

Foreword

THE VALLEY TRANSPORTATION PLAN 2035 (VTP 2035) IS THE LONG-RANGE VISION for transportation in Santa Clara County. The Valley Transportation Authority (VTA), in its role as the Congestion Management Agency (CMA) for Santa Clara County, is responsible for preparing and updating the VTP on a cycle coinciding with the update of the Bay Area's Regional Transportation Plan (RTP).

VTP 2035 identifies the programs, projects and policies VTA's Board of Directors would like to pursue over the lifetime of the plan. It connects projects with anticipated funds and lays out a framework for the development and maintenance of our transportation system over the next 25 years. It considers all travel modes and addresses the links between transportation and land use planning, air quality, energy use and community livability. VTP 2035 is not a programming document and does not include precise schedules for project implementation or assumptions regarding financing costs that may be needed to implement specific projects in specific years.

VTP 2035 was developed during a challenging time. VTA must find ways to maximize effectiveness and its benefit to the community while addressing climate protection, energy use, growth pressures, and the growing gap between the availability of funds and our growing transportation needs. The plan incorporates a Strategic Planning Element which addresses these challenges and connects the agency's goals and ideals with the programs, projects and policies proposed in this document. The plan expresses a dedication to creating pragmatic and creative transportation solutions, recognizing that achieving success in the issues addressed in the plan will require cooperation and long-term commitments from VTA, its Member Agencies, partners and the public.

Executive Summary

AS THE CONGESTION MANAGEMENT AGENCY FOR SANTA CLARA COUNTY, VTA is responsible for preparing the long-range Countywide Transportation Plan for Santa Clara County, called the Valley Transportation Plan, or VTP. The VTP identifies existing and future transportation related needs, considers all modes of travel and identifies what can be completed within the anticipated available funding for projects and programs. It provides a roadmap for the planning, policy development and programming of transportation funds in Santa Clara County for the next 25 years according to State and Federal requirements. This update, VTP 2035, also includes a new Strategic Plan Element.

The development of VTP 2035 was initiated in late 2007 and pursued a strategy to develop a coordinated approach to identifying transportation issues in the county. Preparation of the VTP 2035 was accomplished in a five-step planning process which consisted of developing the following:

- A **Vision Statement** and goals to accomplish the vision
- A **Needs Based Plan** to meet the needs of the county to the year 2035
- A **Fiscally Constrained Plan** based on a forecast of future revenues
- An **Implementation Strategy**
- A **Strategic Framework** that describes VTA's strategic vision for growth

VTP 2035 recognizes that it is not possible to fully meet the needs of the county by expansion of the roadway system alone. At the same time, it also recognizes that the roadway system is the framework for other modes of transportation, including transit, paratransit, and bicycle and pedestrian systems. Thus, the plan includes both a strong roadway and a strong multi-modal element.

VTP's directive stems from the following mission statement for transportation system development in Santa Clara County:

VTA provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region.

VTP 2035 THEMES

The VTP is grounded on themes that describe a new direction for the future of Santa Clara County. These themes, contained within the plan horizon, include:

Connectivity The plan will address how we connect existing land uses to the transportation system. The implementation section of the plan addresses studies that will provide systems interconnection, mode interconnection, and elements such as first/last-mile connection.

Pricing Another important theme in the plan is developing congestion pricing methods. A major component of this is the development of an Express Lane network. Express lanes are expected to improve freeway operations, as well as generate revenue for a variety of multimodal improvements within the corridor.

Efficiency The plan embraces different modes of transport as well as examines technology to help us move more efficiently. The plan points us in the direction of developing new carpool lanes, use of technology, enhanced transit, and bike and pedestrian facilities.

Land Use VTP 2035 focuses on intensifying land uses within major transportation corridors. VTA has developed the Community Design for Transportation (CDT) in an effort to promote smart growth at major transit centers. The plan also looks at strategies for pursuing the best opportunities to develop within transit corridors.

Air Quality VTA has initiated a Transportation Energy and Air Quality (TEAQ) program that is designed to address the issues related to air quality and energy use by developing guidelines and incentives for agencies to reduce emissions.

CURRENT FUNDING PROJECTIONS

The financial element of the plan outlines a 25-year projection of transportation project costs, anticipated revenues and shortfalls in the funding of Santa Clara County's transportation needs. The plan projects that \$15.2 billion will be available over the next 25 years from a range of State and Federal sources.

Revenue projections for the years 2009–2035 have been developed in consultation with the California Department of Transportation (Caltrans), Caltrans District 4, the Metropolitan Transportation Commission (MTC) and Member Agencies.

PLAN CONTENTS AND ORGANIZATION

VTP 2035 is organized into five chapters plus appendices:

Chapter 1: A Vision for Tomorrow This chapter provides an overview of the setting within which the plan was developed. It introduces three pivotal issues: 1) improving efficiency; 2) developing new sources of revenue, and 3) growing smarter. It provides a summary of VTA's vision, mission and responsibilities.

Chapter 2: Capital Investment Program This chapter provides the fiscal setting underlying the development of VTP 2035, the steps being taken to ensure VTA's long term financial stability, the sources of funding and the funds projected to become available during the 25-year timeframe of the plan. It discusses the ten programs areas included in the plan and provides project lists for the Highway, Transit, Expressways, Local Streets and County Roads, Bicycles, and Intelligent Transportation Systems (ITS) program areas.

Chapter 3: Planning Initiatives This chapter discusses the breadth of VTA planning initiatives for each of the Capital Investment Program Areas discussed in Chapter 2 as well other planning activities that VTA directly sponsors or participates in to improve the transportation system and built environment.

Chapter 4: Implementation This chapter summarizes the projects and programs that will be pursued in the near-term—before the plan is updated in 2012.

Chapter 5: The Strategic Planning Element This chapter reviews the purpose of the VTA Strategic Planning Element, how VTA is organized and structured to deliver the VTP programs and projects, and the goals and strategies that guide the agency's activities. It examines these elements in context with a discussion of VTA's Strengths, Opportunities, Weaknesses and Threats (SWOT) and near-term goals.

Appendices This includes the entire VTP project listing with descriptions, a summary of the policies that guide the plan, detailed descriptions of the CDT and TEAQ Programs and the model analysis results for the projects included in the plan.

RELATIONSHIP TO THE REGIONAL PLAN

The 2009 Regional Transportation Plan (RTP), prepared by the Metropolitan Transportation Commission (MTC), guides transportation planning and funding throughout the nine-county Bay Area to the year 2035. Countywide plans, like VTP 2035, provide input to the RTP.

VTP 2035 and the 2009 RTP share common themes, including the reduction of CO₂ emissions, an Express Lane network, focused growth, and the use of technology to improve congestion.

The RTP contains a fiscally constrained list of projects and programs that have a reasonable expectation of being funded during the life of the plan. County-level projects seeking State or Federal funding, completing environmental clearances, or desiring to enter into construction must be in this section of the RTP. In turn, the RTP helps to inform the development of the State Transportation Improvement Program (STIP), which prioritizes the use of State transportation funds.

PLAN WITH VISION

Plans are intended to be visionary. They help us to understand where we are, envision where we want to go and lay out the steps necessary to get there. Successful plans are founded on an understanding of not only the vision and goals that the plan is designed to achieve, but also on the issues that frame them and the resources available to achieve them. VTP 2035 is both visionary and pragmatic—it affirms what we can do and raises the bar for what we should do.