





chapter 4: **IMPLEMENTATION**

**I**mplementing the projects and programs described in Chapters 2 and 3 of the plan involves multi-stepped processes and decision-making stages. This chapter provides an overview of how the VTP implementation process works. It begins with a brief review of the program area allocations described in Chapter 2, and some of the key funding issues that need resolution before some projects can be implemented. This is followed by a summary of the near-term projects and programs and next steps for mid- and long-term implementation horizons. The chapter concludes with an overview of the VTP 2030 processes for project selection, planning, programming and delivery, and for amending and updating the plan.

Program Area Allocations  
and Funding Issues ..... **186**

Near-Term Implementation Activities .. **188**

VTP Development Process ..... **200**

# Program Area Allocations and Funding Issues

As presented in Chapter 2, VTP 2030 outlines a 25-year, \$8.5-billion plan of programs and projects. These program areas provide a framework for the overall VTP work program that the VTA Board will work to implement during the 25-year timeframe of the plan.

The Board-adopted program area allocations are presented in Table 4.1. In some cases, such as with the Countywide Expressway Program, the VTP 2030 allocations cover all project costs. In other cases, funding from other sources must be assembled to fully fund specific projects. Full implementation of the Measure A Transit Program of projects is contingent on VTA's ability to secure a new dedicated source of funding for transit.

## Availability of Funds Identified in VTP 2030

The timing and availability of State and Federal—and in some cases local—transportation dollars will be the primary factors determining when many of the VTP 2030 highway and roadway projects can move forward. At the writing of this document, new State funds are not expected to be available for programming before 2008. On the Federal side, the ultimate form of the Federal budget and the re-authorization of TEA-21 will determine how much funding will be available in the near- and mid-term horizons. Locally, VTA's success in securing an additional dedicated source of funding for transit is a key factor in developing practical

implementation schedules for 2000 Measure A projects. If VTA is unable to secure a new source of revenue for transit by the end of 2006, the VTA Board of Directors will re-evaluate projects and priorities for the Measure A Transit Program. In addition, some transit projects include funding from multiple partners. The ability of all partners to contribute their full share will determine when those projects can move forward.

## Implementation Process

Project programming does not occur in VTP 2030. The VTA Board and its partnering agencies determine project programming and implementation schedules for inclusion in programming documents such as the Capital Improvement Program section of the Congestion Management Program (CMP) and the Short Range Transit Plan (SRTP). Obviously, not all projects can be implemented quickly, and many will be phased in over time and started in outlying years. However, the projects receiving the highest scores based on the Board-adopted project evaluation criteria will generally be considered first for implementation.

Once the programs and project lists are developed, and funding sources and schedules are identified, VTP 2030 next looks toward the steps for implementation. Some projects are already under way in design; others are in planning stages; and still others are waiting to be further defined or identified through studies.

**Table 4-1 VTP 2030 Program Areas and Allocations**

| <b>Program Areas</b>                     | <b>Allocations</b><br>(*03\$/Millions) |
|--|--|
| Highways                                 | \$766.3                                |
| Expressways                              | 150.0                                  |
| Local Streets & County Roads             | 230.0                                  |
| Pavement Management                      | 301.5                                  |
| Sound Mitigation                         | 10.0                                   |
| Landscape Restoration & Graffiti Removal | 1.0                                    |
| Transit                                  | 6,829.0                                |
| TSM & Operations                         | 28.0                                   |
| Bicycle                                  | 90.5                                   |
| Livable Communities & Pedestrians        | 120.1                                  |
| <b>Total</b>                             | <b>\$8,526.4</b>                       |

Revenue projections and project cost estimates are shown in 2003 dollars to be consistent with State and Federal revenue projections provided by the Metropolitan Transportation Commission (MTC) and with project cost estimates developed in 2003.

The following section outlines the implementation processes of VTA and other project-related activities that need to occur for project delivery in the near term (i.e., before the next VTP update), and during the mid-term and long-term horizons.

### **Implementation Process for Capital Projects**

Most capital projects move through eight basic steps from plan to completion, shown below. Some of these tasks can be completed concurrently, such as the Preliminary Engineering and Environmental tasks, and Final Engineering and Right-of-Way tasks.

**1. Planning.** Defines the transportation need and project goal.

**2. Programming.** Through a formal process, funds are identified and specified for a project scope and schedule.

**3. Preliminary Engineering.** Identifies alternatives for attaining the specified goal(s); for each alternative, describes benefits and develops engineering drawings with sufficient detail to perform environmental analysis and estimate construction feasibility.

**4. Environmental.** Analyzes each alternative for environmental impacts, identifies possible mitigations to reduce impacts, and obtains legally mandated State and/or Federal environmental clearance for a chosen preferred alternative.

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

**6. Right-of-Way.** Obtains necessary right-of-way for project construction.

**7. Construction.** Builds the project.

**8. Operations.** Finished project is placed in operation.

# Near-Term Implementation Activities

This section focuses on the implementation activities that are anticipated to occur over the next four years of the plan—until the next update of this plan. VTA will continue planning and design efforts to ready other projects for implementation in outlying years. VTA will work with Member Agencies and other partners to deliver the projects and programs by focusing first on the planning and programming efforts required for implementation.

The following provides a summary of the activities expected to occur within the near term. Each section is organized into Highway/Roadway, Transit, and other categories, and further divided into Planning/Study and Construction sections. The projects, programs, and studies listed below have identified funding and will move forward and be completed within the next four years. Some of these projects are contingent on the availability of State or Federal funds within the next three years, and consequently may be delayed if the State's fiscal condition does not improve.

