

APPENDIX

PROGRAM AREA DETAILED PROJECT LISTS

This appendix provides additional information about the project lists presented in the Program Areas in Chapter 2, “The Capital Investment Program.” Additional information may include the project sponsor, the jurisdictions the project affects, and the VTP 2030 project allocation amount. The reader should consult the Program Area maps in Chapter 2 to locate projects geographically. All dollar amounts are shown in 2003 dollars.

Projects lists for the following Program Areas are presented:

- Highways
- Expressways
- Local Streets and County Roads
- Transit
- Systems Operations Management/ITS
- Bicycles

Project lists for Pavement Management, Sound Mitigation, Landscape Restoration and Graffiti Removal, and the Livable Communities and Pedestrian Program were not developed during the VTP 2030 planning process.

Highway Program

The VTP 2030 Highway Projects list includes a wide array of projects located along freeway and State highway corridors. The projects include freeway mainline improvements, safety improvements, interchange reconstruction, new interchanges, new high occupancy vehicle

(HOV) lanes, freeway-to-freeway connector improvements, intersection improvements along State highways and operational improvements. All projects submitted to MTC and incorporated in the RTP are included in this list, as well as some additional projects resulting from recent studies.

Highway Projects—Allocation Amount \$766.3 million

| VTP ID | Project Name | Project Location/Sponsor | Total Estimated Project Cost (<i>'03\$Millions</i>) | VTP 2030 Allocation (<i>'03\$Millions</i>) |
|---------|--|--|--|---|
| H17-01 | SR 17 Improvements, NB SR 17 Auxiliary Lane from Camden Ave. to Hamilton Ave. | San Jose, Los Gatos | \$12.0 | \$12.0 |
| H25-02 | SR 25/Santa Teresa Blvd./US 101 Interchange Construction (includes US 101 Widening between Monterey Highway & SR 25) | Gilroy | 85.0 | 70.0 |
| H25-03 | SR 25 Upgrade to Six-Lane Facility Design | County | 10.0 | 10.0 |
| H85-02 | SR 85 Noise Mitigation between I-280 & SR 87 | Cupertino, Los Altos, Los Gatos, San Jose, Saratoga, Sunnyvale, Campbell | 7.0 | 7.0 |
| H85-05 | SR 85 Northbound to EB SR 237 Connector Ramp Improvement | Mountain View | 22.0 | 22.0 |
| H85-09 | Fremont Ave. Improvements at SR 85 | Sunnyvale | 2.0 | 2.0 |
| H85-10 | SR 85 Auxiliary Lanes between Homestead Ave. & Fremont Ave. | Sunnyvale, Cupertino | 19.0 | 19.0 |
| H101-06 | US 101 SB/Trimble Rd./De La Cruz Blvd./ Central Expwy. Interchange Improvements | San Jose | 27.0 | 27.0 |
| H101-07 | US 101 Auxiliary Lane Widenings— Trimble Rd. to Montague Expwy. | San Jose, Santa Clara | 10.0 | 10.0 |
| H101-08 | US 101/Hellyer Ave. Interchange Improvements ¹ | San Jose | 11.0 | 0.0 |
| H101-09 | US 101/Blossom Hill Rd. Interchange Improvements ¹ | San Jose | 7.0 | 0.0 |
| H101-10 | US 101/Mabury Road/Taylor St. Interchange Environmental & Preliminary Engineering | San Jose | 3.0 | 3.0 |

1. Funded by the City of San Jose.

Highway Projects (cont.)

| VTP ID | Project Name | Project Location/Sponsor | Total Estimated Project Cost (*03\$/Millions) | VTP 2030 Allocation (*03\$/Millions) |
|---------|--|-----------------------------|--|---|
| H101-11 | US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Environmental & Preliminary Engineering | San Jose | \$7.0 | \$7.0 |
| H101-12 | US 101 SB Auxiliary Lane Great America Pkwy. to Lawrence Expwy. | Sunnyvale, Santa Clara | 2.0 | 2.0 |
| H101-14 | US 101/Tully Road Interchange Modifications | San Jose | 22.0 | 22.0 |
| H101-15 | US 101 SB Widening from Story Rd. to Yerba Buena Rd. | San Jose | 11.0 | 11.0 |
| H101-16 | US 101/Capitol Expwy. Interchange Improvements (includes New NB On-ramp from Yerba Buena Rd.) | San Jose | 20.0 | 20.0 |
| H101-19 | US 101 SB Auxiliary Lane Improvement Between Ellis St.and SR 237 | Sunnyvale | 3.0 | 3.0 |
| H101-20 | US 101/Tennant Ave. Interchange Improvements in Morgan Hill | Morgan Hill | 10.0 | 10.0 |
| H101-22 | US 101 Conversion to Four-Lane Freeway: SR 25 to Santa Clara/San Benito County Line ² | County | 140.0 | 0.0 |
| H101-23 | US 101 Widening between Cochrane Rd. and Monterey Highway ² | Gilroy, County, Morgan Hill | 164.0 | 0.0 |
| H101-25 | US 101 SB Auxiliary Lane Widening— I-880 to McKee Rd./Julian St. | San Jose | 8.0 | 8.0 |
| H101-26 | US 101 NB Auxiliary Lane Widening— I-880 to McKee Rd./Julian St. | San Jose | 9.0 | 9.0 |
| H152-02 | SR 152 Improvements, Traffic Signal at Gilroy Foods/ WTI Intersection, SR 152 Widening from Miller's Slough through Llagas Creek Bridges | Gilroy | 10.0 | 10.0 |
| H152-03 | SR 152 Improvements, Intersection Improvement at Ferguson Rd. | County | 1.0 | 1.0 |
| H152-04 | SR 152/SR 156 Interchange Improvements ² | County | 27.3 | 0.0 |
| H237-01 | SR 237/El Camino Real/Grant Rd. Intersection Improvements | Mountain View | 3.0 | 3.0 |
| H237-02 | SR 237 WB to SB SR 85 Connector Ramp Improvements | Mountain View | 18.0 | 18.0 |
| H237-03 | SR 237 Widening for HOV Lanes between SR 85 & east of Mathilda Ave. | Mountain View, Sunnyvale | 36.0 | 36.0 |
| H237-04 | SR 237 WB On-Ramp at Middlefield Rd. | Mountain View | 8.0 | 8.0 |
| H237-05 | SR 237 WB to NB US 101 Connector Ramp Improvements | Sunnyvale | 8.0 | 8.0 |
| H237-06 | SR 237/US 101/Mathilda Ave. Interchange Improvements | Sunnyvale | 13.0 | 13.0 |

2. Funded by ITIP.

Highway Projects (cont.)

| VTP ID | Project Name | Project Location/Sponsor | Total Estimated Project Cost (*03\$Millions) | VTP 2030 Allocation (*03\$Millions) |
|---------|--|-----------------------------|---|--|
| H237-08 | SR 237 EB Auxiliary Lanes from Mathilda Ave. to Fair Oaks Ave. | Sunnyvale | \$5.0 | \$5.0 |
| H237-09 | Lawrence Expwy./SR 237 Auxiliary Lane Improvement | Sunnyvale | 3.0 | 3.0 |
| H237-10 | SR 237 WB Auxiliary Lane between Coyote Creek Bridge & North First St. | Milpitas, San Jose | 15.0 | 15.0 |
| H280-05 | I-280 NB—Second Exit Lane to Foothill Expwy. | Cupertino, Los Altos | 1.0 | 1.0 |
| H680-01 | I-680 HOV Lanes—Calaveras Blvd. to SR 84 | Milpitas, San Jose, Fremont | 25.0 | 25.0 |
| H680-02 | I-680/I-880 Cross-Connector Environmental & Conceptual Engineering | Milpitas, San Jose, Fremont | 7.0 | 7.0 |
| H880-03 | I-880/I-280/ Stevens Creek Blvd. Interchange Improvements—Phase I | San Jose | 14.0 | 14.0 |
| H00-01 | High Occupancy Toll Lane Demonstration Project Development | Countywide | 5.0 | 5.0 |

Fiscally Unconstrained Projects

| | | | | |
|---------|---|---|--------|--------|
| H85-03 | SR 85 Auxiliary Lanes between Fremont Ave. & El Camino Real | Los Altos, Mountain View, Sunnyvale | \$48.0 | \$48.0 |
| H85-04 | SR 85 Auxiliary Lanes between El Camino Real & SR 237 & SR 85/El Camino Real Interchange Improvements | Mountain View | 41.0 | 41.0 |
| H85-06 | SR 85 NB/SB Auxiliary Lanes from Stevens Creek Blvd. to Saratoga/Sunnyvale Rd. | Cupertino, San Jose | 25.0 | 25.0 |
| H85-07 | SR 85 NB/SB Auxiliary Lanes from Saratoga/Sunnyvale Rd. to Saratoga Ave. | San Jose, Saratoga | 32.0 | 32.0 |
| H85-08 | SR 85 NB/SB Auxiliary Lanes from North of Winchester Blvd. to Saratoga Ave. | Saratoga, San Jose, Campbell, Los Gatos | 31.0 | 31.0 |
| H101-10 | US 101/Mabury Rd./Taylor St. Interchange Construction | San Jose | 40.0 | 40.0 |
| H101-11 | US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Construction—Phase I | San Jose | 71.0 | 71.0 |
| H101-11 | US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Construction—Phase II | San Jose | 10.0 | 10.0 |
| H101-17 | US 101 SB Braided Ramps between Capitol Expwy. & Yerba Buena Rd. | San Jose | 21.0 | 21.0 |

Highway Projects (cont.)

| VTP ID | Project Name | Project Location/Sponsor | Total Estimated Project Cost (*03\$/Millions) | VTP 2030 Allocation (*03\$/Millions) |
|--|--|--|--|---|
| Fiscally Unconstrained Projects (cont.) | | | | |
| H101-18 | US 101 NB Braided Ramps between Capitol Expwy. & Yerba Buena Rd. | San Jose | \$21.0 | \$21.0 |
| H101-21 | US 101/Buena Vista Ave. Interchange Construction | Gilroy | 20.0 | 20.0 |
| H101-27 | US 101 SB to EB SR 237 Connector Improvements | Sunnyvale | 55.0 | 55.0 |
| H237-07 | SR 237 EB to Mathilda Ave. Flyover Off-Ramp | Sunnyvale | 17.0 | 17.0 |
| H237-11 | SR 237 EB Auxiliary Lane between Zanker Rd. & North First St. | San Jose, County | 6.0 | 6.0 |
| H280-02 | I-280 NB Braided Ramps between Foothill Expwy. & SR 85 | Cupertino, Los Altos | 34.0 | 34.0 |
| H280-04 | I-280 Downtown Access Improvements between 3rd St. & 7th St. | San Jose | 22.0 | 22.0 |
| H680-03 | I-680 NB/SB Auxiliary Lanes from McKee Rd. to Berryessa Rd. | San Jose | 46.0 | 46.0 |
| Projects That Were Not Submitted to MTC | | | | |
| H17-02 | SR 17 Improvements, NB SR 17 to NB SR 85 Direct Connector | San Jose, Los Gatos | \$9.0 | \$9.0 |
| H152-05 | Limited access four-lane facility and partial new alignment between I-5 & US 101; possible toll road | Gilroy, Santa Clara County, San Benito County, Merced County | 300.0 | 300.0 |
| H880-04 | I-880/SR 237 Flyover—NB I-880 to WB SR 237 | Milpitas | 65.0 | 65.0 |
| H880-05 | I-880 Widening for HOV Lanes from SR 237 to Old Bayshore | Milpitas, San Jose | 272.0 | 272.0 |
| H880-06 | I-880/Kato Rd. Overcrossing (with Connections to Dixon Landing Rd. & Scott Creek Rd.) | Fremont, Milpitas | 10.0 | 10.0 |

Expressway Projects

The projects in this list are taken directly from the Comprehensive Countywide Expressway Planning Study (CCEPS) conducted by the Santa Clara County Roads and Airports Department in 2001. The list includes Tier 1a

(fiscally constrained) and Tier 1b (fiscally unconstrained) projects. The \$150m allocation for the County Expressway Program covers the total project costs for all Tier 1a projects. Cost savings due to local contributions to Tier 1a projects may be applied to Tier 1b projects.

