



Date: May 2, 2007
 Committee Meeting Date: May 23, 2007
 Board Meeting Date: June 7, 2007
 ACTION X DISCUSSION INFO

BOARD MEMORANDUM

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

THROUGH: Michael T. Burns
 General Manager

FROM: Carolyn M. Gonot
 Chief Development Officer

SUBJECT: North San Jose Deficiency Plan Approval

RECOMMENDATION:

Approve the City of San Jose North San Jose Deficiency Plan (Attachment A.)

BACKGROUND

According to Congestion Management Agency (CMA) statutes, Member Agencies are required to conform to the Congestion Management Program (CMP) level-of-service (LOS) standard at CMP facilities (intersections and roadways). The standard for Santa Clara County's CMP facilities is LOS E. A Member Agency's gas tax subventions may be withheld if the Member Agency does not maintain the CMP LOS standard or have an approved deficiency plan for facilities that fall below, or are projected to fall below, the LOS standard. Procedures for preparing and approving deficiency plans are outlined in VTA's Board-adopted *Requirements for Deficiency Plans*.

Deficiency plans were not included in the original CMP legislation. They were added as an amendment to allow local jurisdictions to proceed with development projects even if compliance with CMP traffic LOS standard could not be achieved for each CMP facility. Deficiency plans allow local jurisdictions to adopt innovative and comprehensive transportation strategies for improving systemwide LOS rather than strictly adhering to a traffic LOS standard that may contradict other community goals, such as concentrating higher density mixed use development near transit facilities. Moreover, deficiency plans allow Member Agencies to offset circumstances where the traffic LOS falls below the standard by providing other types of

transportation system improvements related to transit, bicycles, walking, or transportation demand management (TDM) measures.

The process for approving local deficiency plans requires Member Agencies to first adopt their deficiency plan and then submit that plan to VTA for approval or disapproval. The San Jose City Council adopted its North San José Deficiency Plan (NSJDP) at its April 24, 2007 meeting.

DISCUSSION:

Over the past two years, the City of San Jose has worked collaboratively with VTA to develop an update to its North San Jose Deficiency Plan (NSJDP) in accordance with VTA’s *Requirements for Deficiency Plans*. This effort also involved the cities of Milpitas and Santa Clara, the County of Santa Clara and Caltrans, and the community San Jose. The NSJDP, included as Attachment A, addresses traffic impacts that are projected to occur during the full build-out of North San Jose area, and is not limited to CMP facilities. The NSJDP assumes that all projects will be completed as currently envisioned in the general plan.

The NSJDP has identified a broad range of roadway, transit, bicycle and pedestrian improvements that will work to offset the impacts of the projected developments. Elements of the Vision North San Jose, the San José General Plan, and NSJDP provide strong connections with VTA’s Community Design and Transportation (CDT) Program, and will work in unison to make streets and communities more livable, and to support transit, walk and bike modes.

Deficiency Plan Funding

The NSJDP Policy includes a Traffic Impact Fee (TIF) that will generate funding for an estimated \$460 million in improvements (Table 1). The fee is based on PM peak-hour trip-making characteristics – since the PM peak period generates more trips than the AM peak period -and the particular land use proposed for development in the North San Jose area.

Table1. North San Jose Land Use Impact Fees

Land Use	Impact Fee	Unit of Measure
Single-Family detached	\$ 6,994	Per Dwelling Unit
Multi-Family attached	\$ 5,996	Per Dwelling Unit
Industrial	\$ 10.44	Per Square Foot

Another \$59 million is identified from other sources, including the Valley Transportation Plan (VTP) 2030, for a total amount of \$519 million (2006 dollars). Approximately \$456 million is allocated to roadway projects including improvements to both CMP and non-CMP intersections and facilities, and the addition of new streets in the North San Jose Grid. Another \$62.3 million is allocated to various transit improvements and pedestrian and bicycle facility enhancements.

A summary of the costs is shown in Table 2 below:

Table 2.