## Highway/Roadway Projects

### Projects Under Construction (as of October 2004).

*Route 85/Highway 101 North Interchange Project.* This project improves traffic operations and safety by reducing weaving between vehicles entering and exiting the freeway, increasing the capacity of the interchange, providing new

freeway-to-freeway connections, and adding auxiliary lanes. The project replaces the Route 85/US 101 connector, modifies interchange ramps at Moffett Boulevard, North Shoreline Avenue and Old Middlefield Way, and constructs auxiliary lanes and HOV direct connector ramps from northbound Route 85 to northbound US 101 and from southbound US 101 to southbound Route 85. Opening date in spring 2006.

*Highway 237/I-880 Interchange Project.* This project improves traffic operations and safety by providing direct connector HOV lanes from southbound I-880 to westbound Route 237 and from eastbound Route 237 to northbound I-880, and a southbound braided exit ramp from I-880 to Tasman Drive. Opening date in May 2005.

*Coleman Avenue/I-880 Interchange.* This project reconfigures and widens the existing ramps of the I-880/Coleman Avenue interchange, and adds a new direct connector ramp from Airport Boulevard to southbound I-880. It replaces the Coleman Avenue over-crossing at I-880 and widens Coleman Avenue to six lanes from North Airport Boulevard to Hedding Street. Opening date in late summer 2006.

*Bailey Avenue/US 101 Interchange.* This project constructs a new full interchange on US 101 in south San Jose, extending Bailey Avenue east of Monterey Road connecting to Malech Road across Coyote Creek. Opening date late December 2004.

*Montague Expressway Widening from I-880 to US 101.* The County of Santa Clara has secured funding to complete eastbound widening to four lanes, including crossing the south portion of the Guadalupe River Bridge. The eastbound portion of the project is under construction and will be completed by early 2006. While funding is available for certain segments of the westbound widening, a complete funding package has not been secured for the westbound lanes, including widening of the Guadalupe River Bridge. The County may choose to pursue the westbound segments for which funds are available, or wait until a complete funding package can be assembled; therefore, a schedule for westbound widening is not currently available.

### **Projects Scheduled for Construction Before 2008**

#### **1996 Measure B Projects**

*Route 152-B, Llagas Creek to Gilroy Foods.* This project provides safety and operational improvements on Route 152 between US 101 and Route 156 in Gilroy and Santa Clara County. The project widens Route 152 from two to four lanes from immediately west of Gilroy Foods through the Llagas Creek Bridge. Additional improvements include improvements to the intersection at the Gilroy Foods east entrance by installing a traffic signal and aligning it with the existing Westside Transport Inc., entrance. Construction is scheduled to begin in spring 2005, with a completion date of late summer 2006. The \$21.9-million cost of the project is

funded with \$16.2m in Measure B local sales tax, \$5.5m from the City of Gilroy, and \$0.25m from Federal funds.

*Route 17-E Auxiliary Lane, Camden to Hamilton Avenue.* This project will add northbound auxiliary lanes between Camden Avenue and Hamilton Avenue to provide more room for traffic merging onto and off Route 17, and modify the off-ramp from southbound Route 17 to Hamilton Avenue to improve traffic operations.

*Highway 87 HOV Lanes.* This project will provide high-occupancy vehicle (HOV) lanes on Highway 87 between Branham Lane near Highway 85 and Julian Street. The project is being constructed in two segments: 1) I-280 to just north of Julian Street, and 2) Branham Lane to I-280. Segment 1 is scheduled to begin





in summer 2004 and be completed summer 2006; segment 2 is scheduled to begin in fall 2006 and be completed by summer 2007. Project cost for both segments is \$121.0m, with \$76.9m coming from GARVEE bonds, \$25.6m from Measure B sales tax, and \$18.5m from the State Highway Operations and Safety Program (SHOPP funds on segment 2 only). Segment 1 is scheduled for completion in Fall 2006, followed by segment 2 in early 2007.

#### **VTP 2030 Projects**

*Route 152/156.* Through a joint VTA/Caltrans partnership, this project will enhance safety by constructing a direct connector separation ramp from westbound SR 152 to westbound SR 156,

and a reconfigured at-grade direct connector ramp from eastbound SR 156 to eastbound SR 152. All other at-grade movements will be upgraded and highway standards lighting will be added. The project is currently at the 65 percent design phase. Construction is scheduled to begin on the \$27.25 million project in early 2006 and be completed by mid- to late 2008. The project is contingent on STIP and ITIP being available in 2005/06.

#### **Planning Studies and Design Projects**

The following studies and design projects are gearing up or already under way:

*US 101 Central Corridor Study.* This study examined operational and safety improvements along US 101 in central Santa Clara County between the I-280/680 interchange on the north to the Yerba Buena Road interchange on the south. The study identified a list of improvements that includes construction of an additional lane in the southbound direction in the median from south of Story Road to south of the Capitol Expressway interchange; modification of the US 101/Tully Road interchange to a partial cloverleaf interchange; modification of the US 101/Capitol Expressway interchange to a partial cloverleaf interchange; construction an auxiliary lane in the southbound direction of US 101 between the Tully Road and Capitol Expressway interchanges; modification of the collector-distributor (C-D) system on northbound US 101 between Yerba Buena Road and Capitol

Expressway; and construction of a new on-ramp from the C-D road to northbound US 101 south of Capitol Expressway Overcrossing. The project is currently completing an Environmental Impact Report (EIR) and Preliminary Engineering (PE.) The EIR is scheduled for adoption in May 2005, and PE is scheduled for completion in June 2005.