Expressway Projects—Allocation Amount \$150.0 million

| VTP ID | Project Name | Allocation and Total Estimated Project Cost (‘03\$/Millions) |
|--|---|---|
| Tier 1A Projects (Fiscally Constrained) | | |
| X01 | Almaden Expwy.—Initiate a Caltrans Project Study Report/Project Development Study to reconfigure SR 85/Almaden Interchange ¹ | \$0.0 |
| X02 | Almaden Expwy.—Provide interim operational improvements at SR 85/Almaden Expwy. | 2.0 |
| X03 | Almaden Expwy.—Widen to eight lanes between Coleman Ave. & Blossom Hill Rd. | 8.0 |
| X04 | Central Expwy.—Convert the Measure B HOV lane widening between San Tomas Expwy. & De La Cruz Blvd. to mixed flow & remove the HOV queue jump lanes at Scott Blvd., if unsuccessful after a three- to five-year trial period | 0.1 |
| X05 | Central Expwy.—Widen to six lanes between Lawrence & San Tomas Expwys. without HOV lane operations | 10.0 |
| X06 | Central Expwy.—Widen between Lawrence Expwy. & Mary Ave. to provide auxiliary and/or acceleration/deceleration lanes | 13.0 |
| X07 | Foothill Expwy.—Replace Loyola Bridge | 10.0 |
| X08 | Foothill Expwy.—Traffic/signal operational corridor improvements between Edith Ave. & El Monte Ave. including adjacent side street intersections & Grant Rd./St. Joseph Ave. | 1.5 |
| X09 | Foothill Expwy.—Extend existing WB deceleration lane at San Antonio | 0.5 |
| X10 | Lawrence Expwy.—Convert HOV to mixed flow lanes between US 101 & Elko Dr. | 0.1 |
| X11 | Lawrence Expwy.—Close median at Lochinvar Ave. & right-in-and-out access at DeSoto Ave., Golden State Dr., Granada Ave., Buckley St., & St. Lawrence/Lawrence Station Rd. on-ramp | 0.5 |
| X12 | Lawrence Expwy.—Widen to 8 lanes between Moorpark Ave./Bollinger Rd. & south of Calvert Dr. | 4.0 |
| X13 | Lawrence Expwy.—Optimize signal coordination along Lawrence-Saratoga Ave. corridor | 0.1 |
| X14 | Lawrence Expwy.—Coordinate & optimize signal phasing & timing plans in I-280/Lawrence Interchange area | 0.1 |

1. PSR cannot be funded by fund source. PSR estimated cost \$250,000.

Expressway Projects (cont.)

| VTP ID | Project Name | Allocation and Total Estimated Project Cost <i>(03\$/Millions)</i> |
|--------|---|--|
| X15 | Lawrence Expwy.—Prepare Caltrans Project Study Report for Tier 1C project at the Lawrence/Calvert/I-280 Interchange area ² | \$0.0 |
| X16 | Montague Expwy.—Convert HOV lanes to mixed-flow use east of I-880 | 0.1 |
| X17 | Montague Expwy.—Baseline project consisting of 8-lane widening & I-880 partial-clover Interchange with at-grade improvements at Lick Mill Blvd., Plumeria Dr./River Oaks Pkwy., Main St./Old Oakland Rd., & McCandless Dr./Trade Zone Blvd. | 38.5 |
| X18 | Oregon Page Mill Expwy. corridor improvements | 5.0 |
| X19 | Oregon Page Mill Expwy.—I-280/Page Mill Interchange modification | 5.0 |
| X20 | Oregon Page Mill Expwy.—Alma Bridge Replacement Feasibility Study | 0.3 |
| X21 | San Tomas Expwy.—Provide additional WB right-turn lane at Monroe St. | 1.0 |
| X22 | San Tomas Expwy.—Widen to eight lanes between Williams Rd. & El Camino Real | 28.0 |
| X23 | San Tomas Expwy.—Provide 2nd EB, WB, & NB left-turn lanes at Hamilton Ave. | 2.0 |
| X24 | San Tomas Expwy.—At-grade improvements at SR 17/San Tomas Expwy. | 2.0 |
| X25 | Expressway Traffic Information Outlets | 5.0 |
| X26 | Expressway Signal Coordination with City Signals | 10.0 |
| X27 | Equipment to connect with Sunnyvale, Palo Alto, Mountain View, & Los Altos traffic signal interconnect systems | 2.5 |
| X28 | Upgrade traffic signal system to allow automatic traffic count collection | 0.5 |
| X29 | Capitol Expwy. street improvements—intersection modifications, left-turn lane, carpool lane adjustments, and stripping modifications | 2.0 |
| X30 | Widen Almaden Expwy. to eight lanes from Blossom Hill Rd. to Branham Rd. Measure B LOS Project, not included in the CCPES | 3.2 |

Tier 1B Projects (Fiscally Unconstrained)

| | | |
|-----|--|------|
| X31 | Capitol Expwy.—Interchange at Silver Creek Rd. | 55.0 |
| X32 | Lawrence Expwy.—Interchange at Arques Ave. with Square loops along Kern Ave. & Titan Way | 35.0 |
| X33 | Lawrence Expwy.—Interchange at Kifer Rd. | 45.0 |
| X34 | Lawrence Expwy.—Interchange at Monroe St. | 45.0 |
| X35 | Montague Expwy.—Trimble Rd. Flyover | 15.0 |

2. PSR cannot be funded by fund source. PSR estimated cost \$500,000.

Expressway Projects (cont.)

| VTP ID | Project Name | Allocation and Total Estimated Project Cost (<i>'03\$/Millions</i>) |
|--------|---|--|
| X36 | Montague Expwy.—At-grade improvements at Mission College Blvd. & partial clover Interchange at US 101 | \$11.0 |
| X37 | Montague Expwy.—McCarthy Blvd./O'Toole Ave. square loop Interchange | 60.0 |

Local Streets and County Roads Projects

The Local Streets and County Roads Fund Program was created to address the difficulties Member Agencies have with raising revenues for local streets and county roads

projects not connected to new development projects. A minimum 20-percent local match is required for LSCR projects.

Local Streets and County Roads Projects—Allocation Amount \$230.0 million

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (<i>'03\$/Millions</i>) | VTP 2030 Allocation (<i>'03\$/Millions</i>) |
|--------|--|--------------------------|---|--|
| R01 | Calaveras Blvd. Overpass Widening with Operational Improvements | Milpitas | \$40.0 | \$32.0 |
| R02 | Oakland Rd. Widening from US 101 to Montague | San Jose | 10.0 | 3.7 |
| R03 | Coleman Ave. Widening | San Jose | 14.0 | 11.2 |
| R04 | Berryessa Rd. Widening—US 101 to I-680 | San Jose | 7.0 | 5.6 |
| R05 | Mathilda Ave./SR 237 Corridor Improvements (Mary Ave. Extension) | Sunnyvale | 50.0 | 25.0 |
| R06 | Chynoweth Ave. Extension from East of Almaden Expwy. | San Jose | 15.1 | 6.3 |
| R07 | Mathilda Ave. Caltrain Bridge Reconstruction | Sunnyvale | 17.4 | 3.5 |
| R08 | Autumn St. Extension | San Jose | 10.0 | 8.0 |
| R09 | Story Rd. Improvement from Senter Rd. to McLaughlin Ave. | San Jose | 2.0 | 0.4 |

Local Streets and County Roads Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (^{'03} \$/Millions) | VTP 2030 Allocation (^{'03} \$/Millions) |
|--------|---|--------------------------|---|--|
| R10 | Rengstorff Ave. Grade Separation Environmental Documentation | Mountain View | \$0.3 | \$0.2 |
| R11 | Montague Expwy./Great Mall Parkway-Capitol Ave. Grade Separation | Milpitas | 24.5 | 17.5 |
| R12 | Branham Ln. Widening from Vista Park Dr. to Snell Ave. | San Jose | 8.2 | 3.9 |
| R13 | Dixon Landing Rd. Widening | Milpitas | 0.6 | 0.5 |
| R14 | Gilman Rd/Arroyo Circle/ Camino Arroyo Improvements | Gilroy | 7.0 | 5.6 |
| R15 | Loyola Dr./Foothill Expwy. Intersection | County | 10.0 | 8.0 |
| R16 | Charcot Ave. Connection | San Jose | 36.0 | 23.2 |
| R17 | Snell Ave. Widening from Branham Ln. to Chynoweth Ave. | San Jose | 3.2 | 2.8 |
| R18 | Lucretia Ave. Widening from Story Rd. to Phelan Ave. | San Jose | 9.0 | 3.5 |
| R19 | Almaden Plaza Way Widening | County | 0.8 | 0.6 |
| R20 | Senter Rd. Widening Project | San Jose | 6.8 | 5.4 |
| R21 | Union Ave. Widening from Los Gatos-Almaden Rd. to Ross Creek | San Jose | 1.7 | 1.4 |
| R22 | Downtown Couplet Conversions | San Jose | 20.0 | 16.0 |
| R23 | Lawrence Expwy./Wildwood Ave. Roadway Realignment & Traffic Signal | Sunnyvale | 4.4 | 3.5 |
| R24 | Butterfield Blvd. Extension | Morgan Hill | 14.0 | 7.2 |
| R25 | Campbell Ave. Bicycle/Pedestrian Improvements | Campbell | 2.0 | 1.6 |
| R26 | Blossom Hill Rd. Bike/Ped Improvements | San Jose | 6.8 | 5.4 |
| R27 | King Rd. Pedestrian Improvement at Barberry Ln. | San Jose | 1.0 | 0.8 |
| R28 | Uvas Park Dr. Roadway Extension | Gilroy | 2.2 | 1.8 |
| R29 | Winchester Blvd. Streetscape Improvement | San Jose | 4.0 | 0.8 |
| R30 | Railroad Crossing: San Martin Ave. at Monterey Hwy. | County | 1.2 | 0.5 |
| R31 | Quito Rd. Improvements | San Jose | 1.9 | 1.5 |
| R32 | Fitzgerald Ave./Masten Ave. Realignment at Monterey Rd. | County | 0.9 | 0.8 |
| R33 | Dixon Landing Rd./North Milpitas Blvd. Intersection Improvements | Milpitas | 1.0 | 0.8 |
| R34 | Magdalena Ave. at Country Club Dr. Intersection Signalization | County | 0.4 | 0.3 |
| R35 | Park Ave. Improvement | San Jose | 1.0 | 0.8 |

