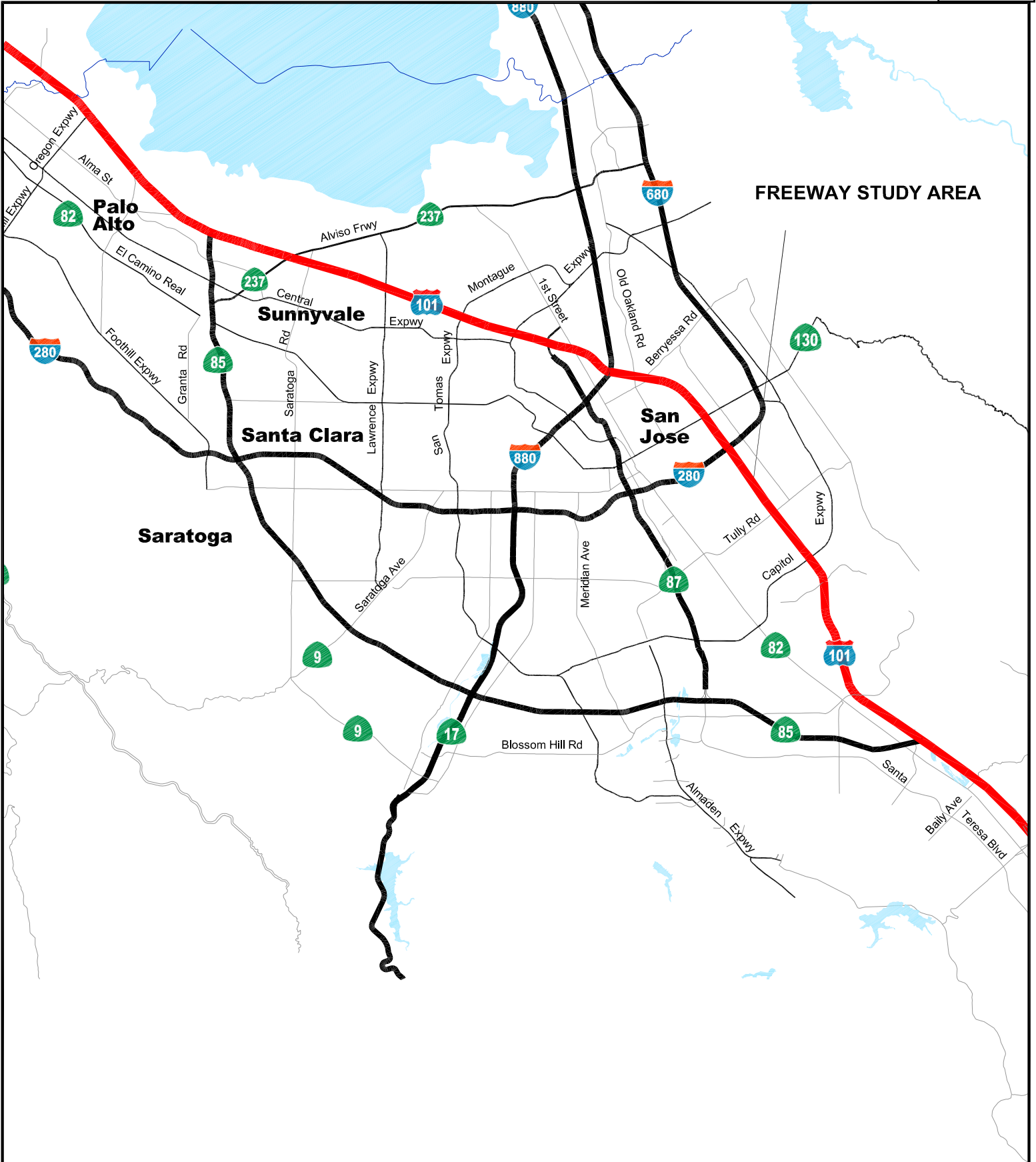
#### **FISCAL IMPACT:**

This action will authorize an additional \$2,800,000 for PA&ED services. The funding for the proposed contract amendment action is derived from the reallocation of local funding resulting from cost savings from other highway projects. There is sufficient appropriation for this expenditure in the FY11 Adopted VTP Highway Improvement Program Fund Capital Budget.


#### **UNDERUTILIZED DISADVANTAGED BUSINESS ENTERPRISE (UDBE) PARTICIPATION:**

Based on identifiable subcontracting opportunities, an Underutilized Disadvantaged Business Enterprise (UDBE) goal of 8% has been established for the contract amendment with URS. The contractor has committed to the 8% UDBE participation on this contract.

Prepared by: Lam Trinh  
Memo No. 3056



**FREEWAY STUDY AREA**

 = Study Corridor



**US 101 EXPRESS LANES PROJECT**

**VICINITY AREA MAP**

**FIGURE 1**

**Attachment B****US 101 Express Lanes – Engineering Contract Amendment  
List of Consultants**

<b>Firm Name</b>	<b>Name</b>	<b>Role</b>	<b>Location</b>
URS Corporation	Ramsey Hissen	Principal	San Jose
DKS Associates	Terry Klim	Sub-Consultant	Oakland
Environmental Data Resources	Noel Roman	Sub-Consultant	San Jose
Illingworth and Rodkin	Michael Thill	Sub-Consultant	Petaluma
JRP Historical	Steven Whee	Sub-Consultant	Davis
Radman Aerial	Carol Radman	Sub-Consultant	Sacramento
Wilbur Smith Associates	Kris Wuesterfield	Sub-Consultant	New Haven
WRECO, Inc.	Han-Bin Liang	Sub-Consultant	Walnut Creek



Date: April 12, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** Amend Ramp Metering Project Funding Agreement: I-280 Corridor

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Authorize the General Manager to amend the existing funding agreement with the Metropolitan Transportation Commission for an additional \$600,000 for a new total of \$2,651,000 and extend the agreement to cover all freeway corridors in Santa Clara County.