*Hellyer and Blossom Hill Road Design.* Design work for his project is 95 percent complete.

However, funding shortfalls experienced by the City of San Jose have stalled further design. The city is working to identify funding to complete design and ready the project for construction.

*South County Circulation Study.* This study will conduct a comprehensive review and analysis of existing and projected traffic conditions in south Santa Clara County, including the cities of Morgan Hill and Gilroy, and the community of San Martin. The results of this study will include a list of preferred roadway improvement projects to be considered with the next VTP update.

*High Occupancy Toll (HOT) Lanes Feasibility Study.* This study will assess the freeway system in Santa Clara County to determine if the operation of a HOT lane system is feasible, and, if so, identify feasible corridors for HOT lane operations. The study includes an initial assessment of freeway corridors in the county and identification of two or three corridors for detailed evaluation. A detailed analysis of each candidate corridor will include an evalu-

ation of demand for HOT lane operations, HOT lane operations pricing, and HOT lane traffic operations including revenue projections. Based on this analysis, recommendations will be made for each of the candidate corridors for further study beyond the scope of this study. Each candidate corridor will be considered not only in terms of its potential as an individual project, but also in terms of its potential as part of a regional HOT or managed lane network.

Project planning and development will continue to occur on various projects contained in the Highway, Expressway, and Local Streets / County Roads project lists. The planning and design work from these efforts will inform the next VTP update.

### Transit Projects

Following are projects under construction.

*Vasona Light Rail Line.* The project is currently under construction with an anticipated opening date of summer 2005. The project constructs a 5.3-mile addition to the 37-mile VTA light rail system between downtown San Jose and the Winchester station in Campbell, including eight stations and a tunnel segment at the Diridon station in San Jose.

*Palo Alto Caltrain Transit Center Reconstruction.* Construction is expected to begin in late 2004 and be completed by summer 2005. This project will completely reconstruct the Palo Alto Transit Center to improve links

between Caltrain and bus service, as well as accommodate additional buses operated by VTA, SamTrans, and the Dumbarton Express, and provide convenient connections with Stanford's Marguerite shuttle and Palo Alto's local shuttle system. The project adds two new bus bays for Line 22 articulated buses and provides improved passenger shelters. Project elements include the reconstruction of the University Avenue Bridge connecting with Palm Drive, reconstruction and expansion of the Caltrain Bridge over University Avenue to include four tracks to allow express train service, roadway improvements, and the creation of community park space.

*LRT Platform Retrofit.* This project completes reconstruction of the remaining station platforms on the Guadalupe Line south of downtown San Jose to accommodate low-floor Light Rail Vehicles (LRVs). Design work is completed. Completion date is dependent on identification of capital funding.

*Cerone Phase 1.* Improvements include construction of a new hydrogen refueling facility to support the Zero Emission Bus Demonstration Program, and new yard entrance and road call building.

*Chaboya Bus Division Improvements.* Include the installation of a new vacuum system and a new bus wash and waste water treatment system.

### **Transit Projects in Environmental or Design**

*Silicon Valley Rapid Transit Corridor (BART).* Project is currently conducting Preliminary Engineering (PE) and completing environmental clearance with an Environmental Impact Report (EIR) and an Environmental Impact Statement (EIS). The VTA Board of Directors certified the final Environmental Impact Report (EIR) in December 2004. The certification of the Environmental Impact Statement (EIS) is anticipated in early 2007, and may be tied to approval of the EIS for the Warm Spring BART extension. Preliminary Engineering is scheduled for completion by late 2006. This project cannot proceed into final design and construction until a new dedicated source of funding for transit is secured.

*Downtown East Valley.* Preliminary Engineering and Environmental Clearance for the Capitol Expressway segment between Wilbur Streets and Nieman Avenue will begin in September 2004. Preliminary Engineering and Environmental Clearance for the Alum Rock segment will begin with the VTA Board adoption of either the Enhanced Bus or Light Rail technology. A decision on technology is currently scheduled for summer 2005. This project cannot proceed into final design and construction until a new dedicated source of funding for transit is secured, or a reprioritization of projects occurs.

*Caltrain Electrification EIR/EA.* Caltrain has prepared and circulated a Draft Environmental Impact Report (DEIR)/ Environmental Assessment (EA) for electrifying Caltrain from Gilroy to San Francisco. Caltrain is currently in the process of responding to comments received and preparing a final EIR with an expected issue date of late 2004 or early 2005. Caltrain's adopted 2004–23 Strategic Plan outlines four scenarios for the future of Caltrain, with the schedule for completion of electrification varying under each scenario: Status Quo (no electrification), Moderate Growth (electrified service begins in 2018), Enhanced (electrified service begins 2008), and Build Out (electrified service begins in 2014, assuming construction of High Speed Rail between Gilroy, San Jose and San Francisco). Due to funding schedule uncertainties, Caltrain's recently adopted 2004–2013 Short Range Transit Plan (SRTP) does not include capital funds for implementation of electrification through 2013. Prior to initiation of the design and implementation of the electrification project, the local and regional funding partners must reach agreement on a schedule for the allocation of funding commitments from VTA, Muni, Samtrans and MTC. The Caltrain SRTP will be updated in two years to reflect policy decisions and additional actions over the next two years that will provide the information needed to develop a firmer schedule for the electrification project. VTA will continue to work with Caltrain and MTC to develop an implementation schedule.



### Transit Planning Studies

*Measure A Expenditure Plan.* VTA is currently developing scenarios for implementing the 2000 Measure A program of projects. Expenditure scenarios include consideration of variables such as project schedules, and with and without a new permanent source of funding for transit. The Expenditure Plan is scheduled for completion by early 2005.