Local Streets and County Roads Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (<i>'03\$/Millions</i>) | VTP 2030 Allocation (<i>'03\$/Millions</i>) |
|--------|---|--------------------------|---|--|
| R36 | Railroad Crossing— Church St. at Monterey Rd. (San Martin) | County | \$0.5 | \$0.4 |
| R37 | Java Dr. Bicycle Shared Use Improvements (Class II & III Bike Lanes) | Sunnyvale | 0.4 | 0.3 |
| R39 | Smart Residential Arterials Project | Palo Alto | 6.2 | 5.0 |
| R40 | Hill Road Extension | County | 5.0 | 4.0 |
| R43 | DeWitt Ave./Sunnyside Ave. Realignment at Edmunson Ave. | County | 5.0 | 4.0 |
| R44 | Santa Teresa Blvd./Fitzgerald Ave. Intersection Signalization | County | 0.3 | 0.2 |
| R49 | ITS Enhancements on Bascom Ave. | County | 0.2 | 0.2 |
| R50 | First St. (SR 152) Roadway Widening— Monterey St. to Church St. | Gilroy | 1.2 | 0.9 |
| R51 | Alum Rock School District Area Traffic Calming Elements | County | 2.0 | 1.6 |
| R60 | Miramonte Ave. Bikeway Improvements | Los Altos | 1.0 | 0.8 |
| R75 | Moody Rd. Improvements | Los Altos Hills | 0.2 | 0.2 |
| R81 | Wedgewood Ave. Improvements | Los Gatos | 0.6 | 0.4 |
| R89 | Citywide Signal Upgrade Project Phase II | Saratoga | 0.5 | 0.4 |
| R91 | Rancho Rinconada Traffic Calming Project | Cupertino | 0.1 | 0.1 |

Fiscally Unconstrained Projects

| | | | | |
|-----|---|---------------|-------|-------|
| R38 | Martha St. Bicycle Pedestrian Corridor | San Jose | \$3.3 | \$2.7 |
| R41 | Delmas Ave. Streetscape Improvement | San Jose | 0.9 | 0.7 |
| R42 | Bird Ave. Pedestrian Corridor | San Jose | 0.9 | 0.7 |
| R45 | Reed St. Pedestrian Corridor Project | San Jose | 1.4 | 0.7 |
| R46 | North 13th St. Streetscape Project | San Jose | 1.6 | 0.5 |
| R47 | Balbach St. Bike/Ped Improvements | San Jose | 1.4 | 1.1 |
| R48 | Taylor St. Improvement | San Jose | 1.0 | 0.8 |
| R52 | Sterlin Rd./Shoreline Blvd. Intersection Modification | Mountain View | 0.2 | 0.2 |
| R53 | Sunnyvale-Saratoga Rd./Remmington Dr. Intersection Improvement | Sunnyvale | 1.2 | 1.0 |
| R54 | Auzerais Ave. Bicycle/Pedestrian Improvements | San Jose | 1.9 | 0.4 |
| R55 | ITS Improvement on Santa Teresa Blvd. | County | 1.0 | 0.8 |

Local Streets and County Roads Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (‘03\$/Millions) | VTP 2030 Allocation (‘03\$/Millions) |
|--|--|--------------------------|--|---|
| Fiscally Unconstrained Projects (cont.) | | | | |
| R56 | Downtown Sunnyvale/Mathilda Blvd. | Sunnyvale | \$2.4 | \$1.9 |
| R57 | Keyes St. Streetscape Improvement Project | San Jose | 1.5 | 0.9 |
| R58 | Mary Ave. Bicycle Improvement | Sunnyvale | 0.3 | 0.2 |
| R59 | Almaden Rd. Improvement— Malone Rd. to Curtner Ave. | San Jose | 2.0 | 1.6 |
| R61 | Junipero Serra Blvd. Shoulder Widening | County | 0.4 | 0.3 |
| R62 | Easy St./Gladys Ave. Intersection Modification | Mountain View | 0.3 | 0.2 |
| R63 | Mary Ave./Evelyn Ave. Intersection | Sunnyvale | 0.6 | 0.5 |
| R64 | Mary Ave./El Camino Real Intersections | Sunnyvale | 0.6 | 0.5 |
| R65 | White Rd. Streetscape | County | 1.0 | 0.8 |
| R66 | Senter Rd. Improvement Project | San Jose | 6.8 | 2.5 |
| R67 | White Rd. Pedestrian Improvement— Alum Rock Ave. to Mabury Rd. | San Jose | 2.0 | 1.5 |
| R68 | Bicycle Blvd. Network Project | Palo Alto | 0.8 | 0.6 |
| R69 | McKean Rd. and Watsonville Rd. Left-Turn Pockets and Shoulder Widening | County | 5.0 | 4.0 |
| R70 | Gifford Ave. Streetscape | San Jose | 0.5 | 0.4 |
| R71 | Loyola Corners Traffic Circle | County | 0.5 | 0.4 |
| R72 | Wolfe Rd./Red Ave. Old San Francisco Rd. Intersection Improvement | Sunnyvale | 6.0 | 0.5 |
| R73 | Hyland Area Pedestrian/Bicycle Improvements | County | 0.7 | 0.6 |
| R74 | West San Carlos St. Streetscape Improvement Project | San Jose | 1.4 | 0.7 |
| R76 | East Hills/Florence Area Bicycle/ Pedestrian Improvements | County | 0.2 | 0.1 |
| R77 | Pedestrian/Bicycle Improvements on McKee Rd. between White Rd. & Staples Ave. | County | 0.2 | 0.1 |
| R78 | Pedestrian/Bicycle Improvements in the Mitty Ave./Lawrence Expwy. Area | County | 0.3 | 0.2 |
| R79 | Pedestrian/Bicycle Improvements on Alum Rock Ave. South of Miguelita Creek Ped Bridge | County | 0.3 | 0.2 |
| R80 | Scott St. Pedestrian Corridor— I-880 to Meridian Ave. | San Jose | 6.0 | 4.8 |
| R82 | Scott St. Pedestrian Corridor | County | 3.9 | 3.2 |
| R83 | Farrell Ave. Bridge Widening | Gilroy | 1.5 | 1.2 |

Local Streets and County Roads Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (*03\$/Millions) | VTP 2030 Allocation (*03\$/Millions) |
|--|---|--------------------------|--|---|
| Fiscally Unconstrained Projects (cont.) | | | | |
| R84 | Citywide Sidewalk Improvements | Gilroy | \$1.8 | \$1.5 |
| R85 | DeWitt Ave. S-Curve Realignment | County | 1.0 | 0.8 |
| R86 | Aborn Rd. Pedestrian Improvements at Irwindale Dr. | San Jose | 1.0 | 0.8 |
| R87 | Fair Oaks Ave./Arques Ave. Intersection Improvement | Sunnyvale | 0.6 | 0.5 |
| R88 | Wolfe Rd./Kifer Rd. Intersection Improvement | Sunnyvale | 1.2 | 1.0 |
| R90 | Washington Ave./Mathilda Ave. Intersection Improvement | Sunnyvale | 1.1 | 0.4 |
| R92 | Mary Ave./Fremont Ave. Intersection Improvements | Sunnyvale | 1.0 | 0.8 |
| R93 | McLaughlin Ave. Streetscape Project | San Jose | 1.5 | 1.0 |
| R94 | Calaveras Rd. Improvements (Rural Area) | County | 3.0 | 2.4 |
| R95 | West Virginia St. Streetscape & Pedestrian Crossings Project | San Jose | 1.0 | 0.4 |
| R96 | Garden Area Pedestrian/Bicycle Improvements | County | 0.5 | 0.4 |
| R97 | Metal Beam Guardrails on County Roads | County | 0.3 | 0.2 |
| R98 | El Monte Rd./I-280 Improvements | Los Altos Hills | 0.2 | 0.2 |
| R99 | Comprehensive Sidewalk Network for Employment Areas | Sunnyvale | 7.2 | 5.8 |
| R100 | Citywide Traffic Calming Program | Sunnyvale | 1.0 | 0.8 |
| R101 | Aldercroft Creek Bridge/Old Santa Cruz Hwy. | County | 1.7 | 1.3 |
| R102 | Mantelli Dr. Corridor Improvements: Intersections & Traffic Signals | Gilroy | 2.0 | 1.6 |
| R103 | Junipero Serra Blvd. Traffic Calming | County | 0.5 | 0.4 |
| R104 | New Pavement Markers and Signs | County | 0.3 | 0.2 |
| R105 | Citywide Class II & III Bicycle Route Improvements | Gilroy | 0.7 | 0.6 |
| R106 | Burbank Area Streetlighting Project | County | 0.2 | 0.1 |
| R107 | Countywide Pedestrian Ramps | County | 0.3 | 0.2 |
| R108 | Verde Vista Ln. Traffic Signal | Saratoga | 0.3 | 0.2 |
| R109 | Pedestrian/Bicycle Improvements in the Toyon Rd. Area | County | 0.8 | 0.6 |
| R110 | Oak Place & Highway 9 Pedestrian Signal | Saratoga | 0.2 | 0.2 |
| R111 | Herriman Dr. Traffic Signal Project | Saratoga | 0.3 | 0.2 |

Transit Projects

The Transit Program identifies specific transit projects to be implemented during the time-frame of the plan. These projects include new light rail extensions, bus rapid transit corridors,

new regional rail services, community-oriented bus service operated with small vehicles, and enhanced commuter rail service. Funds for this program come from the 2000 Measure A and from other local, State and Federal sources.

Transit Projects—Allocation Amount \$6,829.0 million¹

| VTP ID | Project Name | City | Total Estimated Project Cost (^{'03} \$/Millions) | VTP 2030 Measure A Allocation (^{'03} \$/Millions) | Funding from Other Sources (^{'03} \$/Millions) |
|--------|--|---|---|--|---|
| T0 | Operating Assistance 2006–2036 ² | All Cities | \$1,003.0 | \$1,003.0 | |
| T1 | ACE Upgrade | Santa Clara, San Jose | 22.0 | 22.0 | |
| T2 | BART to Milpitas, San Jose & Santa Clara ³ | Milpitas, San Jose, Santa Clara | 4,193.0 | 2,453.0 | 1,740.0 |
| T3 | Bus Rapid Transit (Line 22, Stevens Creek) | Monterey, Mountain View, Palo Alto, Sunnyvale, Santa Clara, San Jose, Cupertino | 50.0 | 33.0 | 17.0 |
| T4 | Caltrain Electrification ⁴ | Palo Alto, Mountain View, Sunnyvale, Santa Clara, San Jose, Morgan Hill, Gilroy | 650.0 | 233.0 | 417.0 |
| T5 | Caltrain Service Upgrades (VTA Share) ⁵ | Palo Alto, Mountain View, Sunnyvale, Santa Clara, San Jose, Morgan Hill, Gilroy | 171.0 | 155.0 | 16.0 |
| T6 | Caltrain—South County ⁶ | San Jose, Morgan Hill, Gilroy | 100.0 | 61.0 | 39.0 |
| T7 | Downtown East Valley (DTEV) ⁷ | San Jose | 550.0 | 550.0 | |
| T8 | Dumbarton Rail | Palo Alto | 278.0 | 44.0 | 234.0 |
| T9 | Highway 17 Bus Service Improvements | Los Gatos, Campbell, San Jose | 2.0 | 2.0 | |
| T10 | New Rail Corridors—Phase 1 ⁸ | | TBD | 188.0 | |
| T11 | New Rail Corridors Study—conceptual alignment evaluations ⁹ | | 1.0 | 1.0 | |

Transit Projects (cont.)

| VTP ID | Project Name | City | Total Estimated Project Cost (<i>'03\$/Millions</i>) | VTP 2030 Measure A Allocation (<i>'03\$/Millions</i>) | Funding from Other Sources (<i>'03\$/Millions</i>) |
|--------|---|------------|---|--|---|
| T12 | Mineta San Jose International Airport APM Connector | San Jose | \$400.0 | \$222.0 | \$178.0 |
| T13 | Palo Alto Intermodal Center ¹⁰ | Palo Alto | 200.0 | 50.0 | 150.0 |
| T16 | Zero Emission Bus (ZEB) Demonstration Program | All Cities | 17.0 | | 17.0 |