Category	Amount (Million \$)
CMP Intersection Improvements	175.675
NSJ Non-CMP Intersection Improvements	229.250
Intersection Improvements Outside NSJ	51.780
Transit, Bicycle, Pedestrian and TDM Actions	62.300
TOTAL	519.000

Roadway Improvements

Under build-out scenario conditions, nine CMP intersections in the Deficiency Plan Area will degrade from an acceptable LOS to LOS F. Out of these, six CMP intersections are in San Jose and three share the border with the City of Milpitas. The following twelve CMP intersections will operate at LOS F under no-build conditions:

- Trade Zone Boulevard and Montague Expressway
- North First Street and Montague Expressway
- Zanker Road and Montague Expressway
- Trimble Road and Montague Expressway *
- McCarthy Boulevard and Montague Expressway
- Old Oakland Road and Montague Expressway
- North First Street and Trimble Road
- Zanker Road and Trimble Road
- North First Street and Brokaw Road
- Zanker Road and Brokaw Road
- Old Oakland Road and Brokaw Road *
- North First Street and SR 237 (South) *

* Will not operate at LOS F under build out scenario conditions

The City of San Jose has identified improvements for eleven of the twelve intersections. Six of the recommended improvements would be unable to meet the CMP LOS standard but will improve intersection operations.

Transit Improvements

The NSJDP includes a number of enhancements for transit serving the [area] corridor. These include the following broad measures:

- Bus service enhancements to the intensified development areas of North San Jose and along the new grid system streets.

- Widen Zanker Road to accommodate increased capacity to allow North First Street to serve as a transit-oriented street with operations of the transit system taking precedent over automobile traffic.
- Coordination of extensive shuttle services between employment, transit stations, and large residential areas.
- The City of San Jose may elect to implement parking strategies in the future as an action to encourage transit usage.

In addition, the NSJDP identifies \$30 million in funding for the implementation of specific transit improvements including:

- Bi-directional full priority with ability to cascade calls for continuous green signals for LRT along North First Street from Santa Clara Street (downtown) to Tasman Drive (up to 28 intersections.)
- Real-time information infrastructure and other intelligent transportation systems enhancements at stations and stop areas.
- LRT Station Platform improvements such as lighting, furniture and landscaping.
- LRT operations capital improvements.
- Shuttles between residential areas, businesses and transit stops/stations, new bus/shuttle stop locations, and specialized bus/shuttle passenger shelters and other stop and station improvements and amenities.
- Self-cleaning bathrooms.

Bicycle and Pedestrian Improvements

The NSJDP includes over \$30 million for bicycle and pedestrian improvements including improvements to the Guadalupe River and Coyote Creek Trail, and general bicycle and pedestrian improvements such as bike lanes and bike sensitive signal detectors, bike racks storage facilities, pedestrian scale lighting and intersection and crosswalk improvements.

Updating and Monitoring

According to VTA's *Requirements for Deficiency Plans*, local jurisdictions must report on their local deficiency plans as part of the Annual Monitoring and Conformance Reporting process, and provide periodic plan updates. The City of San Jose will monitor the implementation of deficiency plan actions as they relate to specific transportation improvement projects by reviewing and updating the NSJDP every three years.

While the adoption of a NSJDP reduces the need for preparing detailed Transportation Impact Analysis (TIA) reports required by VTA, VTA and San Jose have developed a process for reviewing individual projects as part of the NSJDP. The City of San Jose will monitor the implementation of deficiency plan actions as they relate to land development through participation by the San Jose Department of Transportation and the City's land use and building permit review process. All land development and site design plans will be reviewed by trained professional land use, transportation planning, and engineering staff. Developments exceeding the CMP TIA standard of 100 peak hour trips will be assessed for potential impacts not mitigated by the Deficiency Plan Action Plan, and additional transportation impact analysis will occur to assure that impacts are addressed. These analyses will be submitted to VTA for review.

ALTERNATIVES:

The VTA Board may reject the North San Jose Deficiency Plan. According to CMA statutes, the VTA Board must either accept or reject the deficiency plan in its entirety, but may not modify the deficiency plan.

FISCAL IMPACT:

There is no fiscal impact to the VTA enterprise fund.