### BACKGROUND:

At its April 3, 2008 meeting, VTA Board authorized the General Manager to execute a funding agreement for \$2,051,000 with the Metropolitan Transportation Commission (MTC) that specifies the roles and responsibilities to implement ramp metering on three corridors in Santa Clara County:

- Southbound SR 85 between Almaden Expressway and Cottle Road in the PM peak period
- Northbound and Southbound SR 87 between US 101 and SR 85 in both the AM and PM peak period
- Southbound US 101 between Embarcadero Road and De La Cruz Boulevard in the PM peak period.

This original agreement between VTA and MTC defined roles and responsibilities between MTC as the funding agency and VTA as the project manager. MTC as the funding agency will provide funding to cover costs of VTA staff, consultant services and procurement and installation of any equipment needed for the project. VTA as the project manager is responsible for coordination of implementing including, development of the consultant scope of work,

conducting field reviews, completing detector loop and other equipment repairs, data collection, development of ramp meter timing plans, implementation of timing plans, and evaluation of the timing plans. VTA is also responsible for outreach and coordination on the project with Caltrans and local agencies. Caltrans, the operating agency for ramp metering, is provide an oversight in the development and implementation of the ramp metering plans.

The first two listed corridors have been successfully deployed with reductions in travel delays as high as 40 percent. A study to evaluate the ramp metering on the southbound US 101 corridor is currently underway to complete this project later this year.

At its November 5, 2009 meeting, VTA Board approved an amendment to the scope of work for this ramp metering implementation project to include the southbound I-880 corridor between SR 237 and I-280 to expend unassigned funds. This I-880 system was activated on February 23, 2011. Initial evaluations have been conducted and have shown average travel time improvements as high as 10 minutes. A more detailed evaluation will be provided later this year.

### **DISCUSSION:**

In December 2009, Caltrans received \$10.7 million in American Recovery and Reinvestment Act funds to install ramp metering and Traffic Operations System (TOS) equipment and widen on-ramps for additional vehicle storage along the I-280 corridor within the City of San Jose and the City of Daly City. The portion of these improvements within the City of San Jose is between US 101 and I-280 within the vicinity of downtown San Jose. The construction in the City of San Jose is expected to be completed by early this summer.

Although the construction of the roadway improvements will be completed shortly, work still remains to develop the new meter signaling plans. In March 2011, Caltrans requested assistance from VTA to implement the meter timing plans along the I-280 corridor where the improvements are under construction. Attachments A and B list the locations and proposed ramp meters to be activated as part of this effort.

This request for VTA assistance from Caltrans can not be be accommodated with the current funding agreement because the funds identified in the funding agreement have been already expended by the southbound SR 85, SR 87, US 101, and southbound I-880 corridor ramp metering projects. As a result, this has triggered a need to amend the funding agreement to add funding for the I-280 Corridor Ramp Metering Project. VTA staff recommends amending the existing funding agreement between VTA and MTC to increase the total available funding by \$600,000 for a new total of \$2,651,000 to accommodate the additional funds necessary for the I-280 Corridor Ramp Metering Project and to extend the agreement to cover all freeway corridors in Santa Clara County. The additional \$600,000 in funding will cover the amendment to the Mark Thomas & Company contract and VTA project management staff costs. The funding agreement amendment is expected to be approved by the MTC in May 2011.

**ALTERNATIVES:**

VTA can elect not to lead this effort and forego this funding opportunity. As an alternative MTC could decide to manage this effort or to contract with Caltrans or another agency to implement the project which would likely result in a significant delay in deployment of the ramp metering.

**FISCAL IMPACT:**

Appropriation for this project is included in the FY 2011 Adopted VTP Highway Improvement Program Fund Capital Budget under the Intelligent Transportation System (ITS) project. The funding agreement with MTC provides enough funding to complete the work included in the recommended consultant contract and VTA staff project management services.

Prepared by: David Kobayashi  
Memo No. 3084

**Attachment A – Northbound I-280 On-Ramps**

<b>Postmile</b>	<b>Location</b>	<b>Ramp Type</b>	<b>Existing Metered</b>
.981	SB SCL680/Jackson Ave	Diagonal	No
0.203	SB SCL680/King Road	Diagonal	No
0.48	NB McLaughlin Ave.	loop	No
0.481	SB McLaughlin Ave.	diagonal	No
1.587	10th St.	diagonal	No
1.851	4th St./Reed St.	diagonal	No
2.5	Vine St.	diagonal	No
2.511	Route 87 (NB)	connector	No
2.81	Route 87 (NB)	connector	No
3.047	Bird Ave.	diagonal	No
4.153	Meridian Ave.	loop	No
4.549	Parkmoor Ave.	diagonal	No
4.819	Leland Ave.	diagonal	No
5.34	Route 17 (NB) **	connector	No
5.852	Route 880 (SB) **	connector	No

Notes:

\*\* Indicates that this ramp will not be metered

**Attachment B – Southbound I-280 On-Ramps**

<b>Postmile</b>	<b>Location</b>	<b>Ramp Type</b>	<b>Existing Metered</b>
5.464	Route 880 (SB) **	connector	No
5.278	Route 17 (NB) **	connector	No
3.872	Moorpark Ave./Menker Ave.	diagonal	No
3.811	Southwest Expwy./Meridian Ave.	diagonal	No
2.442	Bird Ave.	diagonal	No
2.307	Route 87 (NB)	connector	No
2.306	Route 87 (SB)	connector	No
2.021	Route 82 (SB) / N. 1st St	Loop	No
1.373	7th St.	diagonal	No
1.186	11th St.	diagonal	No

Notes:

\*\* Indicates that this ramp will not be metered



Date: April 11, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** Contract Amendment I-280 Corridor Ramp Metering Project

**Policy-Related Action:** No

**Government Code Section 84308 Applies:** Yes

## ACTION ITEM

### RECOMMENDATION:

Authorize the General Manager to amend the contract with Mark Thomas & Company in an amount not to exceed \$472,000, for a new contract value of \$1,716,677 for engineering services to implement ramp metering for I-280 Corridor Ramp Metering Project.