Fiscally Unconstrained Projects

| | | | | | |
|-----|---|------------|-------|--|---------|
| T15 | New Rail Corridors—Phase 2 ⁸ | | TBD | | 1,031.0 |
| T16 | Zero Emission Buses (ZEBs) & Facilities ¹¹ | All Cities | 260.0 | | 260.0 |

- Includes \$973 million in Federal New Starts Funds, \$5.017 billion from 2000 Measure A, \$732 million from TCRP, and \$107 million from Proposition 42 (STIP).
- 2000 Measure A funds dedicated to future transit operations representing 18.45% of Measure A revenues.
- Measure A need for BART project is net of \$649m in TCRP funds, \$834m Federal New Starts, \$107m Prop. 42 STIP and \$69m in other funds. Does not assume additional bonding for construction.
- Full funding for Caltrain electrification is dependent on full funding from Caltrain JPB partners.
- Caltrain service upgrades include track and facility improvements and additional service.
- Caltrain upgrades in South County include double-tracking and station improvements.
- DTEV includes Enhanced Bus or LRT in the Santa Clara Alum Rock Corridor plus LRT on Capitol Expressway to Eastridge with an extension to Nieman Boulevard. A specific strategy to be developed as EIR/EIS and PE are completed on both portions.
- The costs and phasing of new rail corridor projects will be determined as part of the planning study (see note 6).
- Long-range planning study would evaluate the feasibility, operational efficiency, and cost-effectiveness of several light rail extensions and lines. New rail corridors to be considered include Vasona extension to Vasona Junction, DTEV Eastridge Area to Hwy 87, Santa Teresa extension to Coyote Valley, extensions to Morgan Hill, Stevens Creek Blvd., West San Jose/Santa Clara, Sunnyvale/Cupertino, and North County/Palo Alto.
- Palo Alto Intermodal Transit Center requires additional funds not identified at this time.
- Short Range Transit Plan (SRTP) assumes 15% Zero Emission Buses (ZEBs). Currently, VTA is testing ZEB technology with a demonstration project. Based on the results of this project, the viability of the technology will be reassessed. The ZEB program may move up in the Measure A program with future VTP updates.

Transportation Systems Operations and Management Projects

The Transportation Systems Operations and Management (TSOM) Program includes projects that use technology to improve the

operation and management of the overall transportation system. These new technologies are collectively referred to as Intelligent Transportation Systems (ITS), and include electronics, computer, and communications infrastructure. These projects are subject to the CMP CIP 20-percent local match.

ITS Projects —Allocation Amount \$28.0 million

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (<i>'03\$/Millions</i>) | VTP 2030 Allocation (<i>'03\$/Millions</i>) |
|--------|--|--------------------------|---|--|
| S101 | Hamilton Ave. Intelligent Transportation System | Campbell | \$0.3 | \$0.2 |
| S102 | City of Campbell Traffic Signal System Upgrade | Campbell | 0.3 | 0.2 |
| S103 | Winchester Blvd. Intelligent Transportation System | Campbell | 0.3 | 0.3 |
| S300 | City of Gilroy Adaptive Traffic Signal Control System | Gilroy | 0.9 | 0.7 |
| S301 | City of Gilroy Event Management System | Gilroy | 0.9 | 0.7 |
| S302 | City of Gilroy Traffic Signal System Upgrade | Gilroy | 3.9 | 3.1 |
| S303 | City of Gilroy Flood Watch Cameras | Gilroy | 0.5 | 0.4 |
| S600 | Town of Los Gatos Traffic Signal System Upgrade | Los Gatos | 0.3 | 0.2 |
| S701 | South Milpitas Boulevard Smart Corridor | Milpitas | 0.5 | 0.4 |
| S702 | City of Milpitas Traffic Signal System Upgrade | Milpitas | 0.8 | 0.6 |
| S703 | City of Milpitas CCTV Camera Deployment on Major Travel Corridors | Milpitas | 0.3 | 0.2 |
| S900 | Cochrane Ave. Corridor Traffic Signal System Improvement | Morgan Hill | 0.1 | 0.04 |
| S901 | City of Morgan Hill Traffic Signal System Improvement | Morgan Hill | 0.4 | 0.3 |
| S1000 | Rengstorff Ave. Corridor Traffic Signal System Improvement | Mountain View | 0.4 | 0.3 |
| S1101 | City of Palo Alto Smart Residential Arterials Project ¹ | Palo Alto | 6.2 | 5.0 |
| S1200 | City of Santa Clara Communications Network Upgrade | Santa Clara | 3.5 | 2.8 |

1. Also listed as a Local Streets and County Roads Project.

ITS Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (<i>'03\$/Millions</i>) | VTP 2030 Allocation (<i>'03\$/Millions</i>) |
|--------|--|--------------------------|---|--|
| S1201 | City of Santa Clara Traffic Signal System Cabinet & Controller Replacement | Santa Clara | \$3.2 | \$2.6 |
| S1202 | City of Santa Clara Transportation Management Center Upgrade | Santa Clara | 0.4 | 0.3 |
| S1301 | City of Saratoga Citywide Signal Upgrade Project—Phase II ¹ | Saratoga | 0.5 | 0.4 |
| S1401 | City of Sunnyvale Traffic Adaptive Signal System on Major Arterials | Sunnyvale | 2.8 | 2.2 |
| S1402 | City of Sunnyvale CCTV Camera Deployment | Sunnyvale | 0.6 | 0.5 |
| S1403 | City of Sunnyvale Traffic Signal Controller Update | Sunnyvale | 0.5 | 0.4 |
| S1404 | City of Sunnyvale Count & Speed Monitoring Stations | Sunnyvale | 0.9 | 0.7 |
| S1405 | City of Sunnyvale ITS Communications Infrastructure | Sunnyvale | 1.5 | 1.2 |
| S1406 | City of Sunnyvale TMC Integration | Sunnyvale | 0.2 | 0.2 |
| S2001 | City of San Jose Proactive Signal Timing Program Phase II | San Jose | 1.0 | 0.8 |
| S2002 | Silicon Valley Sub-Regional Transportation Management Center | San Jose | 7.5 | 6.0 |
| S2003 | City of San Jose Transportation & Incident Management Center (TIMC)/PD CAD Integration | San Jose | 2.0 | 1.6 |
| S2004 | City of San Jose Smart Intersections | San Jose | 4.0 | 3.2 |
| S2005 | City of San Jose Field Equipment Upgrade | San Jose | 3.0 | 2.4 |
| S2006 | City of San Jose Transportation Communications Network | San Jose | 9.8 | 7.8 |
| S2007 | City of San Jose Neighborhood Business District (NBD) ITS Deployment | San Jose | 3.0 | 2.4 |
| S2008 | City of San Jose Downtown Freeway & Incident Management System | San Jose | 2.0 | 1.6 |
| S2009 | City of San Jose Motorists Information System | San Jose | 1.4 | 1.1 |
| S2010 | King/Story Roads Smart Corridor | San Jose | 3.0 | 2.4 |
| S2011 | Brokaw/Hostetter Roads Smart Corridor | San Jose | 2.0 | 1.6 |

ITS Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (<i>'03\$/Millions</i>) | VTP 2030 Allocation (<i>'03\$/Millions</i>) |
|--------|--|--------------------------|---|--|
| S2012 | City of San Jose Red Light Running Enforcement Program | San Jose | \$0.5 | \$0.4 |
| S2013 | City of San Jose Advanced Parking Management System | San Jose | 1.5 | 1.2 |
| S3001 | County of Santa Clara Traffic Operations System Improvements | County | 18.0 | 14.4 |
| S3002 | ITS Enhancements on Bascom Ave. ¹ | County | 0.2 | 0.2 |
| S3003 | ITS Enhancements on Santa Teresa Blvd. | County | 1.0 | 0.8 |
| S4010 | Caltrans I-880 Corridor TOS Elements & Ramp Metering ² | Caltrans | 3.6 | 2.9 |
| S4020 | Caltrans I-680 Corridor TOS Elements & Ramp Metering ² | Caltrans | 5.4 | 4.3 |
| S4030 | Caltrans SR 237 Corridor TOS Elements & Ramp Metering ² | Caltrans | 5.7 | 4.6 |
| S4040 | Caltrans SR 85 Corridor TOS Elements & Ramp Metering ² | Caltrans | 4.8 | 3.8 |
| S4050 | Caltrans I-280 Corridor TOS Elements & Ramp Metering ² | Caltrans | 2.2 | 1.8 |
| S4060 | Caltrans US 101 Corridor TOS Elements & Ramp Metering ² | Caltrans | 3.0 | 2.4 |
| S5004 | Silicon Valley—ITS (SV-ITS) Program Upgrades | San Jose | 27.0 | 21.6 |
| S6000 | Countywide Ramp Metering Study | VTA/Countywide | 0.5 | 0.4 |
| S6010 | Transit ITS | VTA/Countywide | 5.0 | 4.0 |

2. Covered by project identified in VTA Highway Program.

Bicycle Projects

In 2000, VTA adopted the Santa Clara Countywide Bicycle Plan (CBP), a stand-alone

document that served as the Bicycle Element of VTP 2020, and also serves as the Bicycle Element of VTP 2030. The Countywide Bicycle Plan will be updated in 2005.

Bicycle Projects —Allocation Amount \$90.5 million

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (<i>'03\$/Millions</i>) | VTP 2030 Allocation/BEP (<i>'03\$/Millions</i>) |
|--------|---|---------------------------|---|--|
| B01 | Campbell Ave. improvements at Hwy 17 & Los Gatos Creek | Campbell | \$1.5 | \$1.2 |
| B02 | Los Gatos Creek Trail expansion on west side (Hamilton to Campbell) | Campbell | 2.0 | 1.6 |
| B03 | Los Gatos Creek Trail bridge & path improvements (Mozart Ave. to Camden Ave.) | Campbell | 0.8 | 0.6 |
| B04 | Coyote Creek Trail (Hellyer Ave. to Anderson Lake County Park) | County Parks | 1.3 | 1.0 |
| B05 | Almaden Expwy. (Ironwood Dr. to Koch Ln.) | County Roads and Airports | 2.3 | 1.8 |
| B06 | Bicycle shoulder delineation along expressways | County Roads and Airports | 0.6 | 0.5 |
| B07 | Foothill Expwy./Loyola Dr. structural improvements in Los Altos ¹ | County Roads and Airports | 10.0 | 2.0 |
| B08 | McKean Rd. shoulder improvements (Harry Rd. to Bailey Ave.) | County Roads and Airports | 5.0 | 4.0 |
| B09 | Page Mill Expwy./I-280 interchange bike improvements ² | County Roads and Airports | 5.0 | 1.0 |
| B10 | Bollinger Rd. bicycle facility improvement | Cupertino | 0.4 | 0.2 |
| B11 | Mary Ave. (I-280) Bike/Pedestrian Overcrossing | Cupertino | 7.1 | 6.8 |
| B12 | Uvas Creek Trail (part of Gilroy Sports Park Phase 1 & 2) | Gilroy | 11.9 | 0.5 |
| B13 | Uvas Creek Trail Study (Sports Park to Gavilan College) | Gilroy | 0.2 | 0.1 |
| B14 | Adobe Creek Bike/Pedestrian Bridge replacement | Los Altos | 0.5 | 0.4 |