*New Rail Corridors Feasibility Study.* This \$1.3 million study is scheduled to begin in late 2004 and take 12–18 months to complete. It will examine seven potential rail corridors to evaluate the feasibility, operational efficiency, and cost-effectiveness, and clear a Programmatic EIR. New rail corridors to be considered include Vasona extension to Vasona Junction, DTEV Eastridge Area to Hwy 87, Santa Teresa



extension to Coyote Valley, and extensions to Morgan Hill, Stevens Creek Blvd., West San Jose/Santa Clara, and North County/Palo Alto. Light Rail from Capitol Expressway/Nieman Avenue to Highway 87 will be included in this study.

*Market Segmentation Study.* This study will utilize sophisticated market research techniques developed for private industry to identify distinct market segments for transit services. Study objectives include: 1) a better understanding of distinct groups (market segments) in the population that share similar values, 2) which attitudes and preferences these groups have regarding different transit options, and

3) which service delivery strategies best match these market segments. An analysis will be conducted to link these results with identified travel patterns and develop various transit service options. The end result will allow VTA to develop recommended changes to the bus network that are aimed at capturing a larger market share while conserving resources.

*Community Bus Study.* Current development patterns and densities, multiple destinations, and an increasingly diverse population present some unique challenges to daily travels around our valley. This study will develop a new approach to fixed route services by blending standard buses with smaller, “community buses.” This community-based blend of vehicle types coupled with new routings is envisioned to provide the service and convenience needed to attract new riders. The results of the Community Bus Study will be used in the development of Annual and Rail Integration Service Plans. Recognizing these opportunities and community benefits, VTA’s Fiscal Year 2004–2013 Short Range Transit Plan incorporates the use of smaller-capacity vehicles beginning in January 2006.

*Bus Rapid Transit (BRT) Studies.* BRT is a newly evolving concept in the provision of transit services. The VTP 2030 Measure A Transit Program identifies \$33 million for three BRT corridors: Line 22, Monterey Highway and Stevens Creek Boulevard. A key attribute of BRT service is the reduced need for capital

infrastructure investments, and the ability to add BRT features incrementally as demand for service and availability of funding warrants. Results from the BRT studies will guide the implementation of new BRT services. The following BRT efforts are currently under way:

- *Line 22 BRT Project.* VTA is participating in the Federal Bus Rapid Transit Demonstration Program to provide BRT enhancements for Line 22. BRT is currently being developed in the northwest segment of the Line 22 corridor in the cities of Santa Clara, Sunnyvale, Mountain View and Palo Alto. The southeast portion of Line 22 in the Santa Clara/Alum Rock corridor is being studied for BRT as part of the Downtown East Valley Transit Improvement Project.
- *Monterey Highway BRT.* The Monterey Highway BRT project is currently in the conceptual design phase to further define specific improvements. The Monterey Highway BRT project includes improvements along a 9.6-mile route (primarily Monterey Highway) from the Diridon station to the Santa Teresa station on the Guadalupe line in south San Jose. Next steps include developing a strategy to move into preliminary engineering, final design, construction, and operations.
- *Stevens Creek Boulevard BRT.* Stevens Creek will be studied in greater detail to determine its potential as a BRT corridor. Study findings will be considered with the development of operating and capital improvement plans.

*Dumbarton Rail Corridor EIR/EIS.* This project commits VTA to providing up to \$1 million in funding as VTA's one-third local share of the cost of preparing a project Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The lead project sponsor is the San Mateo County Transportation Authority (SMCTA), who will also act as the implementing agency for the overall project. Other project sponsors include the Alameda County Congestion Management Agency (ACCMA), the Alameda County Transportation Improvement Authority (ACTIA), and the Capitol Corridor Joint Powers Authority (CCJPA).

*Caltrain to Monterey/Salinas.* The Transportation Agency for Monterey County (TAMC) is currently conducting planning work to determine the feasibility of, and funding strategies for, linking Caltrain with Monterey County. VTA staff is working with TAMC and Monterey County staff to coordinate planning efforts.

In partnership with MTC, VTA will conduct community-based transportation studies in the Gilroy and east San Jose areas. The goal of these studies is to advance the findings from MTC's Lifeline Transportation Network Report adopted by the Commission and incorporated into the 2001 Regional Transportation Plan (RTP). The Lifeline Transportation Network Report identified transit needs in economically disadvantaged communities throughout the San

Francisco Bay Area region, and recommended local transportation studies to further efforts to address them. Each community-based transportation study will involve a collaborative approach that includes residents and community-based organizations (CBOs) that provide services within minority and low-income neighborhoods. The first of these studies will be in the Gilroy area, scheduled to begin in summer 2005.



## Other Programs and Projects

### Intelligent Transportation Systems (ITS)

As described in the Transportation Systems Operations and Management Program section in Chapter 2, project planning and development in the near term will focus on projects that improve traffic flow through improved signal operations. This includes improvements in traffic signal operations for transit, pedestrians, bicyclists and vehicles on local roadways, expressways, freeways and transit. Examples of projects that will be completed in the near term include the following:

*Silicon Valley Intelligent Transportation Systems (SV-ITS) Program Enhancements.* Through a partnership of local, regional and State agencies, work continues on the integration of technology-based systems to provide improved operations of the transportation system. Building on the original Smart Corridor project along I-880, the program is completing four projects that expand camera surveillance, coordinate traffic signal operations, and share traffic information in areas covering Los Gatos north to Fremont in Alameda County, around the San Jose Mineta International Airport, and westward from downtown San Jose to Cupertino.