### BACKGROUND:

At its April 3, 2008 meeting, VTA Board authorized the General Manager to execute a funding agreement for \$2,051,000 with the Metropolitan Transportation Commission (MTC) that specifies the roles and responsibilities to implement ramp metering on three corridors in Santa Clara County:

- Southbound SR 85 between Almaden Expressway and Cottle Road in the PM peak period
- Northbound and Southbound SR 87 between US 101 and SR 85 in both the AM and PM peak period
- Southbound US 101 between Embarcadero Road and De La Cruz Boulevard in the PM peak period.

VTA contracted with Mark Thomas & Company to provide the engineering services for ramp metering implementation in these corridors.

The first two listed corridors have been successfully deployed with reductions in travel delays as high as 40 percent. A study to evaluate the ramp metering on the southbound US 101 corridor is currently underway to complete this project later this year.

At its November 5, 2009 meeting, VTA Board approved an amendment to the scope of work for this ramp metering implementation project to include the southbound I-880 corridor between SR 237 and I-280 to expend unassigned funds. This I-880 system was activated on February 23, 2011. Initial evaluations have been conducted and have shown average travel time improvements as high as 10 minutes. A more detailed evaluation will be provided later this year.

In December 2009, Caltrans received \$10.7 million in American Recovery and Reinvestment Act funds to install ramp metering and Traffic Operations System (TOS) equipment and widen on-ramps for additional vehicle storage along the I-280 corridor within the City of San Jose and the City of Daly City. The portion of these improvements within the City of San Jose is between US 101 and I-280 within the vicinity of downtown San Jose. The construction in the City of San Jose is expected to be completed by early this summer.

Although the construction of the roadway improvements will be completed shortly, work still remains to develop the new meter signaling plans. In March 2011, Caltrans requested assistance from VTA to implement the meter timing plans along the I-280 corridor where the improvements are under construction. Attachments A and B list the locations and proposed ramp meters to be activated as part of this effort.

### **DISCUSSION:**

Responding to the request by Caltrans for project engineering services, staff recommends executing an amendment to the existing contract with Mark Thomas & Company (MT&Co) for ramp metering work. VTA staff is recommending the assignment of this work to the MT&Co team based on the following reasons:

- MT&Co and sub-consultant Kimley Horn performed very well for VTA in delivering successful ramp metering projects in the SR 87, SR 85, US 101 and I-880 Corridors.
- The team's experience and knowledge in implementing ramp metering on freeway corridors in Santa Clara County and other parts of the Bay Area will result in no learning curve to get started with the proposed work.
- The team's familiarity with the ongoing efforts in regards to Caltrans requirements, the Santa Clara County adopted process for implementing ramp metering as described by the Memorandum of Understanding (MOU) signed by VTA and Caltrans, and local stakeholders needs will allow the team to get started with minimal effort.
- Use of another contractor for this I-280 will lengthen the time for implementing ramp meter signal timing after completion of the improvements compared to the time required by the MT&Co team to implement the timings, resulting in a process that would not be as cost effective as the recommended approach.

The scope of work for this task order to implement ramp metering for the on-ramps along I-280 between US 101 and I-880 is listed in Attachments A and B. The tasks to complete this work generally are as follows:

- Conduct "Before" ramp metering implementation traffic data collection (e.g., conduct travel time runs along the freeway mainline and parallel arterials, and collect traffic

- volumes for freeway and arterials).
- Conduct field review of the existing ramp metering for implementation readiness.
- Develop the ramp metering plans based on the ramp metering implementation traffic data.
- Assist Caltrans staff to implement the ramp metering plans.
- Conduct “After” ramp metering implementation traffic data collection (e.g., conduct travel times along the freeway mainline and parallel arterials, and collect traffic volumes for freeway and arterials).
- Prepare a final report comparing the “After” implementation conditions with the “Before” implementation conditions.
- Attend meetings to present the key findings from each of the above tasks to local agency stakeholders.

A list of consultants is included as Attachment C.

### **ALTERNATIVES:**

The VTA Board of Directors could request that staff solicit proposals from other engineering team to provide these services; however, such an approach would add several months to the project and may even result in the loss of this funding from MTC.

### **FISCAL IMPACT:**

This action will authorize up to \$472,000 for engineering services for ramp metering implementation. Appropriation for this project is included in the FY 2011 Adopted VTP Highway Improvement Program Fund Capital Budget under the Intelligent Transportation System (ITS) project. The funding agreement with MTC provides enough funding to complete the work included in the recommended contract and VTA staff project management services.

### **UNDERUTILIZED DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:**

The Contractor will be encouraged to make a reasonable effort to utilize UDBEs in its procurement of ancillary services and products associated with the performance of this contract.