1. Also included in the VTP 2030 Local Streets and County Roads and Expressway Programs.

2. Also included in the VTP 2030 Expressway Program.

Bicycle Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (*03\$/Millions) | VTP 2030 Allocation/BEP (*03\$/Millions) |
|--------|---|----------------------------|--|---|
| B15 | Stevens Creek Trail feasibility study | Los Altos | \$0.1 | \$0.1 |
| B16 | Berryessa Creek Trail (Reach 3) | Milpitas | 0.9 | 0.4 |
| B17 | Coyote Creek Trail (Reach 1) | Milpitas | 1.2 | 0.6 |
| B18 | Bike/Pedestrian Overcrossing of UPRR tracks (near Great Mall) | Milpitas | 5.6 | 4.5 |
| B19 | Hwy. 9 Bike Lanes (Saratoga Ave. to Los Gatos Blvd.) | Monte Sereno | 1.7 | 1.4 |
| B20 | Coyote Creek Trail Connection | Morgan Hill | 0.5 | 0.4 |
| B21 | West Little Llagas Creek Trail | Morgan Hill | 1.5 | 1.2 |
| B22 | Stevens Creek Trail, Reach 4 Central | Mountain View | 4.0 | 3.2 |
| B23 | Stevens Creek Trail, Reach 4 South | Mountain View | 5.0 | 4.0 |
| B24 | Stevens Creek Trail, Reach 4, Segment 2 North (Yuba Drive to North Meadow) | Mountain View | 3.8 | 1.2 |
| B25 | Bicycle Blvd./Lanes Network | Palo Alto | 5.0 | 4.0 |
| B26 | California Ave. Caltrain Undercrossing ³ | Palo Alto | 9.0 | 4.0 |
| B27 | Homer Ave. Caltrain Undercrossing | Palo Alto | 5.6 | 1.0 |
| B28 | Almaden Expwy. Bike/Pedestrian Overcrossing ³ | San Jose | 5.7 | 4.6 |
| B29 | Branham Lane/US 101 Bike/Pedestrian Overcrossing ³ | San Jose | 5.0 | 4.0 |
| B30 | Coyote Creek Trail (SR 237/Bay Trail to Story/Keyes) | San Jose | 6.1 | 4.9 |
| B31 | Guadalupe River Trail (Alviso to I-880) | San Jose | 5.1 | 4.1 |
| B32 | Los Gatos Creek Trail (Reach 4) | San Jose | 4.8 | 3.6 |
| B33 | Los Gatos Creek Trail (Reach 5) | San Jose | 6.4 | 5.1 |
| B35 | Guadalupe River Bridge at River Oaks | San Jose, Santa Clara, VTA | 2.8 | 1.8 |
| B36 | San Tomas Aquino Creek Trail (SR 237 to City Limits) | Santa Clara | 17.0 | 5.0 |
| B37 | Santa Clara Intermodal Transit Center Bike/Pedestrian Overcrossing ³ | Santa Clara | 5.0 | 4.0 |

3. Also included in the VTP 2030 Livable Communities and Pedestrian Program, currently under development.

Bicycle Projects (cont.)

| VTP ID | Project Name | Project Sponsor/Location | Total Project Cost (<i>'03\$Millions</i>) | VTP 2030 Allocation/BEP (<i>'03\$Millions</i>) |
|--------|---|--------------------------|--|---|
| B38 | Cox Ave. Railroad Grade Crossings | Saratoga | \$0.5 | \$0.4 |
| B39 | PGE De Anza Trail (Reach 3) | Saratoga | 2.5 | 2.0 |
| B40 | Bernardo Ave. Caltrain Undercrossing | Sunnyvale | 6.5 | 5.2 |
| B41 | Borregas Ave. Bike Lanes (Weddell Dr. to Caribbean Dr.) | Sunnyvale | 0.2 | 0.1 |
| B42 | Borregas Ave. Bike/Pedestrian Overcrossings at US 101 & SR 237 | Sunnyvale | 6.5 | 5.2 |
| B43 | Evelyn Ave. Bike Lanes (Sunnyvale Ave. to Reed Ave.) | Sunnyvale | 0.4 | 0.3 |
| B44 | Sunnyvale East Drainage Trail (JWC Greenway to Tasman Dr.) | Sunnyvale | 0.5 | 0.4 |
| B45 | Sunnyvale Train Station North Side Access ³ | Sunnyvale | 1.8 | 1.4 |
| B46 | Pilot Bicycle Parking Program | VTA | 0.2 | 0.1 |

Glossary

ABAG—Association of Bay Area

Governments A regional agency responsible for regional planning (excluding transportation). ABAG publishes forecasts of projected growth for the region.

Access The facilities and services that make it possible to get to any destination, measured by the availability of physical connections (roads, sidewalks, etc.), travel options, ease of movement, and nearness of destinations.

Access-by-proximity A key concept of the CDT Program. Focuses on clustering complementary land uses and well-designed compact development to combine, reduce or eliminate trips, reduce automobile trips, and to help achieve the kind of critical mass that makes vibrant public life possible.

ACCMA—Alameda County Congestion

Management Agency The agency responsible for transportation planning and programming of transportation funds in Alameda County.

ACE—Altamont Commuter Express A commuter rail service that runs between the City of Stockton in San Joaquin County and the City of San Jose in Santa Clara County. The service is a partnership involving VTA, the San Joaquin Regional Rail Commission, and the Alameda County Congestion Management Agency.

ACTIA—Alameda County Transportation

Improvement Authority A special government agency authorized by State law and created by the voters of Alameda County to collect a half-

cent sales tax and use the money for a specific list of transportation projects and programs in Alameda County.

ADA—Americans With Disabilities Act

On July 26, 1990, ADA was signed into law, requiring public transit systems to make their services fully accessible to persons with disabilities as well as to underwrite a parallel network of paratransit service for those who are unable to use the regular transit system. In addition, VTA must meet the new ADA accessibility design guidelines for all newly constructed transit facilities such as light rail stations, bus stops, and transit centers. All procurement of bus and rail vehicles must also meet the ADA accessibility design guidelines.

APIS—Advanced Parking Information System

APIS provides real-time parking availability information to drivers. The system provides motorists with electronic message signs located at key locations on major streets and freeway ramps informing motorists where to park.

ASPA—American Society for Public

Administration A professional association in the field of public administration.

ATMS—Advanced Traffic Management

System ATMS is a category of intelligent transportation systems that focuses on the management of traffic. It typically includes ramp metering, traffic management centers (TMCs), HOV lanes, integrated corridor management, CCTVs, arterial management, and/or incident management.

Auxiliary Lanes A lane from one on-ramp to the next off-ramp to allow vehicles coming on the freeway or getting off the freeway to have more time to merge with the through lanes. These lanes are often installed for safety purposes (reduce merging accidents).

AVL—Automated Vehicle Location AVL is the use of electronic technologies to allow fleet managers to know where vehicles are located at a given time. Several different types of AVL technologies exist. The Department of Defense’s Global Positioning System (GPS) is the basis for several recent transit industry AVL projects. In addition to its primary use by transit dispatchers and supervisors, AVL can be linked into other systems and used to provide real-time arrival information for transit customers, to support paratransit services, and for a variety of other applications.

BAAQMD—Bay Area Air Quality Management District The regional agency created by the State legislature for the Bay Area air basin (Alameda, Contra Costa, half of Solano, half of Sonoma, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties) that develops, in conjunction with MTC and ABAG, the air quality plan for the region. BAAQMD has an active role in approving the TCM plan for the region, as well as in controlling stationary and indirect sources of air pollution.

BAC—Bicycle Advisory Committee An advisory committee to the VTA that is responsible for

overseeing the work of the VTA staff associated with bicycle plans, guidelines, and programs.

BART—Bay Area Rapid Transit The San Francisco Bay Area Rapid Transit District (BART) provides heavy passenger rail service in Alameda, Contra Costa, San Mateo, and San Francisco counties, between the cities of Fremont, Pleasanton, Richmond, Pittsburg, and San Francisco.

BayCAP—Bay Area Clean Air Partnership BayCAP is a consensus initiative established by the Bay Area Air Quality Management District, the Bay Area Council, the Silicon Valley Manufacturing Group, and other interested organizations to promote greater awareness of air quality issues, particularly during the critical ozone season; provide extra encouragement on “Spare the Air” days to limiting air pollution through reduced use of cars, products, equipment or activities that can cause smog; permit businesses and organizations to get credit for emission reductions achieved through voluntary programs; and prevent future violations of the Federal ozone standard.

BEP—Bicycle Expenditure Plan The ten-year funding program dedicated for the implementation of bicycle projects in Tier 1 of the Santa Clara Countywide Plan (Bicycle Element of VTP 2030). It includes funding from various local, State and Federal sources. Projects in the Bicycle Expenditure Program are required to provide a minimum 20 percent local match.

Bicycle Technical Guidelines VTA document that provides a uniform set of optimum standards for the planning, design, and construction of bicycle projects in Santa Clara County.

BOD—Board of Directors VTA Board of Directors is composed of 12 elected officials appointed by the member cities and County of Santa Clara. The members of this partnership work together to address the transportation needs of Santa Clara County.

Bottleneck A location on a roadway where the traffic demand tends to be greater than its capacity. Typically, this occurs where the number of lanes decrease on congested or near-congested roadways.

Braided Ramp Type of freeway on/off-ramp that consists of grade separated ramp(s) that keep two major traffic movements from crossing one another.

BRT—Bus Rapid Transit BRT combines the quality of rail transit and the flexibility of buses. It can operate on exclusive transit-ways, HOV lanes, expressways, or ordinary streets. A BRT system combines intelligent transportation systems technology, priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

Caltrain/Peninsula Corridor Joint Powers Board Commuter rail service running between Gilroy and San Francisco through San Jose. The Peninsula Corridor Joint Powers Board (JPB),

made up of representatives from the counties of San Francisco, San Mateo, and Santa Clara, oversees this commuter rail service.

Caltrans—California Department of Transportation The responsible owner/operator of the State highway system. Caltrans is responsible for the safe operation and maintenance of roadways.

CalWORKs In response to Federal welfare reform legislation, the legislature created the California Work Opportunity and Responsibility to Kids (CalWORKs) program, enacted by Chapter 270, Statutes of 1997 (AB 1542, Ducheny, Ashburn, Thompson, and Maddy). Like its predecessor, Aid to Families with Dependent Children, the new program provides cash grants and welfare-to-work services to families whose incomes are not adequate to meet their basic needs. Under CalWORKs, able-bodied adult recipients (1) must meet participation mandates, (2) are limited to five years of cash assistance, and (3) must begin community service employment after no more than 24 months on aid.

Capacity The maximum rate of flow that can be accommodated on a facility segment under prevailing conditions. Rate of flow is the number of vehicles passing a point on a facility during some period of time, expressed in vehicles per hour or persons per hour.

Capitol Corridor Intercity Rail Service A 150-mile intercity rail service along the Union Pacific ROW Capitol Corridor, which runs between San Jose and Auburn, through Oakland and Sacramento.

Carpooling An arrangement in which commuters share driving and the cost of commuting. A car-pool is formed with a minimum of two people who commute on a regular basis. The members generally share common residential and employment locations as well as common commuting patterns and schedules.

CCTV—Closed-Circuit Television This ITS component is used for traffic surveillance, where the signal is transmitted by wire. A CCTV system usually communicates with a centralized facility such as a TMC or OCC.

CDP—Countywide Deficiency Plan A document that will address deficiencies on Santa Clara County's freeways and expressways and include a set of improvements, programs and actions that are designated to both improve service on the overall transportation system and cause a significant improvement in air quality.

CDT Program See Community Design and Transportation Program

CEQA—California Environmental Quality Act The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future, while the specific goals of CEQA are for

California's public agencies to 1) identify the significant environmental effects of their actions; and either 2) avoid those significant environmental effects where feasible or 3) mitigate those significant environmental effects where feasible.