*Transit Signal Priority Implementations for BRT.* One element of VTA's BRT program includes the deployment of priority treatment at traffic signals for buses. Such bus signal priority

(BSP) is expected to be in operation in 2005 along VTA's Line 22 corridor and also along Bascom Avenue as a result of a signal system improvement project by the City of San Jose.

*County Expressway Traffic Operations System.* The County of Santa Clara Roads and Airports Department is completing deployment of fiber-optic communications, traffic signal system improvements and surveillance cameras along all eight expressways. Much of this improvement project has been funded by the 1996 Measure B sales tax.

*Dynamic Passenger Information Project.* The Dynamic Passenger Information Project incorporates various state-of-the-art Intelligent Transportation System (ITS) technologies into light rail/bus transit centers and park and ride lots. This project has been expanded to include Internet-based information, real-time electronic transit schedules linking to Automated Vehicle Location (AVL) on buses and light rail, transit information signs, electronic signs on the Silicon Valley Smart Corridors, and other on-site transit user amenities. A specific element funded with \$1.57 million in Federal Section 5308 ITS funds will help implement real-time transit information components at key locations. Future funding will expand the number of real-time information displays to all transit centers and other key bus stops.



### **Pedestrian and Bicycle Projects**

*Guadalupe Bridge at River Oaks.* This bridge connects the River Oaks light rail station in San Jose to the residential/retail Rivermark neighborhood in Santa Clara. Scheduled for completion in September 2005.

*Mary Avenue Bike/Pedestrian Bridge at I-280 in Cupertino and Sunnyvale.* The bridge will provide a safe and convenient connection between De Anza College in Cupertino and Homestead High School in Sunnyvale along the Mary Avenue corridor. Scheduled for completion in spring 2006.

*Los Gatos Creek Trail Bridge/Path Improvements in Campbell.* Provides a bridge and other path improvements near Camden Avenue in Campbell. Scheduled for completion in summer 2005.

*Almaden Expressway Improvements Between Ironwood Drive and Foxworthy Avenue.* Includes the installation of sidewalks, bike shoulders, and crosswalks providing residents with safer connections to local services and shops. Scheduled for completion in spring/summer 2006.

*Uvas Creek Trail, Phase I, Gilroy.* Provides creek trail improvements as part of the new Gilroy Sports Park connecting with Luchessa Avenue. Scheduled for completion in summer 2006.

*San Tomas Aquino Creek Trail Reach 2 in Santa Clara.* This project extends the creek trail from Agnew Road to Scott Blvd., and includes an under-crossing of US 101. Scheduled for completion in summer 2005.

*Los Gatos Creek Trail Reach 4 (Lincoln Avenue–Auzerais Avenue) in San Jose.* This project provides an extension of the existing trail, and includes on-street sections. Scheduled for completion in fall 2007.

*Stevens Creek Trail (between Yuba Drive and North Meadow Lane) in Mountain View.* This project extends the trail southwards toward

Mountain View High School, and includes the under-crossing of El Camino Real. Scheduled for completion in December 2007.

## **Implementation of VTA Land Use Programs**

### **Livable Communities and Pedestrian Program**

The Livable Communities and Pedestrian (LCP) Program provides capital funds for transportation-related projects that improve community access to transit, provide multimodal transportation facilities, and enhance the pedestrian environment along transportation corridors, in community cores, and around transit stations. During winter 2006, VTA will develop specific evaluation and scoring criteria for LCP Program projects using the CDT Manual, Pedestrian Technical Design Guidelines, and other CDT documents as a framework. Beginning in 2006, the LCP Program is expected to provide about \$10 million every two years for Member Agency capital projects.

Table 4-2 shows the implementation activities associated with VTA's Land Use programs, including both on-going efforts and new programs.

**Table 4-2 Implementation of VTA Land Use Programs**

| <b>Program or Plan</b>   | <b>Short-term Activities</b>  | <b>Mid- to Long-term Activities</b>  |
|--|---|--|
| <b>CDT Program</b>   | <ul style="list-style-type: none"> <li>Continued program development</li> <li>Work with Member Agencies</li> <li>CDT Planning and Capital Grants Program</li> </ul>             | <ul style="list-style-type: none"> <li>On-going</li> <li>Integrate CDT principles and practices into VTA programs, and Member Agency programs and policies</li> </ul>  |
| <b>Proactive CMP/ Transportation Impact Analysis Review (TIA)</b>    | <ul style="list-style-type: none"> <li>Incorporate CDT principles and practices</li> </ul>  | <ul style="list-style-type: none"> <li>On-going</li> </ul>   |
| <b>Development Review</b>  | <ul style="list-style-type: none"> <li>On-going; incorporate CDT principles and practices</li> </ul>  | <ul style="list-style-type: none"> <li>On-going</li> </ul>   |
| <b>Transit-oriented Development (TOD) Program</b>                    | <ul style="list-style-type: none"> <li>On-going; assist Member Agencies with TOD projects</li> <li>Implement CDT principles and best practices</li> </ul>                       | <ul style="list-style-type: none"> <li>On-going as part of the CDT Program</li> </ul>  |
| <b>Deficiency Plans</b>  | <ul style="list-style-type: none"> <li>Assist cities with the development of city-wide plans</li> <li>Revise guidelines to include CDT principles and best practices</li> </ul> | <ul style="list-style-type: none"> <li>On-going</li> <li>Consider countywide deficiency plan</li> </ul>  |
| <b>Land Use Transportation Investment Strategies</b>                 |   |  |
| <b>CDT Planning Grants</b>   | <ul style="list-style-type: none"> <li>Administer program; annual call-for-projects</li> </ul>  | <ul style="list-style-type: none"> <li>On-going</li> <li>Monitor projects</li> <li>Pursue additional strategies to keep the program funded</li> </ul>  |
| <b>CDT/Livable Communities and Pedestrian Program Capital Grants</b> | <ul style="list-style-type: none"> <li>Develop project evaluation criteria and selection process</li> <li>Administer program</li> </ul>   | <ul style="list-style-type: none"> <li>On-going</li> <li>Monitor projects</li> <li>Pursue additional strategies to keep the program funded</li> <li>Coordinate with MTC TLC and bike/pedestrian program</li> </ul> |
| <b>Joint Development Program</b>                                     | <ul style="list-style-type: none"> <li>Establish formal program</li> <li>Pursue one to five projects</li> <li>Coordinate with other programs</li> </ul>                         | <ul style="list-style-type: none"> <li>Continue with project development and management</li> <li>Maintain on-going revenue stream</li> </ul>   |