Prepared by: David Kobayashi  
Memo No. 3064

**Attachment A – Northbound I-280 On-Ramps**

<b>Postmile</b>	<b>Location</b>	<b>Ramp Type</b>	<b>Existing Metered</b>
.981	SB SCL680/Jackson Ave	Diagonal	No
0.203	SB SCL680/King Road	Diagonal	No
0.48	NB McLaughlin Ave.	loop	No
0.481	SB McLaughlin Ave.	diagonal	No
1.587	10th St.	diagonal	No
1.851	4th St./Reed St.	diagonal	No
2.5	Vine St.	diagonal	No
2.511	Route 87 (NB)	connector	No
2.81	Route 87 (NB)	connector	No
3.047	Bird Ave.	diagonal	No
4.153	Meridian Ave.	loop	No
4.549	Parkmoor Ave.	diagonal	No
4.819	Leland Ave.	diagonal	No
5.34	Route 17 (NB) **	connector	No
5.852	Route 880 (SB) **	connector	No

Notes:

\*\* Indicates that this ramp will not be metered

**Attachment B – Southbound I-280 On-Ramps**

<b>Postmile</b>	<b>Location</b>	<b>Ramp Type</b>	<b>Existing Metered</b>
5.464	Route 880 (SB) **	connector	No
5.278	Route 17 (NB) **	connector	No
3.872	Moorpark Ave./Menker Ave.	diagonal	No
3.811	Southwest Expwy./Meridian Ave.	diagonal	No
2.442	Bird Ave.	diagonal	No
2.307	Route 87 (NB)	connector	No
2.306	Route 87 (SB)	connector	No
2.021	Route 82 (SB) / N. 1st St	Loop	No
1.373	7th St.	diagonal	No
1.186	11th St.	diagonal	No

Notes:

\*\* Indicates that this ramp will not be metered

**Attachment C - List of Consultants**

<b>Contractor Firm</b>	<b>Contractor Role</b>	<b>Contact Name</b>	<b>Location</b>
Mark Thomas & Company, Inc.	Prime-Consultant: Civil Engineering	Richard Tanaka	1960 Zanker Road San Jose, CA 95112 408-453-5373
Kimley Horn and Associates	Sub-Consultant: Traffic Engineering	Brian Sowers	200 Crow Canyon Place , Suite 410 San Ramon, CA 94583 925-543-0840



Date: April 12, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** 2011 Second Cycle Lifeline Transportation Program Grant Awards

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## ACTION ITEM

### RECOMMENDATION:

Approve the programming of Lifeline Transportation Program funds for the following projects:

- |   |              |
|---|--------------|
| 1. Family Transportation Services Program           | \$409,913    |
| 2. Ways to Work Family Loan Program                 | \$273,276    |
| 3. Santa Clara-Alum Rock Rapid Transit Bus Purchase | \$10,000,000 |

### BACKGROUND:

In 2005, the Metropolitan Transportation Commission (MTC) established the interim Lifeline Transportation Program to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

On January 5, 2006, the VTA Board of Directors authorized the General Manager to execute a Cooperative Agreement with the County of Santa Clara to develop and administer the Lifeline Transportation Program in Santa Clara County. This agreement established a Joint Lifeline Transportation Committee (JLTC) to solicit, review and recommend projects to the VTA Board, the County Board of Supervisors and MTC.

In June 2008, MTC evaluated the three-year interim Lifeline Program and resolved to continue it with MTC Resolution 3860. Then MTC assigned funding targets proportioned on the county's share of poverty population for a second three-year programming cycle.

## **DISCUSSION:**

MTC has notified VTA and the County that approximately \$647,000 federal Large Urban Area Jobs Access/Reverse Commute (JARC) funds and approximately \$10 million State Proposition 1B Public Transit Modernization (PTMISEA) funds are available for programming to Lifeline projects in Santa Clara County.

Based on this information, VTA and the County, as the Lifeline Program administrators, issued calls-for-projects on January 18, 2011 and February 11, 2011 for JARC and PTMISEA funds respectively. On March 30, 2011, the JLTC reviewed and scored qualified project submittals.

### **Large Urbanized Area JARC**

The JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Staff received two proposals requesting JARC funds. Details about each proposal can be found on Attachment B. Outreach and Escort, Inc. requested \$647,000 for their “Family Transportation Program” and Peninsula Family Service requested \$600,000 for their “Ways to Work Family Loan Program-Santa Clara County”. Both projects scored very well, and within a few points of each other. Subsequent to scoring the applications, MTC advised the JLTC of an increase in available JARC funds to \$683,189. The JLTC recommends partial funding for both projects in the amount of \$409,913 and \$273,276 respectively, as shown on Attachment A.

### **Proposition 1B**

The purpose of this fund source is to help advance the State’s public transportation goals to provide mobility choices for all residents, reduce congestion, and protect the environment. Proposition 1B funds are sometimes challenging to program within the Lifeline Program because the funds are limited to Public Transit Operators, and may only be used for transit capital projects. Most Lifeline Program sponsors submit proposals for operating funds.

Staff received one proposal requesting Proposition 1B funds. VTA submitted the Santa Clara-Alum Rock Rapid Transit (RT) Bus Purchase proposal requesting \$10 million to purchase hybrid diesel-electric Rapid Transit buses. These buses will provide rapid transit service for 7.4 miles within the Santa Clara-Alum Rock Corridor. Annually, VTA estimates the buses will provide 2 million passenger trips to low-income, transit dependent riders. Details about the proposal can be found on Attachment B.

The JLTC requests that the VTA Board of Directors approve the funding for these projects.

## **ALTERNATIVES:**

The VTA Board may request other programming alternatives. Any change in programming alternatives also requires the County Board of Supervisors approve the alternatives.

**FISCAL IMPACT:**

VTA will receive \$10 million in Lifeline Program grants to purchase hybrid diesel-electric Bus Rapid Transit (BRT) buses. Appropriation for this project is included in the Recommended FY 2012 and FY 2013 2000 Measure A Transit Improvement Program Fund Capital Budget which is scheduled for adoption by the Board in June 2011.