Choice—A Key Concept of the CDT Program

Focuses on the notion that one-size-does-not-fit-all. A transportation system that is dominated by a single mode fosters development patterns and policies that encourage sprawl, decentralization and separation of uses. Choice seeks to expand the range of options about what kind of home to live in, where that home is located, the character of the community, and the means of getting around.

CIP—Capital Improvement Program A multi-year program of projects to maintain or improve the traffic level-of-service and transit performance standards developed by the CMP, and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to State and Federal air quality requirements. It is updated every other year as part of the Congestion Management Program update. The CIP is a ten-year program.

Clean Air Act The Federal law that requires urban areas with high pollution to modify transportation policies in order to reduce emissions. This law makes air quality a primary concern in transportation decisions.

CMA—Congestion Management Agency The CMA is a countywide organization responsible for preparing and implementing the county's CMP (see definition below). CMAs came into existence as a result of State legislation and voter approval of Proposition 111 in 1990 (later legislation removed the statutory requirements of Proposition 111, making CMAs optional). In Santa Clara County, VTA is the designated CMA.

CMAQ—Congestion Mitigation and Air Quality Improvement Program A Federal funding program established by ISTEA and continued in TEA-21 specifically for projects and programs that will contribute to the attainment of a national ambient air quality standard. The funds are available to non-attainment areas for ozone and carbon monoxide based on population and the degree of severity of pollution. Eligible projects will be defined by the approved State Implementation Program (SIP) and the State's air quality plan.

CMP—Congestion Management Program A comprehensive program designed to reduce traffic congestion, to enhance the effectiveness of land use decisions, and to improve air quality. The program must comply with CMP State statutes, and with State and Federal Clean Air Acts. Unless otherwise specified, CMP means Santa Clara County's Congestion Management Program.

CMP Roadway Network A network of roadways within a CMA that are of regional significance. The CMP roadway network in Santa Clara County consists of freeways, expressways, urban arterials (six-lane facilities or non-residential arterials with average daily traffic (ADT) of 30,000 vehicles per day), and rural highways.

Community Design and Transportation (CDT) Program A partnership between the VTA and the 15 cities/towns and the county to develop and promote strategies for improving transportation systems and community livability. This involves creating areas with high-quality planning and design that support walking, biking, and local auto trips. It also promotes concentrated development, good access to transit services, multi-modal street design, and efficient use of land. The CDT program is VTA's primary program for integrating transportation and land use, and has been adopted by each of the 16 city, town and county governments in Santa Clara County.

Commute A home-to-work or work-to-home trip.

Concentrated Development Usually synonymous with higher-density development than is the average for the area. Among land use planners, concentrated development implies a minimum of multistory, attached residential condominiums or apartments, mid- to high-rise office or retail, or some mix of these land uses.

Usually, concentrated development connotes an urban setting located around some type of transit station, downtown commercial center, or other attraction or amenity. Concentrated development generally contrasts with “clustered” development, which may describe a grouping of detached residential units in a rural or suburban setting and intended to preserve open space in a large parcel.

Congestion The condition of any transportation facility in which the use of the facility is so great that there are delays for the users of that facility. Usually this happens when traffic approaches or exceeds facility capacity.

Connectivity Generally defines how well a street network allows pedestrians, bicyclists, and non-auto modes to travel in a straight line (i.e., shortest path) between two points. Improvement to connectivity, such as extending dead-end streets or continuing arterials under freeways, encourages walking and bicycling. Planners would contend that a perfect grid or radial street pattern maximizes connectivity while cul-de-sacs, at-grade freeways, rail tracks, and other impediments or intimidating structures diminish connectivity. For auto travel, connectivity may apply to extending arterial roadways that will allow autos to avoid using congested freeway segments to make short trips.

Cores District areas that include many streets and blocks characterized by concentrated development features.

Corridors Linear areas, typically centered on a single street, that function as the spine of the surrounding community.

CSS—Commute Services Study A VTA study document updated every two to three years to ensure commute services are responsive to changing commute patterns in Santa Clara County. The study is an analysis of commute trips, to assess the viability of existing commute bus services and to identify new commute bus service concepts and routes.

CTC—California Transportation Commission A State agency that sets State spending priorities for highway and transit and allocates funding. Members are appointed by the governor.

CVO—Commercial Vehicle Operations Use of ITS technologies to improve travel time and reliability for freight traffic and reduce the cost of shipping goods. CVO applications include satellite tracking of truck traffic, automated weigh-in-motion scales, and automatic vehicle identification systems.

Deficiency Deficiencies occur where the transportation facilities provided do not conform to the standards that the area has adopted as minimally acceptable. A deficient roadway in Santa Clara County is one with a Level of Service (LOS) of F.

Delay A measure of the amount of time spent during a trip due to congestion. It is measured as the difference in travel time between congested and free-flow conditions.

Developer Exaction A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Development Impact Fees A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise unmitigated impacts the project will produce. California Government Code Section 66000 et seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Economic Health A term used to describe the fundamental and long-term strength of the economy. The most common measures of a region's economic health include unemployment rate, business output, personal income, the sales growth of indigenous business, and the attraction of new business to the area. Short-term indicators of economic health may include congestion, historically high cost of housing,

parking shortages, low commercial and retail vacancy rates, and a high cost of living. Long term, however, these indicators could presage economic decline if not addressed. It may also include long-term indicators that measure a region relative to the State or nation in regard to wages, construction of high-end housing, demand for skilled labor, diversity of the industrial mix, the share of economic activity related to new or robust industry sectors (e.g., biotech, telecommunications, etc.).

Eco Pass Partnership between Santa Clara Valley employers and the VTA. Eco Pass is a transit card with unlimited use of VTA bus and light rail services. Employers purchase annual Eco Pass stickers for full-time employees at a given site, at one low cost. Pricing levels are based on proximity to VTA transit services and the number of employees.

EIR/EIS—Environmental Impact Report/Environmental Impact Statement A study which analyzes various alternatives for environmental impacts, identifies possible mitigations to reduce impacts, and obtains legally mandated State and/or Federal environmental clearance for a chosen preferred alternative.

Electrification To equip rail or bus transit systems for use of electric power.

Evaluation Criteria factors that help to distinguish the relative value of alternative actions.

Final Engineering Finalizes design drawings and produces construction documents for the preferred alternative.

Fixed-Route Transit Transit service provided on a repetitive, fixed-schedule basis along a specific route, with vehicles stopping to pick up passengers at and deliver passengers to specific locations.

Flexible Work Hours This is a form of alternative work schedule. It is a policy that gives employees the option of varying their start and end times each workday. The intent is to allow employees more flexibility to adjust work hours to meet individual needs and provide incentive to use commute alternatives.

Flyover Ramp A ramp connecting two roadway facilities that provides a direct connection to avoid congestion, merging, and/or an intersection.

Freeway Service Patrol (FSP) The Bay Area FSP is a joint project of the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE), the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The service is provided by a fleet of 74 trucks provided by private tow truck companies under contract with MTC SAFE, and patrols some 450 miles of the Bay Area's freeways. Patrol routes are selected based on several factors, including a high rate of traffic

and congestion, frequent accidents or stalls, and lack of shoulder space for disabled vehicles.

FTA—Federal Transit Administration A component of the U.S. Department of Transportation, delegated by the Secretary of Transportation to administer the Federal transit program under the Urban Mass Transportation Act of 1964, as amended, and various other statutes.

FTIP—Federal Transportation Improvement Program All Federally funded projects are required to be included in the FTIP. The FTIP is a document that includes key information regarding all Federally funded and “regionally significant” projects. This document is used as a common reference point for review and approval of processes (such as funding, air quality conformity, etc.) by various State and Federal agencies. The FTIP is actually a composition of select projects from State, regional and local sources. Each “level” also has its own transportation improvement program (TIP). Therefore, in order for a project to be included in the FTIP, it must first be included in a local TIP, then in the RTIP, then in the STIP. Each TIP will require a review and approval process by the agency responsible for administering the TIP.

Golden Triangle The area bounded by US 101, SR 237, and I-880 that experienced large job growth in the 1980s and 1990s.

Grade Separation A grade separation is a structure necessary to provide for either the passage of a roadway or bicycle or pedestrian facility under or over a rail line.

HOT Lanes—High-Occupancy Toll Lanes

Combines the characteristics of HOV lanes and toll roads by allowing carpools, vanpools, and buses free access, while charging for single occupant vehicle (SOV) or drive alone use.

HOV Lanes—High-Occupancy Vehicle Lanes

Lanes on heavily congested roadways that are used exclusively by carpools, vanpools, buses or any vehicle that transports multiple passengers.

IIP—Interregional Improvement Program

A State funding program created by SB-45. IIP funds may be programmed to projects outside of the urbanized areas and/or interregional projects. All IIP funds are programmed by Caltrans, via the Interregional Transportation Improvement Plan (ITIP) process, with final approval by CTC.

Incidents Accidents and other problems that cause increased congestion on our roads.

Intensification For residential uses, the increase in the actual number or the range of dwelling units per net or gross acre. For non-residential uses, an increase in the actual or the maximum permitted floor area ratios (FARs).

Interconnection – A Key Concept of the CDT

Program Focuses on interconnecting streets, pedestrian and bicycle networks, transit modes, buildings and developments to get more from transportation resources and urban infrastructure, and to form coherent districts and more livable places.

Intermodal The term “mode” refers to and distinguishes the various forms of transportation, such as automobile, transit, ship, bicycling and walking. Intermodal refers specifically to the connections between modes.

Inter-Agency Indicates cooperation between or among two or more discrete agencies.

Inter-County Existing or occurring between two or more counties.

Inter-Jurisdictional Existing or occurring between two or more jurisdictions.

Intra-County Existing or occurring within the county boundaries.

ISTEA—Intermodal Surface Transportation

Efficiency Act Federal legislation passed in 1991 and expired in 1997 which restructured much of the basis for funding highway projects, and made some of these funds available to urban areas for transit projects. A key ISTEA component is increased flexibility in the programming of projects.

ITIP—Interregional Transportation

Improvement Program The ITIP is a four-year planning and expenditure program adopted by the CTC and updated in even numbered years. The ITIP covers rural highway and key interregional improvements, including intercity rail.

ITS—Intelligent Transportation Systems

Technologies that improve the management and efficiency of our transportation system, such as electronic fare payment systems, ramp metering, timed traffic signals and on-board navigation systems.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of housing for employees in a particular area. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

LAN—Local Area Network A computer network that spans a relatively small area. Most LANs are confined to a single building or group of buildings. However, one LAN can be connected to other LANs over any distance via telephone lines and radio waves.

Land Use Activities and structures on the land, such as housing, shopping centers, farms, and office buildings.

Livability While this term may encompass as many different meanings as there are workers and residents in Santa Clara County, it is used in the VTP 2030 as a more broadly defined synonym for “quality of life” to describe the plan’s support for four types of transportation investments and services: relief from congestion, better facilities and services for non-work and off-peak trips, attractive travel choices, and services for a diverse and changing population. Livability describes a resident’s satisfaction with the transportation system in such terms as its ease of use, convenience, reliability, cost, range of travel choices, and interference in non-transportation-related activities.

Long-Range Plan A transportation plan covering a time span of 20 or more years. While the VTP 2030 is a living document that will be updated every two to five years, the plan’s methodologies are intended to create performance-based processes that will be used to select projects and design programs over the plan’s 20-year horizon.

LOS—Level-of-Service LOS measures the interrelationship between travel demand (volume) and supply (capacity) of the transportation system. LOS is a quantitative measure categorized into six levels, A through F, with A representing ideal conditions—or no congestion—and LOS F representing poor conditions or congested flow. The VTA Congestion Management Program has a standard of LOS E; roadways at LOS F are considered deficient.

