

Date: April 18, 2008

Committee Meeting Date: April 17, 2008

Board Meeting Date: May 1, 2008

BOARD MEMORANDUM

ACTION ITEM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Michael T. Burns
General Manager

FROM: John H. Ristow
Chief CMA Officer

SUBJECT: FY 08/09 Transportation Fund for Clean Air Program Manager Fund

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

RECOMMENDATION:

Approve the programming of FY 2008/09 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects as shown in Attachment A.

BACKGROUND:

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

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

At its August 3, 2000 meeting, the VTA Board of Directors designated half of the annual TFCA 40% allocation to bicycle projects in the Countywide Bicycle Expenditure Plan (BEP) for a ten-year period. On December 9, 2004, the VTA Board extended the TFCA 40% commitment to the bicycle program until 2030.

DISCUSSION:

This year, VTA received 10 applications from project sponsors. Nine applications were for projects in the competitive program and the remaining project is in the BEP. Of the competitive applications, two were withdrawn following discussions with BAAQMD staff and the project sponsors because staff determined that the projects, as proposed, were inconsistent with BAAQMD's TFCA policies.

On March 13, 2008, a scoring subcommittee of the Technical Advisory Committee's Capital Improvement Program Working Group evaluated the remaining seven competitive applications. Attachment A presents the scoring subcommittee's project funding recommendations, which are based on BAAQMD's TFCA Program Manager Fund Expenditure Program Guidance and the VTA Board of Directors' TFCA 40% Policies and Criteria as revised on February 1, 2007. These recommendations are discussed below:

Bicycle Expenditure Program:

There is \$1,221,254 available for BEP projects. Since only one BEP project was submitted this year, staff recommends programming \$1,066,254 from the BEP funds to the eligible competitive projects as described below. The additional money programmed to the competitive projects will be paid back from the competitive program to the BEP projects in future years. Approval of this action will likely result in 100% of next year's TFCA estimate being owed to the BEP.

Competitive Program:

There is \$1,221,254 available for the competitive program this year, plus \$1,066,254 borrowed from the BEP as discussed above. Seven eligible projects were submitted by the VTA member agencies, with a total grant request of \$2,287,508. Staff recommends funding all seven projects submitted by project sponsors at the level requested.

ALTERNATIVES:

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

FISCAL IMPACT:

The projects and programming described in this memorandum are not included in the VTA Capital Budget as the funds are only a pass through grant from VTA as TFCA Program Manager to the project sponsor, with the exception being the VTA Light Rail Shuttles project. Funding for the local match portion of the VTA project is included in the VTA Operating Budget. No funding from the VTA Transit Enterprise Fund will be used for work associated with projects sponsored by outside agencies.

STANDING COMMITTEE DISCUSSION:

The Congestion Management Program and Planning Committee considered this item on April 17, 2008.

- The Committee discussed potentially re-evaluating the project selection criteria in future programs to emphasize cost-per-ton of reduced emissions

The Committee unanimously recommended that the Board approve this item.

Prepared by: Bill Hough, Transportation Planner III
Reviewed by: Marcella Rensi, Manager, Programming & Grants

Attachment A

Santa Clara County FY 2008-09 TFCA 40% Program

Rank	Project Sponsor	Project Name	Total Cost	Eligible Grant Request	Local Match	Local Match %	TFCA Cost per Ton	Grant Recommended	Cumulative Total	Total Score
<u>Funded Competitive Projects</u>										
1	VTA	Light Rail Shuttle Program	\$1,905,782	\$458,000	\$1,447,782	76%	\$89,954	\$458,000	\$458,000	76
2	San Jose	San Jose Bicycle Racks	\$50,000	\$50,000	\$0	0%	\$9,119	\$50,000	\$508,000	73
3	Santa Clara County	Almaden & San Tomas Signal Timing	\$150,000	\$150,000	\$0	0%	\$7,447	\$150,000	\$658,000	69
4	San Jose	LRT Controller Upgrade Phase 2	\$545,450	\$545,450	\$0	0%	\$28,095	\$545,450	\$1,203,450	65
5	Milpitas	Traffic Signal Management System	\$940,000	\$694,000	\$246,000	26%	\$89,921	\$694,000	\$1,897,450	62
6	Milpitas	Milpitas Commuter Shuttle	\$110,000	\$60,000	\$50,000	45%	\$88,304	\$60,000	\$1,957,450	55
7	Mountain View	Grant Road Signal Timing	\$350,000	\$330,058	\$19,942	6%	\$45,976	\$330,058	\$2,287,508	52
<i>Subtotal Competitive:</i>			<i>\$4,051,232</i>	<i>\$2,287,508</i>	<i>\$1,763,724</i>			<i>\$2,287,508</i>	<i>\$2,287,508</i>	
<u>Funded BEP Project*</u>										
	Morgan Hill	4 West Little Llagas Creek Bike Trail Phase	\$500,000	\$155,000	\$345,000	69%	\$89,455	\$155,000	\$155,000	N.A.
<i>Subtotal BEP:</i>			<i>\$500,000</i>	<i>\$155,000</i>	<i>\$345,000</i>			<i>155,000</i>	<i>\$155,000</i>	
Total			\$4,551,232	\$2,442,508	\$2,108,724			\$2,442,508	\$2,442,508	

* VTA Board of Directors policy adopted August 3, 2000 - 50% of annual TFCA 40% allocation to Countywide Tier 1 BEP.