Prepared by: Celeste Fiore  
Memo No. 2956

ATTACHMENT A  
2011 SECOND CYCLE LIFELINE TRANSPORTATION PROGRAM  
RECOMMENDED AWARDS

<b>Sponsor</b> <i>Program Name</i>	<b>Score</b> <b>(Max 100)</b>	<b>Local Match</b>	<b>Requested Grant Amount</b>	<b>Recommended Award</b>	<b>Cumulative Award</b>
<b>Federal Jobs Access/Reverse Communte JARC Funds</b>					
<b>Outreach &amp; Escort, Inc.</b> <i>Family Transportation Services Program</i>	<b>93</b>	\$906,400	\$647,000	\$409,913	\$409,913
<b>Peninsula Family Service</b> <i>Ways to Work Family Loan Program</i>	<b>89</b>	\$1,252,842	\$600,000	\$273,276	\$683,189
<b>State Proposition 1B Funds</b>					
<b>Santa Clara VTA</b> <i>Santa Clara-Alum Rock Rapid Transit Bus Purchase</i>	<b>95</b>	\$33,250,000	\$10,000,000	\$10,000,000	N/A
<b>Total JARC funds</b>				<b>\$683,189</b>	
<b>Total Proposition 1B funds</b>				<b>\$10,000,000</b>	

ATTACHMENT B  
2011 SECOND CYCLE LIFELINE TRANSPORTATION PROGRAM  
PROJECT DESCRIPTIONS

RECOMMENDED – JARC Funded

Outreach & Escort, Inc.     *Family Transportation Program*

The program will serve approximately 2,560 South County residents, provide an estimated 55,220 passenger trips to and from employment-related activities, and distribute 1,180 bicycles over the three year cycle. The services include door-to-door demand-response transportation; fully subsidized vehicle repair for CalWORKS participants; guaranteed rides home; bicycles for the new *Bike to Work* program and education about public transportation options. This is an existing umbrella program and further JARC funds will allow the program to continue.

Peninsula Family Service     *Ways to Work Family Loan Program-Santa Clara County*

The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities. At 90%, Peninsula Family Service boasts one of the highest repayment rates. Peninsula Family Service is projected to provide 150 loans over the 3 year period resulting in 75,000 work related trips. The program is backed by the National Ways to Work program.

RECOMMENDED – PROPOSITION 1B Funded

Santa Clara VTA                     *Santa Clara-Alum Rock Rapid Transit Bus Purchase*

The project proposes to purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara–Alum Rock Rapid Transit line. This new line will provide new limited rapid transit service for 7.4 miles, from the Eastridge Transit Center in East San Jose to San Jose Diridon Transit Center in Downtown San Jose, starting in 2013. The project will provide over 2 million passenger trips per year to low income riders. With implementation of the project, two separate Rapid Transit lines (the 522 El Camino and the 523 Stevens Creek) would operate in the Santa Clara-Alum Rock Corridor. These green technology buses will run 18 hours a day, servicing 13 stops.



Date: April 12, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## 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:** Caltrans CBTP Grant Local Resolution-Tamien Station Area Study

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## Resolution

### ACTION ITEM

#### **RECOMMENDATION:**

Adopt a resolution authorizing the filing and execution of grants under the Caltrans Community-Based Transportation Planning grant through Caltrans Transportation Planning Grants program for Fiscal Year 2011-2012.

#### **BACKGROUND:**

VTA has applied for funds under the Caltrans Community-Based Transportation Planning Grant program. Caltrans offers a bundled grant program for a wide range of transportation planning purposes that are ultimately intended to improve the California State transportation network. The program apportions funds in order to promote a balanced, comprehensive multi-modal transportation system and awards the funding on a competitive basis.

VTA is applying for grant funding to advance development at the Tamien Station Area. The constraints to development include a replacement parking solution to reconfigure the parking from the east side to the west side in order to free up land for development, as well as filing a Specific Plan amendment to reconcile the discrepancy in land use designations between the current Draft Envision 2040 General Plan update and the 1995 Specific Plan.

The Caltrans Community-Based Transportation Planning grant requires all applicants to submit a resolution approved by their governing body authorizing the submittal of the grant application (Attachment A).

## **DISCUSSION:**

VTA is the property owner of approximately 13 acres located to the east and west of Highway 87 at Tamien Station. The City of San Jose is undergoing a General Plan update that updates approximately 7 acres of the existing land previously designated for Public Park and Open Space and Public/Quasi-Public to be updated for Urban Residential (30-95 du/ac). The City of San Jose and VTA share a mutual vision to densify around transit corridors and recognize the optimal location of the Tamien Station Area for a thriving transit-oriented development. The City of San Jose provided a letter of support for the grant application referencing the City's vision for the intensification of land uses along the transit corridor as identified in the *Draft Envision 2040 General Plan* update.

As a primary property holder and the operator of the light rail transit system, VTA is best suited to carry out the necessary steps in order to achieve the high-density transit-oriented development that both VTA and the City envision for the area. The constraints to advancing development are two-fold:

1. VTA is responsible for providing parking at the station for all transit patrons. The area that will be designated as high-density residential through the General Plan update is currently used for transit parking, and this parking must be relocated or reconfigured before the land can be available for development. VTA would like to evaluate the entire station area to determine how to best configure the replacement parking to the areas that are not designated for high-density development. In addition, the analysis will evaluate the existing level of service at the major intersections as related to the Highway 87 access and ascertain improvements to promote multi-modal circulation and vehicular and pedestrian safety.
2. Although the General Plan update is reflecting a densified vision for the station area, the area will continue to be governed by the *Tamien Station Area Specific Plan* unless an amendment is filed to reconcile the inconsistent land uses. The amendment process requires a comprehensive evaluation of the Specific Plan, extensive community involvement and additional resources and analysis to ensure the process is effectively executed.