# VTP Development Process

VTP 2030 uses a systematic approach for planning and programming capital projects developed as part of VTP 2020. This process was used to create the current list of projects described in the Capital Investments section, and will be maintained through the 25+ year VTP 2030 planning horizon. It is also intended for use in future updates to VTP 2030.

The VTP approach establishes processes in which, under the leadership of the VTA Board of Directors, VTA can make planning and programming decisions with input from VTA's advisory committees, Member Agencies, the

environmental and business communities, and the general public. These decisions are based on consistent, technically sound evaluation of project proposals and preceded by clear and consistent communications with outside organizations and the community. After programming decisions are made, the VTP 2030 approach includes sustained commitments to major planned projects in order to secure funding and proceed successfully to project delivery.

In order to establish this planning approach, VTP 2030 defines three processes to govern how projects move from planning documents to construction:

- VTP Project Selection
- Project Planning, Programming, and Delivery
- Updating and Amending the VTP

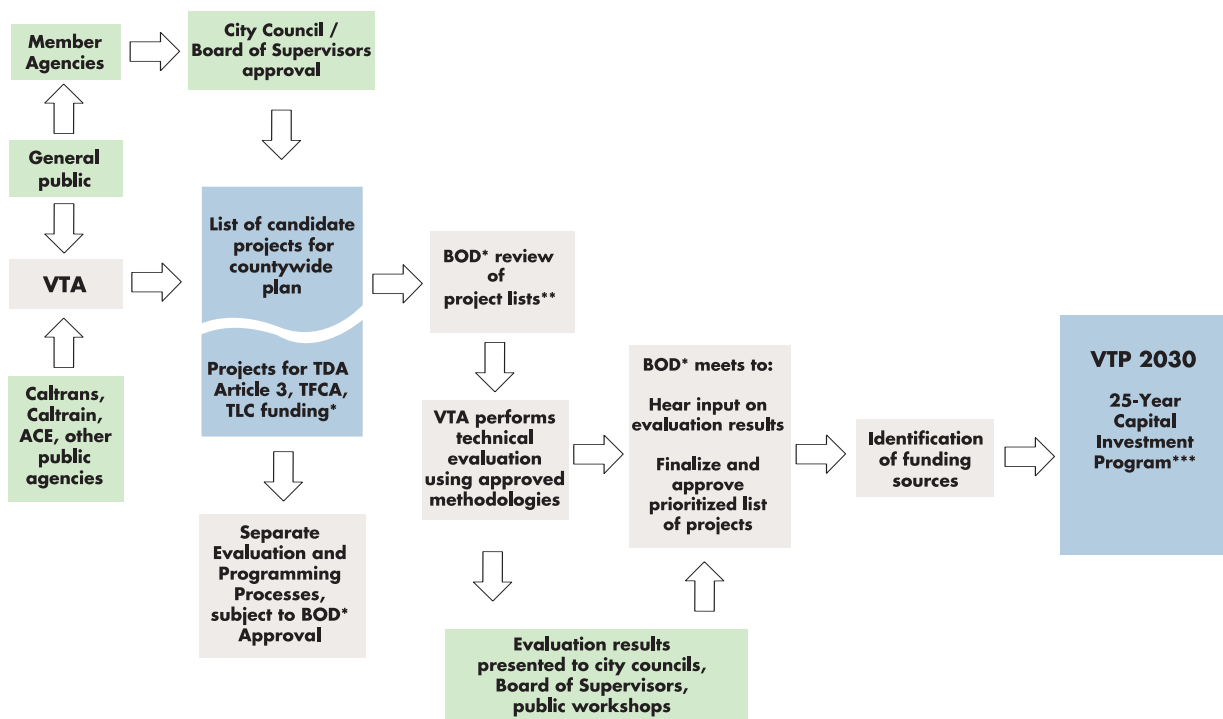
## VTP Project Selection Process

Figure 4-1 illustrates the process of selecting projects for inclusion in VTP 2030. This process puts oversight of the planning process with the VTA Board of Directors and allows for broad community input. The flowchart of the Project Selection Process is described in following text.

To begin the process, VTA solicits proposals from interested agencies and the general public, and may include a formal call-for-projects. VTA's Member Agencies solicit further input from their constituents, and then present project lists to their elected officials for approval before sub-



**Figure 4-1 Project Selection Process**



\* VTA Board of Director (BOD) action will follow review and action by VTA advisory committees

\*\* Proposed for Major Funding Sources such as STIP, TEA-21, Major Earmarks, Future Sales Tax or Bonds

\*\*\* Transit Program covers 30 years

mitting the lists to VTA. This step ensures local knowledge of, and commitment to, proposed projects. Projects are next submitted to VTA for consideration in one or more of the ten program areas identified in VTP 2030.