LRT—Light Rail Transit LRT operates on an electrical system powered from an overhead wire on a dedicated track. The system is capable of operating at high speeds in dedicated rights of way and at lower speeds on arterial streets and downtown environments.

Measure A (1996) A Santa Clara County advisory ballot measure passed in 1996 that identified a specific program of priority transportation improvement projects in Santa Clara County to be undertaken as funding became available.

Measure B (1996) A 1996 ballot measure in Santa Clara County that raised the local sales tax by one-half cent for a nine-year period, with the proceeds being deposited into the county's General Fund.

Measure A (2000) A 2000 ballot measure in Santa Clara County that provides a one-half cent sales tax for 30 years, beginning in April 2006. The proceeds would be used to fund several transit projects throughout the county. The Measure passed in November 2000.

Member Agencies Local jurisdictions that are signatories to the CMA's Joint Powers Agreement. This includes all cities and towns within the county, Santa Clara County, and the Santa Clara Valley Transportation Authority.

MIS—Major Investment Study A study required for major Federally funded transportation projects (highway and transit) before a

project can be included in the RTP. The study must include all reasonable alternatives to address defined transportation problems, and the study process must include all affected agencies, local governments, MTC, and the public.

Mitigation An action to reduce or eliminate the impacts of another action.

Mixed Use Refers to a variety of land uses and activities with a mixture of different types of development, in contrast to separating uses, such as job sites, retail and housing; multiple land uses in the same structure or same general area of a community; used to describe buildings with different types of use on different floors, particularly commercial uses (such as shops or banks) on the ground floor with flats above.

Mobility The movement of people or goods throughout our communities and across the region. Mobility is measured in terms of travel time, comfort, convenience, safety and cost.

Modal Split or Mode Share Modal split measures the extent to which travelers use the various available transportation modes. It is measured as the proportion of people making a trip using a given mode.

MPO—Metropolitan Planning Organization A Federally required transportation planning body responsible for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) in its region; the governor

designates an MPO in every urbanized area with a population of over 50,000.

MTC—Metropolitan Transportation

Commission The metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area.

Multimodal Of or relating to more than one mode of transportation.

NEXTEA The next evolution of TEA-21.

OCC—Operations Control Center Centralized location where transportation operations (traffic and/or transit) are monitored and conducted.

Paratransit Paratransit services are specialized systems of transportation operated for people who are unable to use conventional fixed-route transit. Paratransit services provide trips between a rider's origin and destination, usually door-to-door. ADA requires that the service be comparable to the fixed-route service available.

Parking Cash-Out Program State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the parking cash-out program (Assembly Bill 2109, Katz; Chapter 554, Statutes of 1992), and the main provision of the law is California Health & Safety Code Section 43845. It was enacted after studies showed cash allowances in lieu of parking encourage employees to find alternate

means of commuting to work, such as public transit, carpooling, vanpooling, bicycling, or walking. Parking cash-out offers the opportunity to improve air quality and reduce traffic congestion by reducing vehicle trips and emissions. For years, negative tax implications limited the implementation of the law. But in 1998, the Federal Transportation Equity Act for the 21st Century (TEA-21) included amendments to the Internal Revenue Code that fixed this problem. The parking cash-out law does not apply to all employers or all employees. Employers with over 50 employees in an air basin designated non-attainment for any State air quality standard must offer a parking cash-out program to those employees who have the availability of subsidized parking that meets certain criteria.

Peak Hour The peak hour of traffic volumes in an area.

Peak Spreading A lengthening of the peak period of traffic congestion, usually accompanied by a flattening of the peak.

Performance Measure A means to measure whether an objective has been achieved or whether investments or strategies improve over time or across alternatives.

Person Trip A trip made by one person irrespective of mode.

Place-making—A Key Concept of the CDT

Program Focuses on the human-scale elements of the built environment that create uniqueness and identity and make places attractive, comfortable, and memorable.

PMP—Pavement Management Program

Funding program intended to repair or replace the existing roadway pavement. Funds are distributed using a population-based and lane-mile formula. The cities and county must use a Pavement Management System certified by the MTC to identify and prioritize pavement needs.

Preliminary Engineering A study that identifies alternatives for attaining a specified goal. For each alternative, the document describes benefits and contains engineering drawings with enough detail to perform environmental analysis and gauge construction feasibility.

PR—Project Report Refers to the report used by Caltrans to recommend approval of a project. The term “Draft Project Report” (Draft PR) refers to a draft version of this report that must be prepared for projects with environmental documents.

PSR—Project Study Report A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Chapter 878 of

the Statutes of 1987 requires that any capacity-increasing project on the State highway system, prior to programming in the STIP, have a completed PSR. The PSR must include a detailed description of the project scope and estimated costs. The intent of this legislation was to improve the accuracy of the schedule and costs shown in the STIP, and thus improve the overall accuracy of the estimates of STIP delivery and costs.

PSR/PR Combined The Combined Project Study Report/Project Report (Combined PSR/PR) was developed to streamline the project development process for non-complex, non-controversial projects on State highways that are 100 percent funded by others. It applies to projects that have an estimated construction cost over \$1,000,000 for work within the existing or to be dedicated State right of way. In addition, the project must comply with the stated criteria itemized in Chapter 9 of the Caltrans Project Development Procedures Manual (PDPM). It may also be used as a project report for some projects costing more than \$300,000 that are too complex to use a Permit Engineering Evaluation Report (PEER) format. The Combined PSR/PR may also be used for Caltrans projects that meet the same stated criteria in Chapter 9, Article 12, of the PDPM, provided they also meet the criteria necessary for programming of the project, i.e., justification for the project, a good cost estimate, identifica-

tion of support costs, and proposed funding. In both cases, the District Directors have approval authority of the document.

PTA—Public Transportation Account These revenues are derived from the sales tax on gasoline and diesel fuel. Under the provisions of SB-45, 50 percent of PTA revenues are distributed to the State Assistance Program (STA) with the other 50 percent used for funding planning activities of Caltrans, the CTC, intercity rail purposes and for the operations of the new California High-Speed Rail Authority. Part of the revenues are for uses formerly covered by the Transit Capital Improvement (TCI) Program (TCI has been eliminated as a separate program and folded into the PTA), which include transit vehicle purchases.

PTAP—Paratransit Technical Assistance

Program A regional effort to focus training in the areas of paratransit operations.

Quality of Life The first of the two goals of the VTP 2030, the plan seeks, "...to provide transportation facilities and services that support and enhance the county's continued success by fostering a high quality of life for Santa Clara County's residents." The VTP 2030 goes on to define quality of life as the plan's support for four types of transportation investments and services: relief from congestion, better facilities and services for non-work and off-peak trips, attractive travel alternatives, and services for a

diverse and changing population. Some specific measures include high-quality design and planning that support walking, biking, and local auto trips.

R&D—Research and Development Work engaged in study, testing, design, analysis, and experimental development of products, processes, or services.

Redevelopment Tax Increment This source of local revenues comes from property taxes within a defined redevelopment area. The county assessor freezes the assessed value of all real property within the redevelopment area as of a base year. As property values appreciate over the life of the redevelopment area (usually about 20 years), the same proportion of the increment of tax revenues above the base year value is paid into the redevelopment agency special fund and used for designated projects. In theory, these specific projects help the area's property to increase in value beyond the appreciation rate of what would have occurred without these projects. Proposition 13 restricts the appreciation of property values to 2 percent per year (or less if the market appreciates at a lower rate). Other agencies that normally receive property taxes may negotiate "pass-through" agreements with the redevelopment agency to avoid losing their share of the increment to the agency. Tax increments are bondable revenue streams that have leveraged large amounts of local bond for all types of public improvements.

RIDES for Bay Area Commuters The Bay Area’s regional commute information service. RIDES supports carpool and vanpool options.

Right-of-Way A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Roadway Pricing “Road pricing” is an umbrella phrase that covers all charges imposed on those who use roadways. The term includes such traditional revenue sources as fuel taxes and license fees as well as charges that vary with time of day, the specific road used, and vehicle size and weight.

RTD—Regional Transit Database MTC is developing a public transportation database that encompasses seven major transit operators in the Bay Area: AC Transit, Bay Area Rapid Transit (BART), Central Contra Costa Transit, Golden Gate Transit, SamTrans, VTA, and San Francisco Muni. The database will include each operator’s routes, schedules, and stop locations.

RTIP—Regional Transportation Improvement Program A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency (for the Bay Area— MTC), as a request for State funding. The individual projects are first proposed by local jurisdictions, then submitted by the CMA to the regional agency, and then submitted by

the regional agency for submission to the CTC. The RTIP has a four-year planning horizon and is updated every two years.

RTP—Regional Transportation Plan A multi-modal blueprint to guide the region’s transportation development for a 20-year period. Updated every two to three years, it is based on projections of growth and travel demand coupled with financial assumptions. Required by State and Federal law.

Santa Clara Countywide Bicycle Plan Plan developed by the VTA to guide the development of bicycle facilities in order to promote safe and convenient bicycling throughout the county. It also provides coordination of facilities that cross jurisdictional boundaries.

SB-45—Senate Bill 45 Governor Wilson signed SB-45 into law at the end of the 1997 legislative session. This legislation consolidated several State transportation funding programs into three funding programs and devolved State transportation programming responsibility to the county and MPO level. Funds consolidated by SB-45 include the Flexible Congestion Relief (FCR), Transit Capital Improvement (TCI), Transportation Systems Management (TSM) and Regional Traffic Signalization and Operations Program (RTSOP) Programs.

SCCRTC—Santa Cruz County Regional Transportation Commission The SCCRTC consists of ten members representing the Santa Cruz County Board of Supervisors, the four cities, the Transit District Board, and a non-voting member of Caltrans. One of the Commission’s primary roles is to distribute various types of State and Federal funds to transportation projects throughout the county. The Commission also conducts long-range planning activities, including the RTP.

Section 5307 Funds provided through FTA through a complex formula. These funds are not available for operating assistance in Urbanized Areas (UZAs) with a population over 200,000; however, they can be used for preventive maintenance purposes. Additionally, in UZAs with populations greater than 200,000, 1 percent of the UZA formula funds are to be spent on transit enhancements, which include rehabilitation, connections to parks, signage, pedestrian and bicycle access and enhanced access for those persons with disabilities, and 1 percent must be spent on security.

Section 5309 This includes both discretionary and formula transit capital funds provided through the FTA. New rail starts and extensions are funded through this program, which operates through earmarking at the congressional level. Other categories are fixed guideway modernization (formula based), and bus and bus facilities (discretionary).

Section 5311 FTA funds available for rural/intercity bus projects including purchases of buses and related equipment, and bus operations in rural areas.

SHOPP—State Highway Operations and Protection Plan A program created by State legislation that includes State highway safety and rehabilitation projects, seismic retrofit projects, landscaping, some operational improvements, and bridge replacement. SHOPP is a four-year program of projects adopted separately from the STIP cycle. Both new (Prop. 111) and old State gas tax revenues and Federal funds are the basis for funding this program. The legislature and governor have made seismic retrofit the State’s highest priority and in practice have used other STIP monies for these projects.

SJC—Mineta San Jose International Airport (sometimes referred to as SJIA) The airport serving the Santa Clara Valley area. It is a self-supporting enterprise, owned and operated by the City of San Jose.

Smart Corridor A Smart Corridor is one where various public agencies’ traffic management activities are coordinated to more effectively manage traffic in that corridor. These are typically achieved using advanced technologies or ITS, while partnerships between jurisdictions are necessary to develop procedures and measures for coordination.