On March 30<sup>th</sup> 2011, the VTA submitted to the Caltrans Transportation Planning Grants program applying for \$300,000 to fund the master plan development. There is a 10% minimum matching funds requirement for the program, of which 7.5% must be cash and 2.5% may be in-kind. The matching funds will be provided through VTA's Joint Development Program Fund.

## **ALTERNATIVES:**

The Board of Directors could elect not to accept the Caltrans Community-Based Transportation Planning grant and another source of funds will need to be identified to complete the replacement parking evaluation and Specific Plan amendment. Without these necessary steps to advance development, the existing constraints will not allow for development to occur at Tamien Station Area.

**FISCAL IMPACT:**

If awarded, the Caltrans Community-Based Transportation Planning grant funds totaling \$272,727 will be made available to VTA to help defray the cost of other resources to advance development at Tamien Station. The total funding also includes \$20,455 of locally matched funds and \$6,818 of local in-kind funds. These amounts are 7.5% and 2.5% respectively of the total grant amount of \$300,000. The locally matched funds will be provided through VTA's Joint Development Program Fund.

Prepared by: Jennifer Rocci  
Memo No. 3062

Resolution No. \_\_\_\_\_

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)  
AUTHORIZING THE FILING AND EXECUTION OF GRANTS FOR THE  
CALTRANS COMMUNITY-BASED TRANSPORTATION PLANNING GRANT  
PROGRAM UNDER THE CALTRANS TRANSPORTATION PLANNING GRANTS  
PROGRAM FOR FISCAL YEAR 2011-2012**

**WHEREAS**, Caltrans has authorized to make grants and funding for the program shown above; and

**WHEREAS**, the Santa Clara Valley Transportation Authority (VTA) desires to apply for Caltrans Community-Based Transportation Planning funding to create advance development at the Tamien Station Area in Santa Clara County; and

**WHEREAS**, the Santa Clara Valley Transportation Authority (VTA) has, to the maximum extent feasible, coordinated with other local agencies and users in the region;

**NOW, THEREFORE, BE IT RESOLVED**, that the VTA Board of Directors does hereby authorize the General Manager to file and execute grant applications and agreements with Caltrans on behalf of VTA as amended.

**BE IT FURTHER RESOLVED** that the General Manager is authorized to:

1. Execute and file all assurances or any other document required by Caltrans; and
2. Provide additional information as Caltrans may require in connection with the application for the Community-Based Transportation Planning grant projects; and
3. Submit and approve the request for reimbursement of funds from Caltrans Community-Based Transportation Planning grant projects.

**PASSED AND ADOPTED** by the Santa Clara Valley Transportation Authority (VTA)  
Board of Directors on \_\_\_\_\_.

**AYES:**

**NOES:**

**ABSENT:**

\_\_\_\_\_  
Margaret Abe-Koga, Chairperson  
Board of Directors

**ATTEST:**

\_\_\_\_\_  
Sandra Weymouth, Board Secretary

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Kevin Allmand, General Counsel



Date: March 29, 2011  
 Current Meeting: April 22, 2011  
 Board Meeting: May 5, 2011

## **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:** Valley Transportation Plan, Regional Transportation Plan and Sustainable Communities Strategies Updates

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### **FOR INFORMATION ONLY**

#### **BACKGROUND:**

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

#### **DISCUSSION:**

This month’s update focuses on the Initial Vision Scenario and public outreach.

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

As one of the first steps toward crafting a Sustainable Communities Strategy for the region, the Regional Agencies have prepared an unconstrained Initial Vision Scenario designed to accommodate all of the housing needs for all economic groups, and to direct development to Priority Development Areas and other locally-identified areas. Under this scenario, it is foreseen that a future development pattern that depends upon a strong economy, sufficient funding for affordable housing and supportive public infrastructure and transportation investments, will best serve our Region. The proposed distribution of housing focuses on areas close to transit that have

been identified by local jurisdictions. This focused growth pattern preserves open space and agricultural land in the Bay Area.

The focus in this Vision Scenario is the concentration of housing along major transit corridors, locations identified within Priority Development Areas (PDAs) and places for growth identified by local jurisdictions. The Initial Vision Scenario relies on input from local jurisdictions and the characteristics of the places they identified for the distribution of growth. Where information was not provided by the local jurisdiction, ABAG input information related to additional units based on the typical characteristics of the relevant locally-selected place type. Employment forecasting and distribution in this Scenario is not directly related to land use policy. The Initial Vision Scenario reflects the transportation investments from MTC's current Regional Transportation Plan. To support the increased housing growth, it also includes some tentatively proposed improvements to the region's transit network.

ABAG and MTC also intend to measure the Vision Scenario through a set of performance targets that were based on the three E's of the previous RTP, Economy, Environment, and Equity. The Vision Scenario also performs well on some targets and does not perform well on others. For example, in terms of the target set by SB 375 to house all income levels, it performs well. However, in terms of reduction of vehicle miles traveled, the Vision Scenario does not perform well.

The Initial Vision Scenario will serve as the starting point for public comment on the development, analysis and discussion of detailed SCS alternatives over the summer. These detailed scenarios will be evaluated against a set of performance targets, including the regional housing target and the regional greenhouse gas targets for 2020 and 2035, and other performance targets. These evaluations will in-turn be used to craft RTP funding policies.

VTA staff's concerns on the Initial Vision Scenario deal with the projections and the locations for housing within Santa Clara County and the assumptions made as part of that. VTA staff is conducting scenario testing to model the impacts of different land use-transportation scenarios and compare the results with that of the Vision Scenario. As part of the process, VTA staff will meet and discuss this with our Member Agency Planning and Public Works staff in order to better understand the Vision Scenario and to provide feedback where appropriate.