VTA then evaluates the proposed projects using technical methodologies that are approved by VTA's Technical Advisory Committee and Board.

Evaluation results are presented to Member Agencies and at public workshops. This step functions as a feedback loop to provide for public comment on VTA's evaluation. Based on evaluation scores, the VTA Board then finalizes and approves the list of projects. Once the VTA Board of Directors approves the list of projects, individual projects can proceed into programming phases.

## Project Planning, Programming, and Delivery

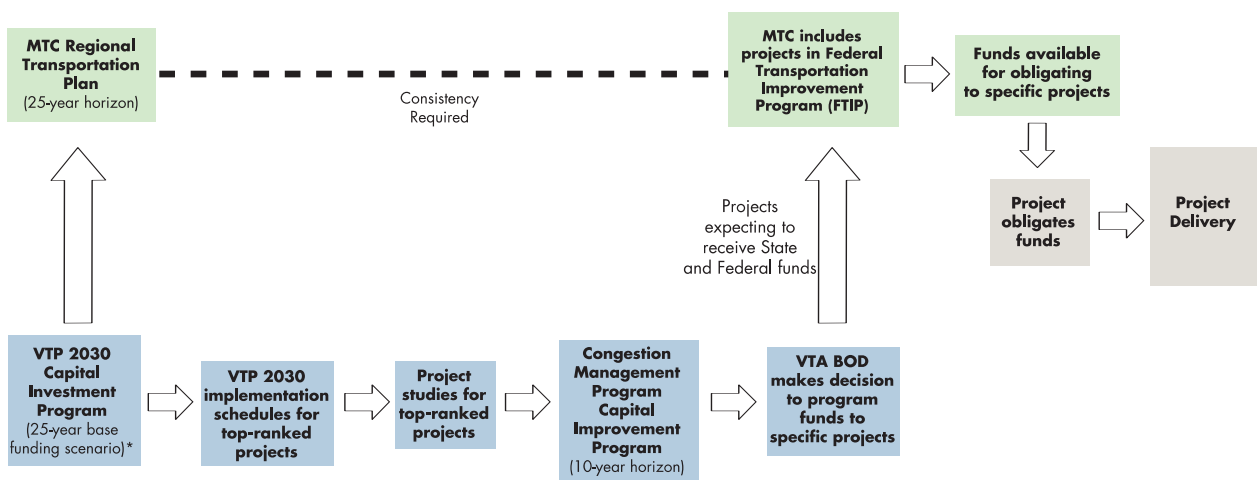
This section describes what happens to a project once it emerges from VTP 2030 as an agency priority. Figure 4-2 below presents a flowchart of the process by which a transportation project moves from VTP 2030 through project delivery. A description of the flowchart is described in following text.

At the local level, projects appearing in VTP 2030 will generally undergo project studies. In cases where project planning or engineering studies have already been completed, those studies will provide the starting point for more advanced studies or engineering. Based on

these project studies, the VTA Board places the top-ranked projects in the Congestion Management Program's Capital Improvement Program (CIP). Top-ranked projects are determined by using a set of evaluation criteria similar to those developed for initial project evaluation but more focused on project delivery. The VTA Board can then make decisions to program funding for specific projects.

Beyond the local level, the Metropolitan Transportation Commission (MTC) takes projects appearing in VTP 2030's Capital Investment Program and places them in MTC's Regional Transportation Plan (RTP) where they may appear in the constrained or unconstrained

**Figure 4-2 Project Planning, Programming and Delivery**



\* Transit Program covers a 30-year base

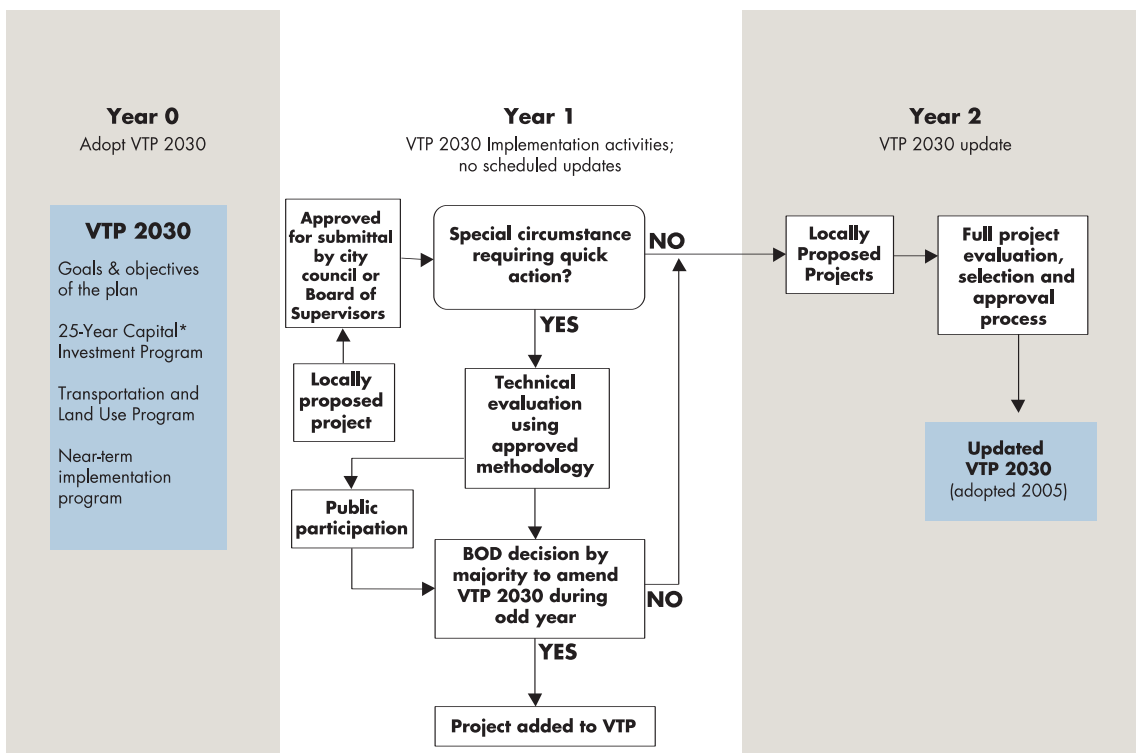
portion of the RTP. Once the VTA Board votes to program funds to specific projects from specific sources, MTC places those projects in its Federal Transportation Improvement Program (FTIP). Only projects in the RTP can be placed in the FTIP. Funds from State and Federal sources are then made available to be obligated to these projects. Finally, the agencies' sponsors of the projects obligate the funds in order to finance construction.