SMCTA—San Mateo County Transportation

Authority The SMCTA is an independent agency formed to administer the proceeds of a countywide half-cent sales tax measure approved by voters in June 1988. The tax will expire on December 31, 2008. The measure included a specific expenditure plan with a broad spectrum of projects and programs, including Caltrain upgrades and improvements, highway and street projects, 20 percent allocation for local streets and roads and paratransit service for people with disabilities. The Transportation Authority also has allocated funding for transportation systems management programs, aimed at reducing traffic through various means, including funding for a countywide bicycle map.

SRTP—Short Range Transit Plan This document the VTA's on-going transit development and planning process for a ten-year planning horizon. It is used to support projects in the RTP and VTP.

STA—State Transit Assistance Provides funding for mass transit, transit coordination projection and transportation planning. Half of the revenues budgeted for the PTA are appropriated to STA. STA apportionments to regional transportation planning agencies (MTC in the Bay Area region) are determined by two formulas: 1) 50 percent of funds are distributed

according to population and 2) 50 percent are distributed on a basis proportional to operator revenues in the region for the prior year. The Bay Area region usually receives about 38 percent of State STA funds.

Station Areas Locations immediately proximate to rapid transit stations that already serve or will serve as central elements in a transit-oriented development (TOD).

STIP—State Transportation Improvement

Program The STIP is a multi-year planning and expenditure plan adopted by the CTC for the State Transportation System, and is updated in even-numbered years. The STIP is composed of the approved RTIPs and the Caltrans ITIP. The 2000 STIP is a four-year program. New State legislation passed in 2000 will extend the STIP timeframe to a five-year program.

STP—Surface Transportation Program A

flexible funding program established by ISTEA. Many mass transit and highway projects are eligible for funding under this program. Ten percent of the projects in this program must be transportation enhancement projects, and ten percent must be safety projects.

SVITS—Silicon Valley ITS Program

Expanded partnership formed to implement the Silicon Valley Smart Corridor project to work toward implementing three additional ITS projects in

Santa Clara and southern Alameda County. The original Smart Corridor was focused on the I-880 and SR 17 corridor.

TAC—Technical Advisory Committee An advisory committee to the VTA that is responsible for overseeing the technical work of the VTA staff and developing recommendations to the Board of Directors on projects and programs.

TCM—Transportation Control Measure A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner-burning fuels in motor vehicles. MTC has adopted specific TCMs, in compliance with the Federal and State Clean Air Acts.

TCRP—California Governor’s 2000 Traffic Congestion Relief Program A program established in 2000 to provide \$2 billion in funding for traffic relief and local street and road maintenance projects throughout California. Specific transit and highway projects were identified to receive some funding from this plan including I-680 HOV lanes, US 101 widening to accommodate SR 85 direct HOV connectors in San Jose, SR 85/US 101 direct HOV connectors in Mountain View and San Jose, I-880/Coleman Avenue interchange improvements, BART to San Jose, Caltrain

upgrades, Vasona LRT to Winchester, and Fremont-South Bay Commuter Rail.

TDA—Transportation Development Account

Created in 1972, this account receives 1/2 cent of the 6-cent Statewide sales tax. The 1/2 cent is apportioned to the county of origin according to the amount of sales tax generated by that county, and allocated by MTC to the county’s eligible applicants. In Santa Clara County, the transit agency is the only eligible applicant for Article 4 allocations. In addition to Article 4, allocations from TDA are also made under Article 4.5 for community and paratransit services. This provision allows MTC to allocate up to 5 percent of the total TDA allocation for Santa Clara County for these types of services, which the Santa Clara Valley Transportation Authority claims for ADA paratransit services.

Additionally, Article 3 funds (4 percent of the total) are allocated annually for bicycle/pedestrian projects, which are nominated by the VTA.

TDM—Transportation Demand Management

The purpose of TDM is to increase the efficiency of existing roadway systems by reducing the demand for vehicular travel. TDM strategies and initiatives are multimodal and aimed at reducing peak-hour travel demands. Example TDM strategies include carpooling or vanpooling, flexible work hours, telecommuting, parking controls, and use of alternative transportation modes such as transit.

TE—Transportation Enhancements Program

VTA established the TE with the Santa Clara TEA funds. Approximately 37 percent of the TEA funds from TEA-21 will be dedicated to Countywide Bicycle Expenditure Program projects and the remainder will be available for projects in all TEA funding categories.

TEA—Transportation Enhancement Activities

ISTEA provided for a ten percent set-aside of each state's STP allocation to be used for TEA projects above and beyond normal capital improvements. Enhancement funds must be used for elements of a project that have a direct relationship to the intermodal transportation system and fit one or more of 12 activities categories described in TEA-21.

TEA-21—Transportation Equity Act for the 21st Century

TEA-21 is the successor legislation to ISTEA. Congress enacted TEA-21 in mid-1997. The legislation covers the six-year period 1997/98 to 2002/03, and extends and expands many of the funding programs developed under ISTEA.

Telecommuting A system of working at home or at an off-site workstation with computer facilities that link to the worksite.

TFCA—Transportation Fund for Clean Air

TFCA funds are generated by a \$4.00 surcharge on vehicle registrations. The funds generated by

the fee are used to implement projects and programs to reduce air pollution from motor vehicles. Health and Safety Code Section 44241 limits expenditure of these funds to specified eligible transportation control measures (TCMs) that are included in BAAQMD's 1991 Clean Air Plan, developed and adopted pursuant to the requirements of the California Clean Air Act of 1988. BAAQMD manages 60 percent of the funds via a regional discretionary program. The remaining 40 percent are returned to each county based on annual vehicle registrations.

TIP—Transportation Improvement Program

A federally required document produced by a regional transportation planning agency (MTC in the Bay Area) that states investment priorities for transit and transit-related improvements, mass transit guideways, general aviation, and highways. The TIP is the MTC's principal means of implementing long-term planning objectives through specific projects.

TLC—Transportation Livable Communities Program

MTC created a new regional discretionary funding program called TLC with some of the TEA funds. Sponsors of projects must apply directly to MTC for these funds. Funds are to be used for cities to help them develop transportation-related projects aimed at improving quality of life.

TMC—Traffic Management Center TMCs help in the real-time management of traffic, including monitoring and controlling roadway access, responding to and managing incidents, rerouting traffic, and communicating and coordinating with the public and the media. They perform these functions with advanced ITS technology such as sophisticated sensors; data fusion, information processing, and communications equipment; and technology to automate routine decision-making and other activities.

TOS—Traffic Operations System A system made up of various ITS components that improve and monitor traffic operations for an area. Components typically include surveillance (loop detectors, CCTV, etc.), monitoring equipment, highway advisory radio, changeable message signs (CMS), and ramp metering.

Transient Occupancy Taxes These taxes are also known as hotel taxes and are charged for any overnight stay at a commercial lodging. They typically run between 8 and 15 percent but may be higher. Some proportion of the transient occupancy tax revenues is sometimes dedicated for convention and visitor promotions or special projects. The balance is usually paid into the county's General Fund. The revenue stream from these taxes is bondable and has

often been used to subsidize the construction of convention centers and downtown improvements.

Transit Passenger service provided to the public along established routes. Paratransit is a variety of smaller, often flexibly scheduled and routed transit services serving the needs of persons that standard transit would serve with difficulty or not at all.

Transit-Oriented Development Transit-oriented development (TOD) is characterized by a compact layout that encourages use of public transit service and walking or bicycling instead of automobile use for many trip purposes. Typically, it places higher-density development within an easy walking distance of 1/4 to 1/2 mile of a public transit station or stop and is accessible by all other modes. It is compact, typically mixed-use, pedestrian-friendly, and has a transit stop or station as an activity center.

Transit Streets VTA is considering developing a network of "transit streets" which would include thoroughfares where resources could be directed to enhance transit operations, the pedestrian environment, passenger waiting facilities, and pedestrian connections between stops and activity centers. This is supportive of the CDT program.

TransLink The Bay Area’s regional electronic fare payment collection system.

TravInfo The Bay Area’s advanced traveler information system.

TRP—Trans Response Plan The TRP concept creates a multimodal transportation response that is integrated into overall emergency response for the nine-county Bay Area.

TSM—Transportation Systems Management The use of low-cost capital improvements to increase the efficiency of road transportation and transit services. Sometimes the term is also applied to techniques used to reduce the demand for travel in an area. Other TSM measures are engineering-oriented, such as timing traffic signals to smooth the flow of traffic, and ramp metering, which regulates the entrance of vehicles onto a freeway, thus increasing the efficiency of the freeway.

Universe of Projects The compilation of projects in the VTP 2030 which were proposed by interested agencies and the general public. The projects proposed by individual cities and the county required City Council or Board approval prior to submittal to the VTA for inclusion in the plan.

Urban Design The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design

of various urban components and combines elements of urban planning, architecture, and landscape architecture.

UA—Urbanized Area An area defined by the United States Census Bureau that includes one or more incorporated cities, villages and towns (or “central place”) and the adjacent densely settled surrounding territories (or “urban fringe”) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous territory having a density of at least 1,000 persons per square mile. UZAs do not conform to congressional districts or any other political boundaries, but are set by the Census Bureau on demographics, numbers and definitions. Non-Urbanized Areas are demographically rural in population.

Vanpooling Commuting in a 7- to 15-passenger van, with driving undertaken by commuters. Some portion of the van’s ownership and operating cost is usually paid by the riders on a monthly basis. The van may be privately owned, employer-sponsored with the company owning and maintaining the vehicle, or it may be provided through a private company that leases vehicles.

VHT/P-T—Vehicle Hours of Travel per Person Trip A measure of the average amount of time travelers spend getting to their destination.

Vision A brief description of what we want the region to be for the next generation. A vision statement should be expansive and inspirational.

VMT—Vehicle Miles of Travel A standard areawide measure of travel activity, calculated by multiplying average trip length by the total number of trips.

VTA—Santa Clara Valley Transportation

Authority The Santa Clara Valley Transportation Authority (VTA) is an independent special district responsible for bus and light rail operations, congestion management, specific highway improvement projects, and countywide transportation planning. As such, VTA is both a transit provider, and a multimodal transportation planning organization involved with transit, highways and roadways, bikeways,

pedestrian facilities, and land use.

VTP—Santa Clara Valley Transportation Plan

A 25-year plan developed by VTA which provides policies and programs for transportation in the Santa Clara Valley including roadways, transit, ITS, bicycle, pedestrian facilities, and land use. The VTP is updated every three to four years to coincide with the update of the Regional Transportation Plan (RTP).

ZEB—Zero Emission Bus The VTA's plan to purchase and deploy a zero emission bus fleet. ZEB is defined as an urban bus certified to zero exhaust emissions of any pollutant under any and all conditions and operations. This includes hydrogen-powered fuel cell buses, electric trolley buses, and battery electric buses.

Acknowledgments

Project Staff

Chris Augenstein, *Transportation Planning Manager, Development and Congestion Management, Project Manager*

Adam Burger, *Transportation Planner*

Ya Wang, *Transportation Planner III*

Contributing Staff

Celia Chung, *Senior Transportation Planner*

Casey Emoto, *Transportation Engineering Manager*

George Naylor, *Principal Transportation Planner*

Jeff Qin, *Senior Transportation Planner*

Marcella Rensi, *Transportation Planning Manager, Grants and Programming*

Julie Render, *Deputy Director, Transit Planning and Programming*

Steve Fisher, *Senior Transportation Planner*

Eugene Meada, *Transportation Planner III*

Mike Aro, *Deputy Director, Service Planning*

Bill Capps, *Manager, Service Planning*

Consultant Staff

Moore Iacofano Goltsman, Inc. (MIG)
Berkeley, California