Apart from some concerns, the Initial Vision Scenario is what it states, a vision. Many of what is being presented is an ideal representation of what is hoped to occur within the Bay Area. There is information within the document that states that in the PDAs alone, there could be 110,500 new households by 2035 and 65,000 additional households in Growth Opportunity Areas in Santa Clara County alone. With this being shown, it is important to position this County in order to accommodate that growth and the funding that comes along with it.

At the April committee meetings, staff will bring forward the Initial Vision Scenario for discussion. Attachment A is the Executive Summary of the Initial Vision Scenario. The entire Initial Vision Scenario is available online:

[http://www.onebayarea.org/pdf/Initial\\_Vision\\_Scenario\\_Report.pdf](http://www.onebayarea.org/pdf/Initial_Vision_Scenario_Report.pdf)

## Public Outreach

The Regional Agencies are hosting a series of Public Workshops throughout the Bay Area to introduce the Initial Vision Scenario. To engage the public in the discussions of the SCS and VTP development and solicit feedback on the draft VTP project lists, VTA has set up six public meetings in March and April. These public meetings are intended to bring about discussion regarding the projects and to give the public a sense of what the process for the development of the VTP will be, with the inclusion of a Sustainable Communities Strategy and how we should consider elements of SB 375. Both the SCS and VTP/RTP discussions will be covered at these meetings. The unconstrained list of projects is being covered under a separate memo.

### VTP/SCS Public Meetings

March 16 - 4pm to 6pm - VTA Offices, San Jose

April 7 - 6pm to 8pm - Morgan Hill Community and Cultural Center, Madrone Room

April 11 - 6pm to 8pm - Mountain View Public Library, Community Room

April 12 - 6pm to 8pm - San Jose Biblioteca Latinoamericana Library, Community Room

April 13 - 6pm to 8pm - Campbell Library, Community Room, Lower Floor

April 14th - 4pm to 6pm, VTA Policy Advisory Committee/Cities Association Meeting:  
Sunnyvale City Council Chamber (webcast available)

Prepared By: John Sighamony

Memo No. 3052



## **Executive Summary of the Initial Vision Scenario**

In 2008, Senate Bill 375 (Steinberg) was enacted. The state law requires that our Regional Transportation Plan contain a Sustainable Communities Strategy that integrates land-use planning and transportation planning. For the 25-year period covered by the Regional Transportation Plan, the Sustainable Communities Strategy must identify areas within the nine-county Bay Area sufficient to house all of the region's population, including all economic segments of the population. It must also attempt to coordinate the resulting land-use pattern with the transportation network so as to reduce per capita greenhouse-gas emissions from personal-use vehicles (automobiles and light trucks).

The Initial Vision Scenario for Plan Bay Area is a first-cut proposal that identifies the areas where the growth in the region's population might be housed. This proposal builds upon a rich legacy of integrative planning in the Bay Area. For over a decade, the region and its local governments have been working together to locate new housing in compact forms near jobs, close to services and amenities, and adjacent to transit so that the need to travel long distances by personal vehicle is reduced. Compact development within the existing urban footprint also takes development pressure off the region's open space and agricultural lands. We have referred to this type of efficient development as "focused growth," and the regional program that supports it is called FOCUS.

### **Planning for New Housing and Supporting Infrastructure**

The Initial Vision Scenario is constructed by looking first at the Bay Area's regional housing needs over the next 25 years. This analysis was performed using demographic projections of household growth. It is not a forecast of the region, and does not take into account many factors that constrain the region's supply of new housing units, such as limitations in supporting infrastructure, affordable housing subsidies, and market factors. The principal purpose of the Initial Vision Scenario is to articulate how the region could potentially grow over time in a sustainable manner, and to orient policy and program development to achieve the first phases of implementation. Under the assumptions of the Initial Vision Scenario, the Bay Area is anticipated to grow by over 2 million people, from about 7,350,000 today to about 9,430,000 by the year 2035. This population growth would require around 902,000 new housing units. The Initial Vision Scenario proposes where these new units might be accommodated.

In a departure from previous regional growth scenarios, this Initial Vision Scenario is designed around places for growth identified by local jurisdictions. These places are defined by their character, scale, density, and the expected housing units to be built over the long term. Using "place types," areas with similar characteristics and physical and social qualities, ABAG asked local governments to identify general development aspirations for areas within their jurisdictions. These places were mostly the Priority Development Areas (PDAs) already identified through the

FOCUS program. They also included additional Growth Opportunity Areas, some similar to PDAs and others with different sustainability criteria.

Based on local visions, plans and growth estimates, regional agencies distributed housing growth across the region, focusing on PDAs and Growth Opportunity Areas. ABAG in some cases supplemented the local forecast with additional units based on the typical characteristics of the relevant locally-selected place type. ABAG also distributed additional units to take advantage of significant existing and planned transit investment, and it assigned some units to locally identified areas that present regionally significant development opportunities for greater density.

The Initial Vision Scenario accommodates 97 percent of new households within the existing urban footprint. Only 3 percent of the forecasted new homes require “greenfield development” (building on previously undeveloped lands). Priority Development Areas and Growth Opportunity Areas contain about 70 percent of the total growth (743,000 households).

Among counties, three take the lion’s share of growth: Santa Clara, Alameda and Contra Costa absorb a little over two-thirds of the total. These same counties also are anticipated to take the majority of the region’s job growth (64 percent). The region’s three major cities do a lot of the heavy lifting. Thirty-two percent of the forecast and proposed housing growth occurs in San José, San Francisco and Oakland. Seventeen percent goes to medium-sized cities like Fremont, Santa Rosa, Berkeley, Hayward, Concord, and Santa Clara.

The analysis embodied in the Initial Vision Scenario is founded on the location of housing. Employment forecasting and distribution in this Scenario is not directly related to land use policy. Employment location can have a powerful influence on travel demand, vehicle miles traveled, and vehicle greenhouse-gas emissions. In light of these factors and considering economic competitiveness, transit sustainability, and a balanced relationship between employment and housing, regional agencies will be embarking, with local partners, on further analysis regarding appropriate employment locations in relation to future housing growth and the transportation network. This will inform the development of the Detailed Scenarios.