### Updating the VTP

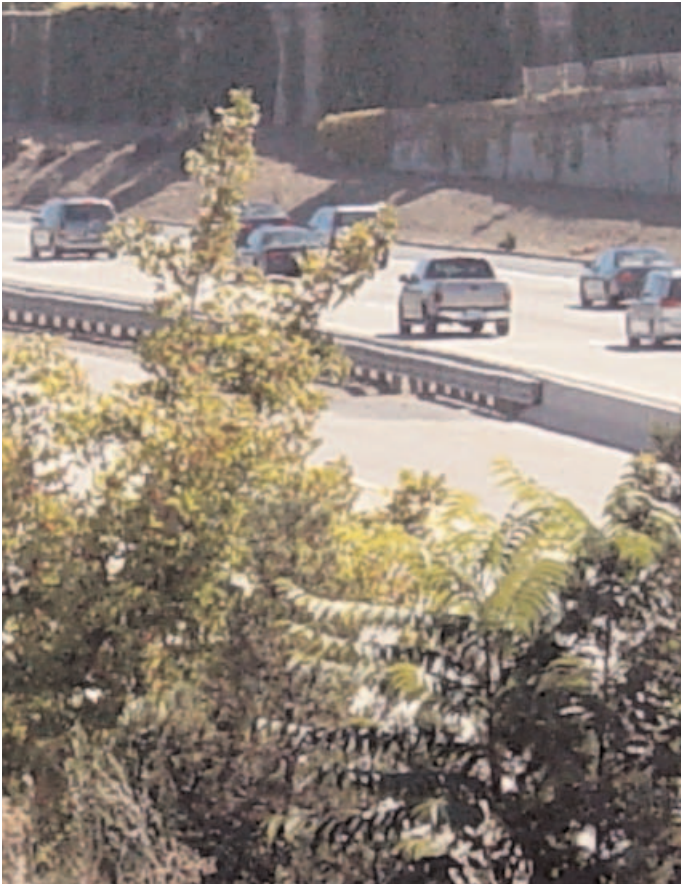
Notwithstanding VTP 2030's process of analysis and evaluation, things change, and VTA expects to update the plan every four years. Plan updates will include the project selection process, and the process for project planning, programming, and delivery shown above.

However, VTA recognizes that special circumstances may arise that require an update during an off-year. VTP 2030 therefore establishes a process for amending the plan that

**Figure 4-3 Updates and Additions**



\* Transit Program covers a 30-year base



allows for off-year changes. A flowchart of the process for amending VTP 2030 is shown in Figure 4-3 on the previous page. A description of the flowchart is provided in following text.

Special circumstances such as time-limited funding availability, or contributions from a local developer, may require quick action. In these cases, there will be opportunity for projects to be added to the VTP in off-years. Off-year

project proposals will be subjected to the same technical analysis required during full updates, and a majority vote of the VTA Board of Directors still will be required to approve plan amendments. Project proposals not accepted during off-years can be reconsidered during the subsequent update of the entire plan. VTA will conduct a public participation process for the proposed amendment, the level of which will be based on the scale of the proposed amendment.

### **Projects Without VTP 2030 Allocated Funding**

Projects appearing in the VTP 2030 Capital Investment Program that do not have allocated funding for construction are considered in the “unconstrained” portion of the VTP 2030 and the RTP. Funding options for these projects will be re-evaluated with the next update of VTP 2030.

If funding for a project is identified before VTP 2030 is updated, and the sponsoring agency determines the project has become a top priority, the project may move into planning and preliminary design phases without needing to be included in the financially constrained portion of VTP 2030 or the RTP. If the project needs to acquire right-of-way or move into engineering and construction phases before the next VTP update, VTP 2030 and the RTP need to be amended, requiring at minimum regional transportation systems and air quality conformance

analysis involving significant staff time and resources. In these cases, Member Agencies should notify VTA as soon as possible so staff may explore a range of possible actions.

### **Implementation Process for Non-Capital Programs**

Non-capital programs include the Community Design and Transportation (CDT) Program and the Joint Development Program. Activities in these programs may include administrative, planning, design and programming-related functions. VTP 2030 identifies a lump sum amount for several of these program areas, and lists of specific projects may not be identified before the next VTP update.