The Initial Vision Scenario reflects the transportation investments from MTC’s current Regional Transportation Plan (known as the Transportation 2035 Plan) with an Express Lane backbone system. It also includes some proposed improvements to the region’s transit network. These include increased frequencies on over 70 local bus and several express bus routes, improved rail headways on BART, eBART, Caltrain, Muni Metro, VTA light-rail, and Altamont Commuter Express, and more dedicated bus lanes in San Francisco and Santa Clara counties, all resulting in overall growth in transit capacity. However, the Bay Area’s transit system is financially unsustainable with operators unable to afford to run the current service levels into the future, much less expanded headways contemplated under the Initial Vision Scenario. MTC’s Transit Sustainability Project will propose a more sustainable transit system for inclusion in the Detailed Scenarios to be tested.

### **Measuring Performance Against Targets**

The Initial Vision Scenario results in a 12 percent per capita greenhouse gas emissions reduction from personal-use vehicles in 2035, compared to a 2005 base year. This reduction falls short of

the region's state-mandated 15 percent per capita greenhouse gas emissions reduction target. It's clear that additional strategies will need to be employed if we want to attain the greenhouse gas targets, and other targets previously adopted by ABAG and MTC.

MTC and ABAG have adopted a set of Plan Bay Area performance targets to describe in specific, measureable terms the region's commitment and progress toward to the "three E" principles of sustainability (Economy, Environment, and Equity). The Initial Vision Scenario meets several regional targets, including accommodating all the projected housing need by income level (in other words, no more in-commuting by workers who live in other regions); reducing the financial burden of housing and transportation on low-income households by providing more affordable housing; and housing the majority of new development within the existing urban core. Also, more residents are projected to ride transit, walk and bike more than existing residents because much of the new housing is located close to services, amenities and jobs, and adjacent to transit in complete communities.

The Initial Vision Scenario brings more residents into the region, thus increasing the total amount of travel. Some residents will still drive for some trips. Even though vehicle miles traveled per capita in the Bay Area are projected to be lower in the Initial Vision Scenario than it is today, total miles driven within the region is projected to increase. With more Bay Area Residents and more miles driven within the region, we can also expect an increase in the total number of injuries and fatalities. Health impacts from exposure to particulate emissions from automobiles and trucks are likewise projected to worsen with more driving; however, state and federal efforts to clean up heavy duty truck engines will more than off-set the increases from automobiles, resulting in overall reductions sooty particulate pollution.

Finally, it must be said that while bringing more people into the Bay Area will increase the amount of driving and collisions within the region, it is still a net win in the larger sense. The amount of overall driving and greenhouse gas emissions statewide is certainly less than if the new residents were commuting to Bay Area jobs from communities in neighboring regions that do not offer such amenities.

### **Next Steps**

The Initial Vision Scenario is offered as basis for discussion with local governments, stakeholders, and the general public about how the Bay Area can accommodate all its population growth over the next quarter century. It is by no means a fait accompli. Over the next several months we will seek input through elected official briefings, local government staff discussions, and public workshops. The comments received will assist ABAG and MTC in developing a range of Detailed Scenarios and testing feasible land-use/transportation alternatives that achieve the greenhouse gas emission reduction targets.

The purpose of the SCS is to forge consensus in the Bay Area on a preferred long-term regionwide growth pattern. Under SB 375, local governments are explicitly not required to update their general plans in accordance with the SCS. The SCS does not carry the same authority as Regional Housing Needs Allocation but it will inform the distribution of housing at the local level. The adopted SCS land development pattern will help guide regional policies and investments that are made pursuant to the Regional Transportation Plan. These regional policies

and investments are intended to create financial and other incentives to implement the adopted land pattern in the SCS. ABAG is currently working with its Housing Methodology Committee to develop a methodology for distributing regional eight-year housing targets to Bay Area local jurisdictions; the methodology will be adopted by ABAG later this year.

The Initial Vision Scenario kicks off a two-year conversation among local jurisdictions and regional agencies on what ultimately will become the forecasted Sustainable Communities Strategy, as a part of Plan Bay Area. During that time, the regional agencies will engage local agencies and the public to help identify and assess several detailed Sustainable Communities Strategy scenarios that demonstrate ways that land-use strategies, transportation investments, pricing and other strategies could achieve our adopted goals and targets. The scenarios also will need to address how the Bay Area's land use plans can assist adaptation to climate change. The Sustainable Communities Strategy will need to coordinate regional agencies' initiatives and requirements related to sea-level rise, air quality, and other climate change related issues.

These Detailed Scenarios will lead to selection of a preferred scenario early next year that would include an integrated transportation investment and land-use plan; this plan would also undergo a detailed environmental impact review that local agencies could use to streamline environmental assessments of their own local development projects as provided for in SB 375. Finally, the ABAG and MTC boards would be asked to adopt the complete Plan Bay Area, including a Sustainable Communities Strategy, by April 2013.

This report includes five major sections. First, the introduction describes the development rationale for the Initial Vision Scenario and regional and local challenges. Second, the regional growth section describes the overall population, household, and employment growth, household distribution under the Initial Vision Scenario, the performance of this scenario against targets, and the preliminary results of an equity analysis. Third, the regional growth analysis is developed into narratives for each county. Fourth, the key priorities and potential strategies section describes the preliminary tools to be considered for the implementation of the proposed development. Fifth, the next steps section describes the process of interaction with local jurisdictions and stakeholders and the analytical tasks for the Detailed Scenarios. The appendix includes a glossary that defines the terms used throughout the report and a table describing the place types.